Scenic Rim Regional Council

Priority Infrastructure Plans and Administrative Amendments for the Boonah, Beaudesert and Ipswich Planning Schemes

Beaudesert Shire Planning Scheme 2007 Amendment Package No.5
Boonah Shire Planning Scheme 2006 Amendment Package No.2
Ipswich Planning Scheme 2006 Amendment Package No.1

Department: Land Use Planning
Version: Final
Commencement Date: 27 June 2014
File No: 19/03/005

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Overview

1. Purpose of Amendments

The Boonah, Beaudesert and Ipswich Planning Scheme priority infrastructure plans (PIPs) have been prepared in accordance with section 88 of the *Sustainable Planning Act 2009* (SPA) which requires a planning scheme to include a priority infrastructure plan.

A PIP is part of a planning scheme which outlines Council's plans for the provision of trunk infrastructure to service urban development in a coordinated, efficient and orderly way.

PIPs provide the basis to understand infrastructure networks, upgrades and/or potential new trunk infrastructure to both inform and support the strategic intent and detailed land use planning within the planning scheme.

2. Background

At its ordinary meeting on 6 December 2011, Council resolved to endorse the draft priority infrastructure plans for the Boonah, Beaudesert and Ipswich Planning Schemes for first State interest review in accordance with section 117 of the *Sustainable Planning Act 2009* and the relevant statutory guideline.

On 16 August 2012, the Deputy Premier and Minister for State Development, Infrastructure and Planning issued a notice to Council stating that Council may proceed to publicly notify the draft priority infrastructure plans subject to conditions. The conditions are outlined as follows:

- The removal of all planning scheme elements that relate to infrastructure charging components made redundant by the State Planning Regulatory Provisions (adopted charges) (SPRP); and
- The removal of items in the PIPs (Plans for Trunk Infrastructure and Schedule of Works only), which are not endorsed by the Department of Transport and Main Roads.

The draft PIP was amended in accordance with the above conditions.

Further, at the Ordinary Meeting held on 26 February 2013, Council endorsed:

1. The preparation of administrative amendments to the Boonah, Beaudesert and Ipswich planning schemes for inclusion in the draft Priority Infrastructure Plan amendment package for public consultation; and

2. The public consultation of the attached draft Priority Infrastructure Plan amendment package with tracked changes showing the proposed amendments to the Boonah, Beaudesert and Ipswich planning schemes in accordance with section 117(1) of the *Sustainable Planning Act 2009* and *Statutory Guideline 02/12 Making and Amending Local Planning Instruments*.

The draft PIPs and administrative amendments for the Boonah, Beaudesert and Ipswich planning schemes were publicly notified during March and April 2013 in accordance with the requirements of the *Sustainable Planning Act 2009.* The matters raised in the four (4)

submissions received did not warrant amendments to be made to the PIPs and associated administrative amendment packages. As such, on 30 July 2013 Council resolved to:

1. endorse the response to submissions for the draft Priority Infrastructure Plans and Administrative Amendments for the Boonah, Beaudesert and Ipswich Planning Schemes; and

2. seek approval from the Minister for State Development, Infrastructure and Planning to adopt the draft Priority Infrastructure Plans for the Boonah, Beaudesert and Ipswich Planning Schemes in accordance with Section 117(1) of the *Sustainable Planning Act 2009* and supporting statutory guideline.

On 11 October 2013, Council received advice from the Minister for State Development, Infrastructure and Planning that Council could adopt the proposed planning scheme amendments with the condition that all references in the PIP reflect current Queensland Government department names, dates and standards.

On 24 June 2014, Council resolved to:

1. adopt the draft Priority Infrastructure Plans and Administrative Amendments for the Boonah Shire Planning Scheme 2006, Beaudesert Shire Planning Scheme 2007 and Ipswich Planning Scheme 2006; and

2. commence the adopted Priority Infrastructure Plans and Administrative Amendments for the Boonah Shire Planning Scheme 2006, Beaudesert Shire Planning Scheme 2007 and Ipswich Planning Scheme 2006 on 27 June 2014.

3. Structure of Amendment Package

This amendment package includes the priority infrastructure plans for the Boonah, Beaudesert and Ipswich Planning Schemes, as well as administrative amendments to the planning schemes that occur as a result of the adopted charges and the incorporation of the PIP.

The structure of this amendment package is outlined as follows:

- Part 1A –Priority Infrastructure Plan for the *Boonah Shire Planning Scheme 2006*
- Part 1B – Administrative planning scheme amendments to the *Boonah Shire Planning Scheme 2006*
- Part 2A - Priority Infrastructure Plan for the *Beaudesert Shire Planning Scheme 2007*
- Part 2B – Administrative planning scheme amendments to the *Beaudesert Shire Planning Scheme 2007*
- Part 3A - Priority Infrastructure Plan for the *Ipswich Planning Scheme 2006* (as amended February 2008)
- Part 3B - Administrative planning scheme amendments to the *Ipswich Planning Scheme 2006* (as amended February 2008)

4. Summary of Amendments

4.1 Boonah Shire Planning Scheme 2006 (as amended 29 January 2011)

The changes to the *Boonah Shire Planning Scheme 2006* are outlined as follows:

- Inclusion of the Priority Infrastructure Plan as Schedule 3 of the planning scheme;
- Inclusion of the Priority Infrastructure Areas and Plans for Trunk Infrastructure in Volume 2 of the planning scheme;
- Removal of Planning Scheme Policy 3 (Water and Sewerage Headworks Contributions) and all references to Planning Scheme Policy 3 (Water and Sewerage Headworks Contributions) from the planning scheme;
- Removal of all references to dedication of land to Council, cash in lieu of car parking spaces, and other cash contribution provisions throughout the planning scheme and replacement with appropriate policy if required; and
- Consequential amendments as required.

4.2 Beaudesert Shire Planning Scheme 2007 (as amended 23 November 2012)

The changes to the *Beaudesert Shire Planning Scheme 2007* are outlined as follows:

- Inclusion of the Priority Infrastructure Plan as Schedule 7 of the planning scheme;
- Inclusion of the Priority Infrastructure Areas as Appendix C of the planning scheme;
- Inclusion of the Plans for Trunk Infrastructure as Appendix D of the planning scheme;
- Removal of Planning Scheme Policy 5 (infrastructure contributions) and all references to Planning Scheme Policy 5 (infrastructure contributions) from the planning scheme;
- Removal of all references to dedication of land to Council, cash in lieu of car parking spaces, and other cash contribution provisions throughout the planning scheme and replacement with an appropriate policy if required; and
- Consequential amendments and numbering as required.

4.3 Ipswich Planning Scheme 2006 (as amended February 2008)

The changes to the *Ipswich Planning Scheme 2006* are outlined as follows:

- Inclusion of the Priority Infrastructure Plan as Schedule 11 of the planning scheme;
- Inclusion of the Priority Infrastructure Areas as Appendix 12 of the planning scheme;
- Inclusion of the Plans for Trunk Infrastructure as Appendix 13 of the planning scheme;
- Removal of Planning Scheme Policy 5 (infrastructure) and all references to Planning Scheme Policy 5 (infrastructure) from the Scenic Rim Regional Council interests of the planning scheme;
- Removal of all references to dedication of land to Council, cash in lieu of car parking spaces, and other cash contribution provisions from the Scenic Rim Regional Council interests of the planning scheme and replacement with appropriate policy if required; and
- Consequential amendments as required.

Note:
The original purpose of the PIP as the planning instrument for calculating infrastructure charges changed in 2011 with the Queensland Government introducing the State Planning Regulatory Provision (SPRP (adopted charges)).

Council resolved to adopt the SPRP (adopted charges) which sets a maximum infrastructure charge for development and overrules Council's Planning Scheme Policies and the PIP where an infrastructure charge may have been calculated.

The SPRP (adopted charges) is now the only mechanism for Council to charge infrastructure charges (excluding an Infrastructure Agreement with a developer). The PIP therefore is primarily an infrastructure planning document but also has an auxiliary function of allowing Council to impose additional infrastructure charges where a development is inconsistent with the PIP planning assumptions.

Part 1A: Priority Infrastructure Plan for the *Boonah Shire Planning Scheme 2006*

SCHEDULE 3:
PRIORITY INFRASTRUCTURE PLAN

1. Preliminary

1.1 Sustainable Planning Act 2009

The priority infrastructure plan has been prepared in accordance with the *Sustainable Planning Act 2009.*

1.2 Purpose

The purpose of this priority infrastructure plan is the following:

a) To integrate and coordinate land use planning and infrastructure planning;
b) To ensure that trunk infrastructure is planned and provided in an efficient and orderly manner.

1.3 Structure

The priority infrastructure plan is structured as follows:

Part 1– Priority infrastructure plan

1) Preliminary
2) Application of priority infrastructure plan
3) Planning assumptions
4) Priority infrastructure area
5) Desired standards of service
6) Schedule of works
7) Plans for trunk infrastructure

Part 2 – Appendix

1) Priority infrastructure area
2) Plans for trunk infrastructure maps
   - Water network
   - Sewerage network
   - Transport network
   - Urban Open Space network
3) Extrinsic Material

1.4 Definitions

A term, unless the context otherwise requires, will have the meaning given in the Planning Act.

2. Application of priority infrastructure plan

2.1 Purpose

This priority infrastructure plan states the basis for the following:

a) A condition the local government may impose for the following:
   (i) necessary trunk infrastructure;

   (ii) additional trunk infrastructure costs;

2.2 Conditions the local government may impose for necessary trunk infrastructure

The local government may impose under section 649 (Conditions local government may impose for necessary trunk infrastructure) of the Sustainable Planning Act 2009, a condition for the supply of necessary trunk infrastructure if:

a) existing trunk infrastructure necessary to service the premises is not adequate and trunk infrastructure adequate to service the premises is identified in this priority infrastructure plan; or

b) trunk infrastructure to service the premises is necessary, but is not yet available and is identified in this priority infrastructure plan; or

c) trunk infrastructure identified in this priority infrastructure plan is located on the premises.

2.3 Conditions the local government may impose for additional trunk infrastructure costs

The local government may impose under section 650 (Conditions local government may impose for additional infrastructure costs) of the Sustainable Planning Act 2009 a condition requiring the payment of additional trunk infrastructure costs only if the development:

a) is:
   i) inconsistent with the assumptions about the type, scale, location or timing of future development stated in this priority infrastructure plan;
   ii) for premises completely or partly outside the priority infrastructure area; and

b) would impose additional trunk infrastructure costs on the infrastructure provider after taking into account either or both of the following:
   i) infrastructure charges, regulated infrastructure charges or adopted infrastructure charges levied for the development;
   ii) trunk infrastructure supplied or to be supplied by the applicant or person who requests compliance assessment under division 4 to 6 of the Sustainable Planning Act 2009.

2.4 Development inconsistent with assumptions about future development

Development is inconsistent with the assumptions about:

a) the type and location of development, if the type of development as identified in table 3.3, is not planned to occur in the location as identified in the priority infrastructure area; or

b) the scale of development, if the density and demand of the development of the premises exceeds the planned density and demand for the development of the premises as stated in tables 3.4–3.7; or

c) the timing of development, if the development results in trunk infrastructure being supplied earlier than planned for in the schedule of works for trunk infrastructure as stated in tables 6.1–6.5 of this priority infrastructure plan.

3. Planning Assumptions

3.1 Purpose

The planning assumptions state the following:

a) the existing and projected population and employment for the planning scheme area;

b) the assumptions about the type, scale, location and timing of residential and non-residential development which are used to derive the demand for a trunk infrastructure network, giving a consistent basis for the planning of the trunk infrastructure network and the determination of the priority infrastructure area.

3.2 Population, dwellings, employment and non-residential floorspace

The existing and projected population for residential development within and outside the priority infrastructure area is stated in section 3.8.

The existing and projected dwellings for residential development within and outside the priority infrastructure area are stated in section 3.9.

The existing and projected employment for non-residential development within and outside the priority infrastructure area is stated in section 3.10.

The existing and projected non-residential floor space for non-residential development within and outside the priority infrastructure area is stated in section 3.11.

The distribution and timing of future development (residential dwellings and non-residential floor space) to accommodate projected population and employment growth have been estimated based on the following factors:

- existing level of development
- physical constraints on the land
- land use planning provisions of the planning scheme
- current development applications and approvals
- development trends
- cost efficient provision of infrastructure
- average occupancy rate projections
- average floor space conversion rates
- commercial demand
- demographic trends
- potential uptake rate for developable land
- workforce trend
- non-residential vacancy rates
- regional development and economic objectives

Table 3.1

Residential development	Average occupancy rate (persons/dwelling)				
	2006	2011	2016	2021	2026
Single dwelling	2.7	2.7	2.65	2.6	2.6
Multiple dwelling	1.5	1.5	1.5	1.5	1.5
Other dwelling	1.7	1.7	1.7	1.7	1.7

3.3 Time periods

The planning assumptions have been prepared for the following time periods to align with the Australian Bureau of Statistics (ABS) census years:

- 2006-2011
- 2011-2016
- 2016-2021
- 2021-2026

3.4 Existing level of development

The existing residential and non-residential development has been estimated at the base date being the 30 June 2006.

3.5 Development potential of land

Developable land identified for urban uses is the land in the priority infrastructure area which is not affected by the following constraints:

- flood inundation
- water courses or corridors
- ecological corridors
- visual sensitivity areas above 120-140RL
- remnant and high value regrowth
- high bush fire hazard
- core koala habitats
- slope greater than 25%

3.6 Planned densities

The planned density has been determined to reflect the realistic intensity of development having regard to the land use planning provisions of the planning scheme, site constraints and development trends.

Table 3.2

Planning scheme area identification	Development type	Planned density	
		Residential development (du/ha)	Non-residential development (plot ratio)
Village Zone	Single dwelling Multiple dwelling Other dwelling Commercial office Commercial retail Community	9	.5
Rural Residential Zone	Single dwelling	2	0
Rural Buffer Zone	Single dwelling	1	0
Village Industry Zone	Industry	0	.4
Town Zone:			
Residential Precinct	Single dwelling Multiple dwelling	9	0
Town Centre Precinct	Single dwelling Multiple dwelling Other dwelling Commercial office Commercial retail Community	9	.5
Industry Precinct	Industry	0	.4
Community Precinct	Community	0	.4

3.7 Development type

Table 3.3 shows the relationship between the residential and non-residential development types and the corresponding planning scheme use types.

Table 3.3

Development type	Planning scheme use type
Residential	
Single dwelling	House
Multiple dwelling	Multiple dwelling, Relatives Accommodation
Other dwelling	Caretakers residence
Non-residential	
Commercial office	Commercial Premises, Home Based Business, Funeral Establishment, Hotel, Motel
Commercial retail	Food Premises, Service Station, Shop, Showroom
Community	Community Facilities, Indoor recreation
Industry	Industry (High Impact), Industry (Medium Impact), Industry (Low Impact), Warehouse, Bulk Store, Bulk Supplies, Transport Depot
Other	Agriculture, Animal Husbandry, Aquaculture, Kennels & Catteries, Extractive Industry, Intensive Animal Industry, Tourist Facility, Wholesale Nursery,

3.8 Existing and projected population

Table 3.4

Locality	Category	Existing and projected population				
		2006	2011	2016	2021	2026
Aratula	Single dwelling	383	443	500	559	615
	Multiple dwelling	9	9	11	12	14
	Other dwelling	9	9	10	10	12
	Total	401	461	521	581	641
Boonah	Single dwelling	2,304	2,770	3,156	3,502	3,811
	Multiple dwelling	51	60	78	110	144
	Other dwelling	48	53	54	60	77
	Total	2,403	2,883	3,288	3,672	4,032
Kalbar	Single dwelling	722	831	975	1,141	1,339
	Multiple dwelling	17	20	38	57	89
	Other dwelling	16	17	31	50	73
	Total	755	868	1,044	1,248	1,501
Total PIA	Single dwelling	3,409	4,044	4,631	5,202	5,765
	Multiple dwelling	77	89	127	179	247
	Other dwelling	73	79	95	120	162
	Total	3,559	4,212	4,853	5,501	6,174
Total outside PIA	Single dwelling	5,386	5,803	6,217	6,724	7,501
	Multiple dwelling	100	112	128	143	158
	Other dwelling	74	84	94	104	116
	Total	5,560	5,999	6,439	6,971	7,775
Total planning scheme area	Single dwelling	8,795	9,847	10,848	11,926	13,266
	Multiple dwelling	177	201	255	322	405
	Other dwelling	147	163	189	224	278
	Total	9,119	10,211	11,292	12,472	13,949

3.9 Existing and projected dwellings

Table 3.5

Locality	Category	Existing and projected dwellings				
		2006	2011	2016	2021	2026
Aratula	Single dwelling	142	164	187	215	236
	Multiple dwelling	6	6	7	8	9
	Other dwelling	5	5	6	6	7
	Total	153	175	200	229	252
Boonah	Single dwelling	853	1,025	1,191	1,347	1,466
	Multiple dwelling	34	40	52	73	96
	Other dwelling	28	31	32	35	45
	Total	915	1,096	1,275	1,455	1,607
Kalbar	Single dwelling	267	307	368	439	515
	Multiple dwelling	11	13	25	38	59
	Other dwelling	9	10	18	27	43
	Total	287	330	411	504	617
Total PIA	Single dwelling	1,262	1,496	1,746	2,001	2,217
	Multiple dwelling	51	59	84	119	164
	Other dwelling	42	46	56	68	95
	Total	1,355	1,559	1,886	2,188	2,476
Total outside PIA	Single dwelling	1,995	2,148	2,345	2,585	2,885
	Multiple dwelling	67	75	85	95	105
	Other dwelling	43	49	55	61	68
	Total	2,105	2,272	2,485	2,741	3,058
Total planning scheme area	Single dwelling	3,257	3,644	4,091	4,586	5,102
	Multiple dwelling	118	134	169	214	269
	Other dwelling	85	95	111	129	163
	Total	3,460	3,873	4,371	4,929	5,534

3.10 Existing and projected employment

Table 3.6

Locality	Category	Existing and projected employees				
		2006	2011	2016	2021	2026
Aratula	Commercial office	64	76	86	93	102
	Commercial retail	31	35	41	44	49
	Community	27	29	33	37	41
	Industry	39	44	49	55	62
	Other	0	0	0	0	0
	Total	161	184	209	229	254
Boonah	Commercial office	480	576	657	734	806
	Commercial retail	228	273	329	367	403
	Community	192	231	263	293	323
	Industry	301	346	395	440	484
	Other	0	0	0	0	0

Locality	Category	Existing and projected employees				
		2006	2011	2016	2021	2026
	Total	1,201	1,426	1,644	1,834	2,016
Kalbar	Commercial office	120	139	167	200	240
	Commercial retail	57	66	83	100	120
	Community	48	56	67	80	96
	Industry	76	87	100	120	144
	Other	0	0	0	0	0
	Total	301	348	417	500	600
Total PIA	Commercial office	664	791	910	1,027	1,148
	Commercial retail	316	374	453	511	572
	Community	267	316	363	410	460
	Industry	416	477	544	615	690
	Other	0	0	0	0	0
	Total	1,663	1,958	2,270	2,563	2,870
Total outside PIA	Commercial office	190	205	220	238	265
	Commercial retail	296	319	342	370	413
	Community	127	137	147	159	177
	Industry	232	251	269	292	325
	Other	1,271	1,370	1,469	1,588	1,772
	Total	2,116	2,282	2,447	2,647	2,952
Total planning scheme area	Commercial office	854	996	1,130	1,265	1,413
	Commercial retail	612	693	795	881	985
	Community	394	453	510	569	637
	Industry	648	728	813	907	1,015
	Other	1,271	1,370	1,469	1,588	1,772
	Total	3,779	4,240	4,717	5,210	5,822

3.11 Existing and projected non-residential floorspace

Table 3.7

Locality	Category	Existing and projected non-residential floor space (m²)				
		2006	2011	2016	2021	2026
Aratula	Commercial office	1,280	1,520	1,760	1,860	2,040
	Commercial retail	775	875	1,025	1,100	1,225
	Community	1,755	1,885	2,145	2,405	2,665
	Industry	4,290	4,840	5,390	6,050	6,820
	Other	0	0	0	0	0
	Total	8,100	9,120	10,320	11,415	12,750
Boonah	Commercial office	9,600	11,520	13,140	14,680	16,120
	Commercial retail	5,700	6,825	8,225	9,175	10,075
	Community	12,480	15,015	17,095	19,045	20,995
	Industry	33,110	38,060	43,450	48,400	53,240
	Other	0	0	0	0	0
	Total	60,890	71,420	81,910	91,300	100,430
Kalbar	Commercial office	2,400	2,780	3,340	4,000	4,800

Locality	Category	Existing and projected non-residential floor space (m²)				
		2006	2011	2016	2021	2026
	Commercial retail	1,425	1,650	2,075	2,500	3,000
	Community	3,120	3,640	4,355	5,200	6,240
	Industry	8,360	9,570	11,000	13,200	15,840
	Other	0	0	0	0	0
	Total	15,305	17,640	20,770	24,900	29,880
Total PIA	Commercial office	13,280	15,820	18,240	20,540	22,960
	Commercial retail	7,900	9,350	11,325	12,775	14,300
	Community	17,355	20,540	23,595	26,650	29,900
	Industry	45,760	52,470	59,840	67,650	75,900
	Other	0	0	0	0	0
	Total	84,295	98,180	113,000	127,615	143,060
Total outside PIA	Commercial office	3,800	4,100	4,400	4,760	5,300
	Commercial retail	7,400	7,975	8,550	9,250	10,325
	Community	8,255	8,905	9,555	10,335	11,505
	Industry	25,520	27,610	29,590	32,120	35,750
	Other	–	–	–	–	–
	Total	44,975	48,590	52,095	56,465	62,880
Total planning scheme area	Commercial office	17,080	19,920	22,640	25,300	28,260
	Commercial retail	15,300	17,325	19,875	22,025	24,625
	Community	25,610	29,445	33,150	36,985	41,405
	Industry	71,280	80,080	89,430	99,770	111,650
	Other	–	–	–	–	–
	Total	129,270	146,770	165,095	184,080	205,940

3.12 Existing and projected demand

The demand units planned for residential and non-residential premises are expressed as units per town within the PIA. For residential premises this is determined by the amount of persons per household and for non-residential this is determined by the amount of employees per m².

The existing and projected demand for the development of premises on the 5 infrastructure networks is stated in tables 3.8 – 3.12.

3.13 Water Network Demand

Table 3.8

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Aratula	500	532	597	1,045
Boonah	3,537	3,918	4,686	6,602
Kalbar	902	1,058	1,211	2,071
Total PIA	4,939	5,508	6,494	9,718
Total outside PIA	1,447	1,474	1,507	1,518
Total planning scheme area	6,386	6,982	8,001	11,236

3.14 Sewer Network Demand

Table 3.9

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Aratula	349	406	467	915
Boonah	3,286	3,670	4,398	6,326
Kalbar	743	941	1,088	1,959
Total PIA	4,378	5,017	5,953	9,200

3.15 Transport Network Demand

Table 3.10

Locality	Total vehicle trip ends		Growth
	2006	2031	Per annum
Boonah township	14,460	18,539	163
Outside Boonah	25,216	41,404	648
Total planning scheme area	39,676	59,943	811

3.16 Urban Open Space Network Demand

Table 3.11

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Aratula	488	552	615	679
Boonah	3,097	3,535	3,947	4,334
Kalbar	920	1,107	1,323	1,591
Total PIA	4,505	5,194	5,885	6,604
Total outside PIA	3,342	3,586	3,882	4,330
Total planning scheme area	7,847	8,780	9,767	10,934

3.17 Stormwater Network Demand

Table 3.12

Locality	Planning Horizon (impervious m²)			
	2011	2016	2021	2026
Aratula	118,840	131,143	149,307	164,953
Boonah	754,932	899,135	1,043,091	1,177,363
Kalbar	215,876	250,488	284,974	319,793
Total PIA	1,089,648	1,280,766	1,477,372	1,662,109

4. Priority Infrastructure Area

4.1 Purpose

The priority infrastructure area (PIA) identifies the area the local government gives priority to provide trunk infrastructure for urban development up to 2026.

4.2 Determination of the priority infrastructure area

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

4.3 Priority infrastructure area map

The PIA is shown in appendix 1, priority infrastructure area.

5. Desired Standards of Service

5.1 Purpose

The desired standard of service for a trunk infrastructure network is the standard of performance stated in the extrinsic material. The key standards of service for each network are stated in this section.

5.2 Water supply network

The desired standard of service for the water supply network is as follows:

a) ensure drinking standards complies with the national health and medical research Council Australian Drinking Water Guidelines for colour, turbidity and microbiology;

b) collect, store, treat and convey potable water from a source to a consumer in accordance with the Water Act 2000 and the Water Supply (Safety and Reliability) Act 2008;

c) minimise non-revenue water loss;

d) design the water supply network in accordance with the following:

(i) all water supply shall be designed in accordance with the latest distributor-retailer (Queensland Urban Utilities) standards;
(ii) an average day consumption is 230/EP/day;
(iii) a minimum and maximum supply pressure of 210 kPa and 1CPA kPa at each property boundary; or
(iv) fire flow for residential of 15 l/s for industrial and commercial development of 30 1/s p/secs.

e) design a recycled water system to meet the Water Supply (Safety and Reliability)Act 2008.

5.3 Sewerage network

a) provide a reliable sewerage network that collects, stores, treats and releases sewage from premises;

b) design the sewerage network in accordance with the following:

(i) the latest distributor-retailer (Queensland Urban Utilities) standards and Table 5.1;
(ii) the Water Act 2000 and the Water Supply (Safety and Reliability) Act 2008;
(iii) an applicable development approval and environmental authority.

Key design parameters for the sewerage network

Table 5.1

Trunk infrastructure item	Design parameter
Total network	Average dry weather flow – 210/ep/day Peak wet weather flow – 5 x average dry weather flow
Pump station	Emergency storage of 3 hours @ average dry weather flow Installed pump capacity – 1.1 x design flow ultimate
Gravity sewer	Air space of at least 305mm of pipe diameter at design flow Slope to achieve self cleansing velocity of 1 m/s
Rising main	Minimum velocity – 0.6 m/s Maximum velocity – 3.0 m/s Desirable design velocity 1.0 – 1.5 m/s
Sewerage treatment and release	The terms of an approval applicable to

Trunk infrastructure item	Design parameter
	sewerage treatment and release

5.4 Stormwater network

The primary aim of an urban stormwater management system is to ensure stormwater generated from developed catchments causes minimal nuisance, danger and damage to people, property and the environment.

(1) Drainage and flood management

The Desired Standards of Service are:

a) Collect and convey stormwater volumes for both major (100 year) and minor (10 year) flood events from existing and future land use in a manner that protects life and does not cause nuisance or inundation of habitable rooms.

b) Design the stormwater network to comply with Council's adopted standards identified in the planning scheme, which generally accord with the Queensland Urban Drainage Manual.

c) Design road crossing structures to provide an appropriate level of flood immunity for a minimum 50 year flood event and provide a level of immunity for local stormwater drainage systems for a minimum 10 year flood event.

(2) Water quality management

The Desired Standards of Service are:

a) Environmental Values for water are the qualities of water that make it suitable for supporting aquatic ecosystems and human water uses. These EVs need to be protected from the effects of pollution, waste discharges and deposits to ensure healthy aquatic ecosystems and waterways that are safe for community use (EPA 2007).

The environmental values of receiving waters within the Scenic Rim Regional Council are:

(i) Protection of aquatic ecosystems
(ii) Suitability for human consumer
(iii) Suitability for secondary contact recreation (eg boating)
(iv) Suitability for visual (no contact) recreation
(v) Protection of cultural and spiritual values, including Traditional
(vi) Owner values of water
(vii) Suitability for stock watering

b) For the Environmental Values identified within the Scenic Rim LGA, Water Quality Objectives (WQOs) have been determined by the EPA. The proposed design objectives for management of stormwater quality are outlined in table 5.2 below.

Summary of design objectives for management of stormwater quality, operational (post construction) phase of development.

Table 5.2

Region	Minimum reductions in the mean annual loads from unmitigated development (%)			
South East Queensland	Suspended Solids (TSS)	Total Phosphorous (TP)	Total Nitrogen (TN)	Gross Pollutants > 5 mm
	80	60	45	90

The above objectives are based on the South East Queensland Regional Plan 2009-2031 Implementation Guideline No. 7 WSUD.

5.5 Transport network

The desired standard of service for the local road network is as follows:

a) Provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.

b) Design the road network to comply with the levels of service identified in Table 5.3:

For roads and intersections the levels of service are categorised into 6 levels, from A to F, with level A best and level F the worst traffic conditions. The desired level of service is D and in some circumstances E.

Levels of Service definition for road links

Table 5.3

Level of Service	Description
A (max V/C 33%)	Condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
B (max V/C 50%)	Zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream although the level of comfort and convenience is a little less than with level of service A.
C (max V/C 65%)	Also in the zone of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The level of comfort and

Level of Service	Description
	convenience declines noticeably at this level.
D (max V/C 80%)	Close to the limit of stable flow and is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
E (max V/C 100%)	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
F (max V/C > 100%)	The zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs and queuing and delays result.

Source: Austroads (1999)

Levels of service definitions for intersections

Table 5.4

Level of Service	Control delay per vehicle (d), including geometric delay [seconds]	
	Signals and roundabouts	Stop signs and give-way (yield) signs
A	$d \leq 10$	$d \geq 5$
B	$10 < d \leq 20$	$5 < d \leq 10$
C	$20 < d \leq 30$	$10 < d \leq 20$
D	$30 < d \leq 40$	$20 < d \leq 30$
E	$40 < d \leq 60$	$30 < d \leq 45$
F	$60 < d$	$45 < d$

Source: Highway Capacity Manual (2000)

The desired standard of service for the pathway network is to provide bike paths and footpaths with a safe and convenient network that encourages walking and cycling as acceptable alternative modes.

The key planning principles underpinning strategic bicycle and pedestrian planning relate to accessibility to key destinations/attractors, aesthetics and amenity of facilities, and the ability to use them safely. These key principles are:

a) Connectivity – defined as the directness of links and the density of connections in path or road network. The better the connectivity between origins and destinations, the better the accessibility (that is the ability to reach desired goods, services and activities).

b) Amenity – refers to the attractive and fit-for-purpose design of footpaths, bike paths and bike lanes to encourage their use. It also includes the provision of appropriate

signage, trip end facilities and traffic management features for an appropriate speed environment.

c) Safety – refers to visibility, clearance from obstacles and security (such as lighting, surveillance) of trip end facilities, paths and lanes. Includes education of cyclists on the use of suitable equipment.

d) Generally, for trips of less than two kilometres walking is a viable mode of transport and for trips of up to 5km cycling is a viable alternative to the car. However, a range of factors determine this choice such as trip purpose, the level of fitness and age of the person undertaking the trip, weather, safety, and availability and physical condition of the pedestrian and cycle infrastructure.

e) Typically, there are six groups of pedestrians and cyclists:

(i) School children;
(ii) Parents with prams;
(iii) Disabled and elderly;
(iv) Recreational and tourist walkers and cyclists;
(v) Commuter and utility walkers and cyclists; and
(vi) Sports cyclists

f) Each of these groups has different fitness and skill levels, and road safety awareness which require different facility standards. The desired standards of service for walking and cycling are outlined in the following tables.

Desired standards of service for pedestrians

Table 5.5

Facility	Major collector	Sub-arterial	Arterial	Highway
Footpath on one or both sides of the street	√	Unsuitable	Unsuitable	Unsuitable
Footpath on both sides of the street	√*	√	√	Unsuitable
Controlled crossing	√	Unsuitable	Unsuitable	Unsuitable
Traffic signals	√*	√	√	√
Grade separated crossing	n/a	n/a	√	√

* For routes with inexperienced cyclists and children, and near schools, shops and recreational facilities.
√ required to achieve desired standard

Desired standards of service for cycling

Table 5.6

Facility	Major collector	Sub-arterial / distributor	Arterial	Highway
Shared on-road or wide shoulder	Unsuitable	Unsuitable	Unsuitable	Unsuitable
Shared footpath	√	√	√	Unsuitable
Dedicated on-road cycle lane	√√	Unsuitable	Unsuitable	Unsuitable
Off-road cycle path	√*	√*	√√	Unsuitable
Controlled crossing	√*	Unsuitable	Unsuitable	Unsuitable
Traffic signals	√*	√	√	√
Grade separated crossing	n/a	n/a	√	√

* For routes with inexperienced cyclists and children, and near schools, shops and recreational facilities.
√ Facility is suitable but not essential for cycle use.
√√Facility is required for cycle use

The desired standard of service for the public transport network is as follows:

a) New urban development is designed to achieve safe and convenient walking distance to existing or potential bus stops, or existing or proposed demand responsive public transport routes.

b) More than 90% of residents in urban areas have access to public transport within 800m.

5.6 Community purpose network

The desired standard of service for urban open space is as follows:

a) A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.

b) Public parks will be located to ensure adequate pedestrian, cycle and vehicle access

c) Public parks will be provided to a standard that supports a diverse range of recreational, sporting and health-promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope and has an acceptable level of flood immunity.

d) Public parks contain a range of embellishments to complement the type and purpose of the park.

e) Maximise opportunities to co-locate recreational parks in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.

Recommended levels of provision of land for recreation, sport and linear parks

Table 5.7

Predominant Land Use	Recreation Parks[1]	Sports Parks [2]	Linear Parks[3]	Total*
Town Residential[4]	1.6 ha / 1000	1.5 ha / 1000	1.5 ha / 1000	4.6 ha / 1000
Medium Density / Apartments[5]	1.6 ha / 1000	1.5 ha / 1000	1.5 ha / 1000	4.6 ha / 1000
Business Centres & Industrial Areas[6]	0.25 ha / 1000	Nil	0.5 ha /1000	0.75 ha / 1000
Rural & Park Residential[7]	0.25 ha / 1000	2 ha / 1000	Nil	2.25 ha / 1000
Note: It is assumed that 0.2 ha /1000 will be required for the provision of community facilities. Thus the total amount of land required will be 4.8 ha / 1000, the maximum permitted by DSDIP.				

1 "Recreation Parks" refers to public open space areas that are used for social, cultural and informal recreational activities that people undertake in their leisure time.

2 "Sport Parks" refers to public open space areas that are used predominantly for competitive, organised activities that people undertake in their leisure time.

3 "Linear Parks" are public open space areas that provide linkage between features for pedestrians, cyclists and in some cases horses.

4 "Town Residential" refers to those localities with a concentration of residential lots with housing densities of 5 or more dwellings per ha.

5 "Medium Density / Apartments" refers to those localities with a concentration of buildings containing multiple dwellings of 4 or more stories high and densities of 15+ dwellings per ha.

6 "Business Centres & Industrial " refers to those localities with a concentration of commercial and/or industrial buildings or uses catering for more than 1000 workers

7 "Rural & Park Residential" refers to those lands outside a city or town where population densities are often much lower than 5 dwellings per ha. Usually the allocation for parkland is added to the open space provision in the nearest town / village, so it has capacity to cater for the population it actually services.

* The figures in the table 4.7 are recommended as the benchmarks for measuring the adequacy of provision of recreation and sport parkland to cater for average requirements for communities, visitors or employees, depending on the predominant land use. These figures do not include any allowance for the provision of land for environmental, conservation or waterway related purposes because such lands are managed for a specific purpose and limit the types of public activity that are permitted.

Recommended distribution of parks depending on the predominant land use

Table 5.8

Park Hierarchy	Typical Population Served	Predominant Land Use	
		Town/Residential/ Medium Density/Industrial	Rural/Rural Settlement
Regional	150,000+	Usually within 50km	Usually within 50km
Council-wide	50,000+	Usually within 15km	Usually within 30km
District	5,000-15,000+	Usually within 5km	Usually within 15km
Local	500-2,500+	Usually within 0.5km	NA

Suggested size of sport and recreation parks

Table 5.9

Park type	Desired park areas		
	Local	District-wide	Council-wide
Recreation parks	0.5-1.0ha	5-10ha	10-40+ha
Sports parks	NA	5-10ha	10-20+ha
Linear parks	Minimum 15 m preferable, may be narrower when associated with a waterway or environmental corridor.		

Typical embellishments for the urban open space network

Table 5.10

Embellishment type	Recreation Park		Sports Park	Linear park
	Local	District	District	
Roads (internal)	x	√	√	x
Parking	x	√	√	x
Fencing/bollards	√	√	√	√
Tracks (unformed)	x	x	x	√
Paths (formed)	x	√	x	√
Landscape rehabilitation	√	√	√	x
Landscape enhancement	x	x	x	√
Lighting	x	√	√	√
Toilets	x	√	√	x
Seating	√	√	√	√
Shelter/shade structure	√	√	√	√
Play facilities	√	√	√	x
Tap/bubbler	√	√	√	√
BBQ facilities	x	√	x	x
Rubbish Bins	x	√	√	√
Boat/canoe launching	x	√	x	x
Change rooms	x	x	√	x
Sporting fields	x	x	√	x

Embellishment type	Recreation Park		Sports Park	Linear park
Irrigation	x	x	x	x
Fitness Equipment	x	√	x	√
Skate bowl	x	√	x	x
Basketball Court	x	√	√	x
Tennis Court	x	x	√	x
Information (signage)	x	√	√	x

Provide an accessible and affordable network of community facilities that:

a) meets the needs of current and future residents and visitors;

b) supports a range of community services commensurate with the size and density of each facilities catchment;

c) is distributed to maximise opportunities for the most effective and efficient delivery of services.

Rate of Land Provision

Table 5.11

Infrastructure type	Rate of Provision (1 x per population) – Community Facilities					
	Local		District		Regional	
	Min	Max	Min	Max	Min	Max
Multi-purpose Hall/Community Centre	6,000	10,000				
Public Pool	6,000	10,000				
Information Centre	10,000	20,000				
Branch Library			15,000	30,000		
Youth Facility			15,000	30,000		
Multi-purpose community centre/Neighbourhood Centre			20,000	30,000		
Performing Arts/Exhibition/Convention Centre					50,000	120,000
Art Gallery					30,000	150,000
Central Library					30,000	150,000
Museum					30,000	120,000
Civic Centre					30,000	120,000
Cemetery					50,000	200,000

Size of Community Land

Table 5.12

Infrastructure type	Minimum Size (m²) – Community Facilities					
	Local		District		Shire/Regional	
	Land Area	GFA	Land Area	GFA	Land Area	GFA
Community Centre/Multi-purpose Hall	5,000m²	600-800m²				
Information Centre	Co-location with other uses (office space/ shop front etc); or minimum lot size as per the planning scheme	100m²				
Public Pool	5,000m²	25m pool				
Youth Centre	Requirements vary significantly in size from facility to facility. A minimum floor area of 600-1,000 m² should be considered for a district level facility. The site may be large enough to contain recreational uses (5,000-10,000 m²) or adjoin open space. Local facilities can be as small as a house (e.g. 200 m² on a small site). Office space or shop fronts are other models.					
Cemetery	as required by facility capacity					
Library			For a branch Library, the minimum amount of public floor space provided should be 150 m², with requirements between 37 and 43 m² per 1,000 population.			
Multi-purpose community centre			10,000m²	1,000m²		
Indoor Leisure Centre			2,000 - 5,000m²	1,000 - 2,000m²		
Performing Arts Space	Guidance should be sought from Arts Queensland on requirements for arts and cultural facilities. Minimum site area requirements may be around 3,000m² but will depend on the type of facility and its' capacity for performances.					
Art Gallery	As opportunity arises					

Infrastructure type	Minimum Size (m²) – Community Facilities					
	Local		District		Shire/Regional	
	Land Area	GFA	Land Area	GFA	Land Area	GFA
Central Library*					Between 37 m² and 49 m² per 1,000 population, with higher floor space to people ratios for smaller populations. Additional to this are areas for staff training, and meeting rooms. Area requirements for processing and storage of items required for additional sites include 50m² per mobile library (does not include housing and parking requirements of the vehicle)	
Civic/Cultural Centre					15,000 m²	2,000–5,000 m²

* State Library Building Standards of Queensland provide detailed floor space requirements, and must be observed to attract capital subsidy for facilities.

6. Schedule of works

6.1 Purpose

The schedule of works identifies the proposed trunk infrastructure network upgrades to service the assumed development at the desired standards of service stated in the PIP.

The included schedule of works for future infrastructure identify the estimated establishment cost of each asset, the planned date of completion and are cross referenced and identified in the plans for trunk infrastructure.

The schedule of works for trunk infrastructure is identified in tables 6.1 – 6.5.

6.2 Water Network

Table 6.1 identifies the future water trunk infrastructure upgrades to service assumed growth.

Table 6.1

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Mt Alford Booster Pump	1.6	Pump Station	2013	$133,979
Dugandan Reservoir	1.3	Reservoir	2014	$149,805
FP-BNH-0001	1.5	Water Main	2014	$405,099
FP-BNH-0002	1.2	Water Main	2014	$65,195
FP-BNH-0003	1.5	Water Main	2014	$180,176
FP-BNH-0004	1.3	Water Main	2014	$567,764
FP-BNH-0005	1.1	Water Main	2014	$86,065
FP-BNH-0006	1.4	Water Main	2026	$84,754

6.3 Sewer Network

Table 6.2 identifies the future sewer trunk infrastructure upgrades to service assumed growth.

Table 6.2

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
NSP-BNH-0001	2.1	Rising Main	2011	$144,318
NSP-BNH-0002	2.1	Gravity Main	2012	$398,022
NSP-ART-001	2.4	Gravity Main	2012	$398,022
SP435- Elliot Road, Boonah	2.1	Pump Station Storage	2014	$874,896
SP437- Mt French Road, Dugandan	2.2	Pump Station Storage	2014	$240,773
SP438- Teviot Street, Boonah	2.2	Pump Station Storage	2014	$159,277
NSP-BNH-0003	2.2	Rising Main	2021	$159,284
SP435- Elliot Road, Boonah	2.1	Pump Station Storage	2021	$816,336
SP437- Mt French Road, Dugandan	2.2	Pump Station Storage	2021	$353,018
SP439- Rathdowney Road, Dugandan	2.2	Pump Station Storage	2021	$97,927
NSP-ART-002	2.4	Gravity Main	2026	$193,319
NSP-ART-003	2.4	Gravity Main	2026	$50,853
NSP-BNH-0004	2.1	Gravity Main	2026	$165,454
SP436- Athol Terrace, Boonah	2.1	Pump Station Storage	2026	$82,698

6.4 Transport Network

Table 6.3 identifies the future transport trunk infrastructure upgrades to service assumed growth.

State roads were included in all transport modelling which resulted in the following schedule however any intended upgrades to State roads will only be disclosed as part of the State Governments infrastructure strategy.

Table 6.3
Future Local Government Trunk Road Upgrades

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Road	Chainage				
Hoya Road	1310–2075	3.0	Realignment/ upgrade	2012	$1,000,000
Hoya Road	2075–2845	3.0	Realignment/ upgrade	2013	$750,000
Hoya Road	2845–3905	3.0	Realignment/ upgrade	2014	$850,000
Roadvale Road	0–1042	3.0	Realignment/ upgrade	2014	$750,000
Tarome Road	3960–5180	3.0	Realignment/ upgrade	2015	$1,000,000
Edward Street	0–580	3.0	Realignment/ upgrade	2015	$600,000
Burnett Creek Road	0–4840	3.0	Realignment/ upgrade	2015	$325,000
Hoya Road	3905–5100	3.0	Realignment/ upgrade	2016	$1,000,000
Burnett Creek Road	0–4850	3.0	Realignment/ upgrade	2016	$675,000
Munbilla Road	5450–6320	3.0	Realignment/ upgrade	2017	$750,000
Munbilla Road	4000–5500	3.0	Realignment/ upgrade	2017	$500,000
Munbilla Road	12070–13120	3.0	Realignment/ upgrade	2018	$750,000
Hoya Road	5550–6000	3.0	Realignment/ upgrade	2018	$500,000
Roadvale Road	2100–3250	3.0	Realignment/ upgrade	2018	$850,000
Ganthorpe Road	2100–3700	3.0	Realignment/ upgrade	2020	$900,000
Charlwood	200–1630	3.0	Realignment/	2020	$600,000

Identification		Map	Future trunk	Planned date	Establishment cost
Road			upgrade		
Head Road	7300–11375	3.0	Rehabilitation	2020	$750,000
Ganthorpe Road	2100–3700	3.0	Realignment/ upgrade	2021	$400,000
Charlwood Road	200–1630	3.0	Realignment/ upgrade	2021	$400,000
Tarome Road	23205–25500	3.0	Realignment/ upgrade	2021	$1,000,000
Head Road	7300–11375	3.0	Rehabilitation	2021	$250,000
Munbilla Road	4000–5500	3.0	Realignment/ upgrade	2022	$250,000
Tarome Road	3960–5180	3.0	Realignment/ upgrade	2022	$1,300,000
Roadvale Road	3250–4140	3.0	Realignment/ upgrade	2022	$1,000,000
Roadvale Road	3250–4140	3.0	Rehabilitation	2023	$250,000
Munbilla Road	6790–7290	3.0	Realignment/ upgrade	2023	$350,000
Tarome Road	23205–25500	3.0	Realignment/ upgrade	2023	$600,000
Munbilla Road	3875–5450	3.0	Realignment/ upgrade	2024	$1,000,000
Tarome Road	0–1460	3.0	Realignment/ upgrade	2024	$1,100,000
Munbilla Road	7460–9000	3.0	Realignment/ upgrade	2025	$1,000,000
Tarome Road	7345–9065	3.0	Realignment/ upgrade	2025	$1,500,000
Munbilla Road	13120–14700	3.0	Realignment/ upgrade	2026	$1,500,000
Tarome Road	5180–7460	3.0	Realignment/ upgrade	2026	$2,000,000

Table 6.4 identifies the future trunk footpath infrastructure upgrades to service assumed growth.

Table 6.4
Future Local Government Trunk Footpath Upgrades

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
High Street	N/A	Footpath	2015	$50,000
High Street	N/A	Footpath	2016	$70,000
High Street	N/A	Footpath	2017	$200,000

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
High Street	N/A	Footpath	2018	$80,000
Boonah/Ipswich Road	N/A	Footpath	2021	$30,000
Hoya Road	N/A	Footpath	2023	$100,000
Hoya Road	N/A	Footpath	2026	$270,000

6.5 Urban Open Space Network

Table 6.5 identifies the future Urban Open Space trunk infrastructure upgrades to service assumed growth.

Table 6.5

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Toby Slatter Park, Boonah	B100	4.2	Embellishment	2012	$1,000
Kalbar Civic Centre Park, Kalbar	K101	4.3	Embellishment	2012	$15,000
Springleigh Park, Boonah	B102	4.1	Embellishment	2012	$16,000
Bicentennial Park, Boonah	B103	4.1	Embellishment	2012	$25,000
Bicentennial Park, Boonah	B103	4.1	Embellishment	2012	$20,000
Coronation Park, Boonah	B104	4.1	Embellishment	2012	$80,000
Coronation Park, Boonah	B104	4.1	Embellishment	2012	$6,000
Moffatt Park, Aratula	A105	4.4	Embellishment	2012	$5,000
Coronation Park, Boonah	B104	4.1	Embellishment	2013	$30,000
Springleigh Park, Boonah	B102	4.1	Embellishment	2013	$15,000
Coronation Park, Boonah	B104	4.1	Embellishment	2014	$15,000
Springleigh Park, Boonah	B102	4.1	Embellishment	2014	$250,000
Coronation Park, Boonah	B104	4.1	Embellishment	2017	$14,000
Coronation Park, Boonah	B104	4.1	Embellishment	2018	$31,000
Coronation Park, Boonah	B104	4.1	Embellishment	2018	$17,000

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Kalbar Civic Centre Park, Kalbar	K101	4.3	Embellishment	2019	$160,000
New District Sports Park, Kalbar	K106	4.3	Acquisition of land	2021	–
New District Sports Park, Kalbar	K106	4.3	Earthworks	2022	$161,000
New District Sports Park, Kalbar	K106	4.3	Embellishment	2024	$454,000

6.6 Stormwater Network

Table 6.6 identifies the future stormwater trunk infrastructure upgrades to service assumed growth.

Table 6.6

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Springleigh Park	N/A	Drainage reconstruction	2014	$150,000
Springleigh Park	N/A	Drainage reconstruction	2016	$350,000
Mt Walker West Road	N/A	Culvert augmentation	2020	$45,000

7. Plans for trunk infrastructure

7.1 Purpose

The plans for trunk infrastructure identify the existing trunk infrastructure and the future trunk infrastructure intended to service the assumed development at the desired standards of service.

The plans for trunk infrastructure are shown in Appendix 2, plans for trunk infrastructure.

7.2 Trunk infrastructure network system and items

Table 7.1 broadly outlines the trunk infrastructure networks, systems and items covered by the PIP.

Table 7.1

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
Transport network	Major roads being either a trunk collector or having some regional significance and provided by the local government. Within a road, land and work for an associated intersection, traffic lights, lighting, bridges, culverts, kerb and channel local road drainage, swales, pedestrian pathways and cycleways but excluding services for other infrastructure providers.	Burnett Creek Road Charlwood Road Edward Street Ganthorpe Road Head Road High Street Hoya Road Mt French Road Mt Walker West Road Munbilla Road Roadvale Road Rosevale Road Tarome Street Teviotville Road
Urban Open Space network	Land, work and standard embellishments for informal recreation and sport.	Bicentennial Park, Boonah Coronation Park, Boonah Dugandan Park, Boonah Englesberg Park, Kalbar FJ Burnett Park, Warrill View JEC Pennell Park, Kalbar Kalbar Civic Centre Park Moffatt Oval, Aratula New district sports park, Kalbar Rotary Park, Boonah Springleigh Park, Boonah Toby Slatter Park, Boonah
Stormwater	Natural waterways Overland flow paths and channels (natural and constructed). Piped drainage, manholes, inlets and outlets when inside the priority infrastructure area. Culverts when on the trunk road network. Wetland.	

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
	Riparian corridor. Bank stabilisation, erosion protection and revegetation. Detention and retention facility.	
Water supply network	Non-Drinking Water Treatment Plant. Reservoir and storage facility. Pump station. Rechlorination facility. Distribution main with a nominal diameter of 200 mm or greater. Associated monitoring system. Fire hydrants and other fittings on trunk mains. Pressure reducing valves and pressure gauges	
Sewerage network	Pump station. Rising main. Gravity sewer with a nominal diameter of 225 mm or greater. Odour and corrosion control system. Associated monitoring system. Sewerage treatment plant. Storage facility. Release system. Associated monitoring system.	

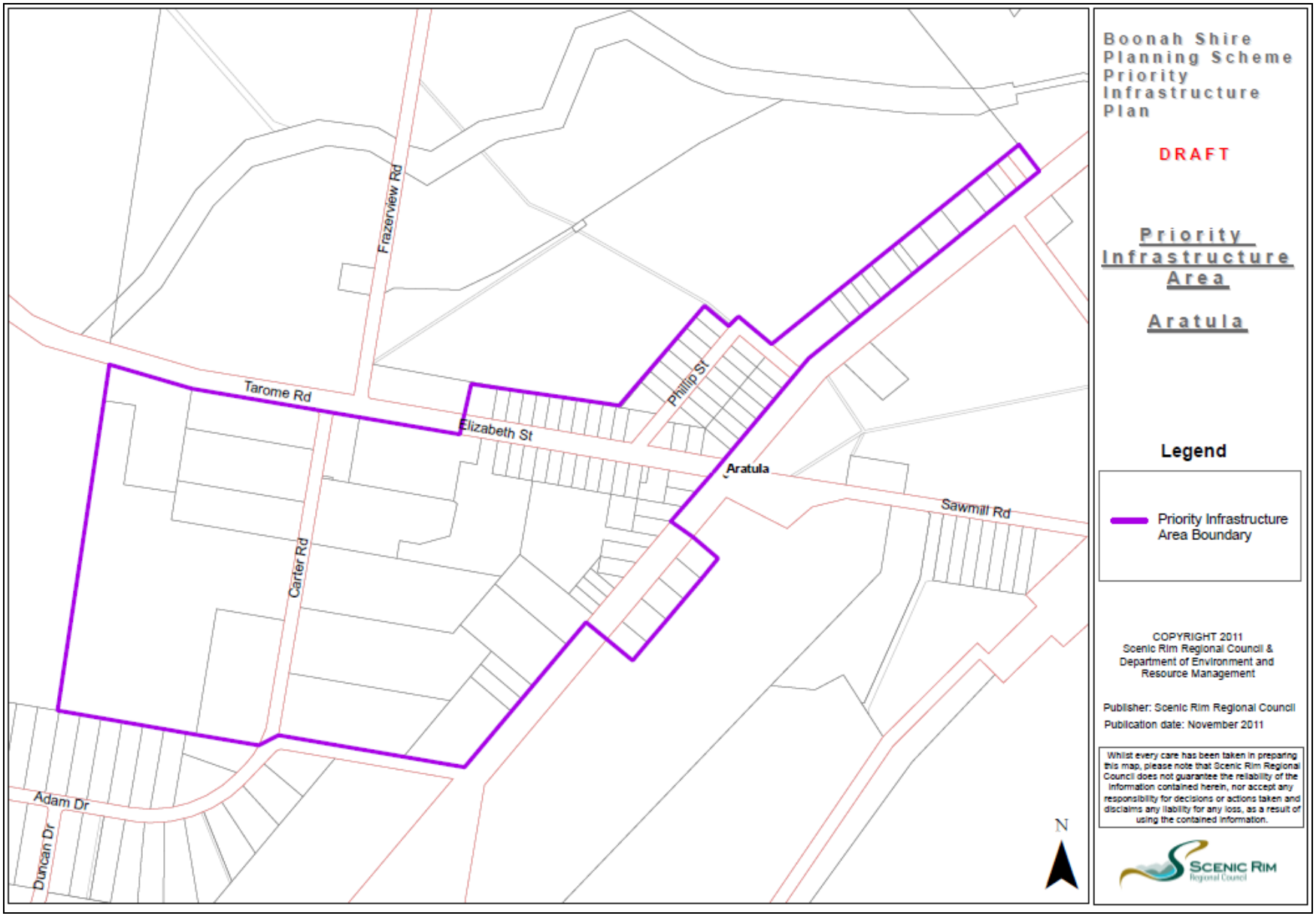
Appendix 1 Priority infrastructure area

Appendix 2 Plans for trunk infrastructure maps

Appendix 3 Extrinsic material

APPENDIX 1

Priority Infrastructure Areas



Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Priority Infrastructure Area

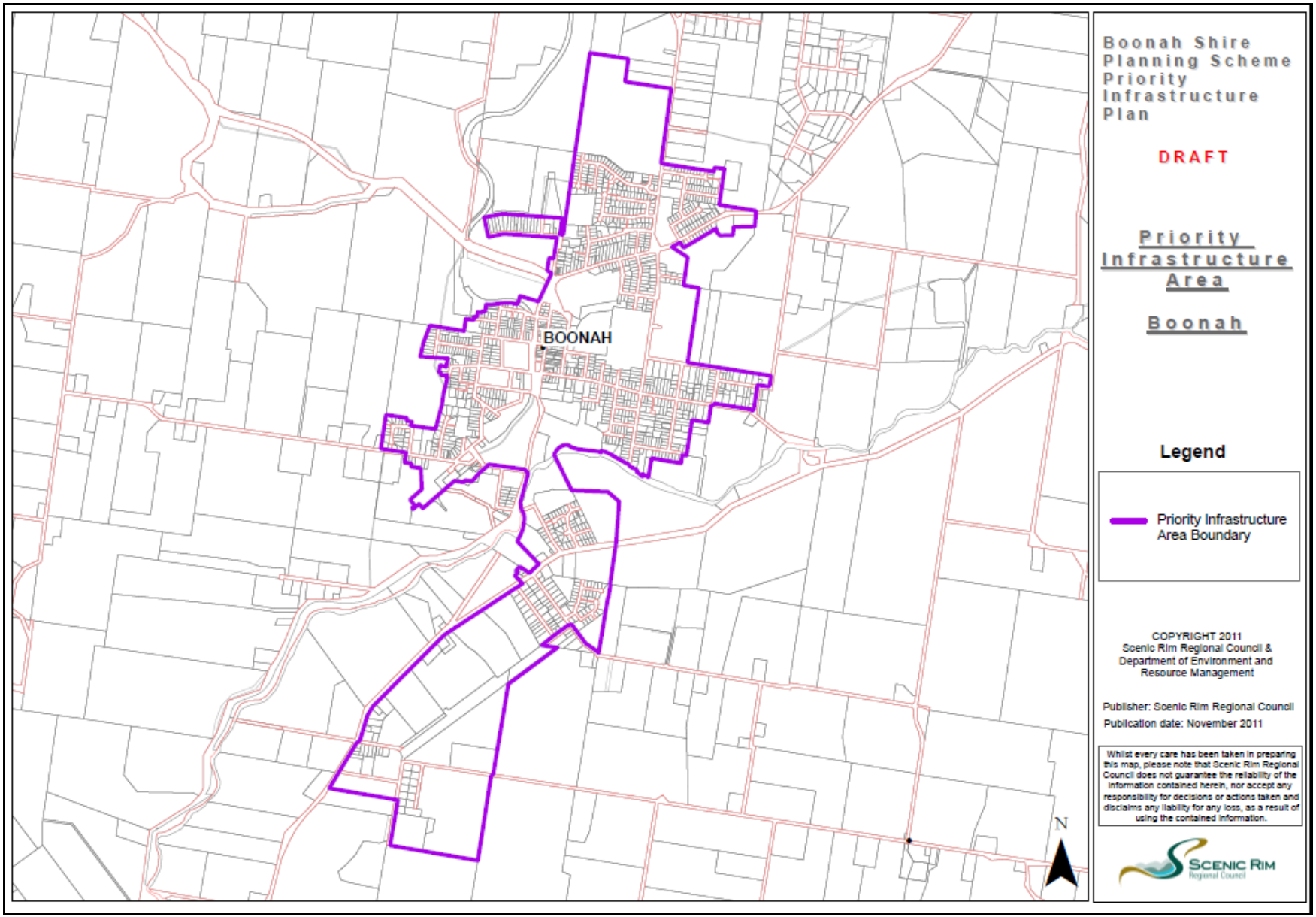
Aratula

Legend

Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council


BOONAH
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Boonah Shire Planning Scheme Priority Infrastructure Plan
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Priority Infrastructure Area
Boonah
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Priority Infrastructure Area Boundary
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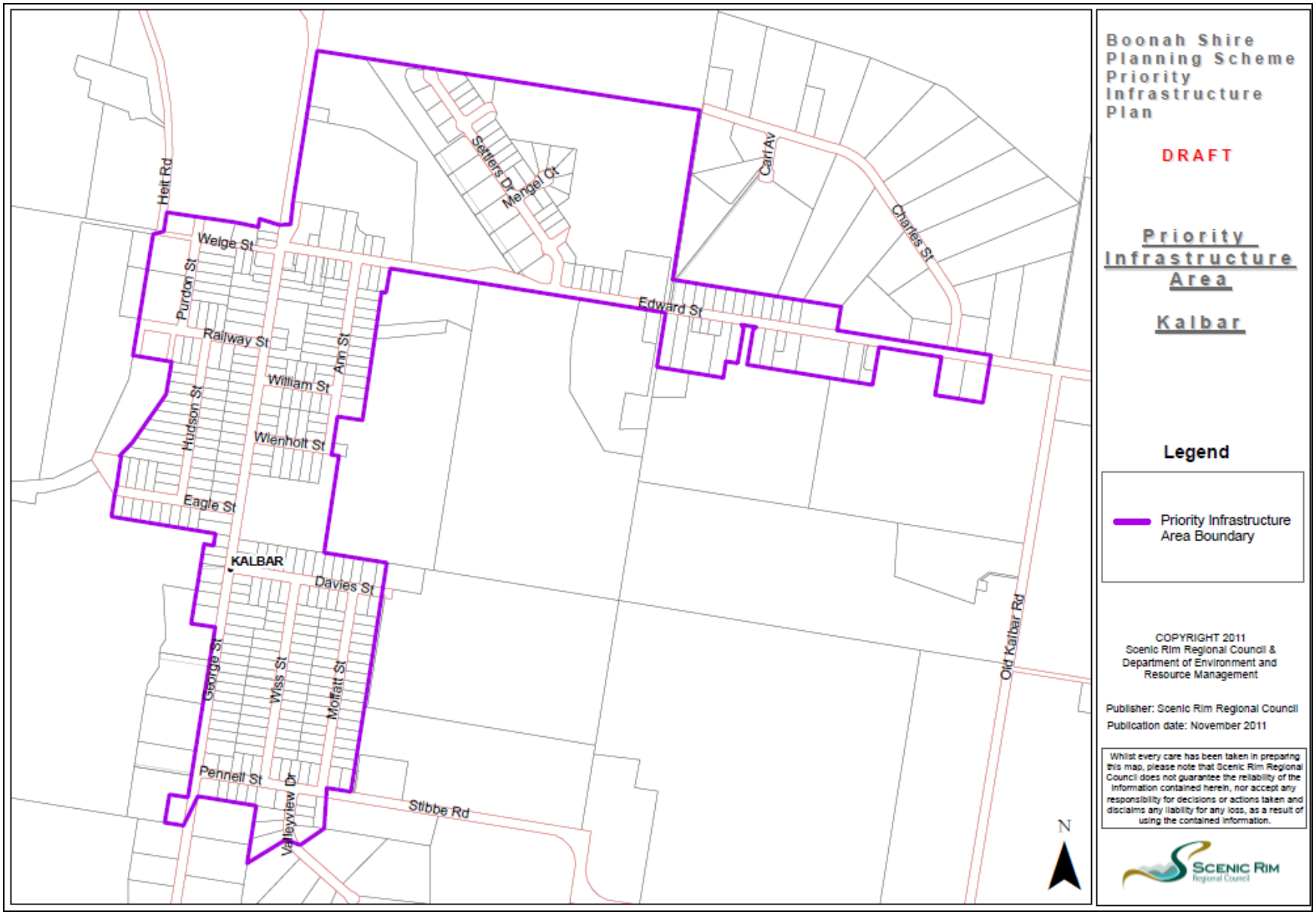
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Purdon St
Railway St
Ann St
William St
Hudson St
Wienholt St
Eagle St
KALBAR
Davies St
George St
Wiss St
Moffatt St
Pennell St
Valleyview Dr
Stibbe Rd
Settlers Dr
Mengel Ct
Carl Av
Charles St
Edward St
Old Kalbar Rd
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Priority Infrastructure Area
Kalbar
Legend
Priority Infrastructure Area Boundary
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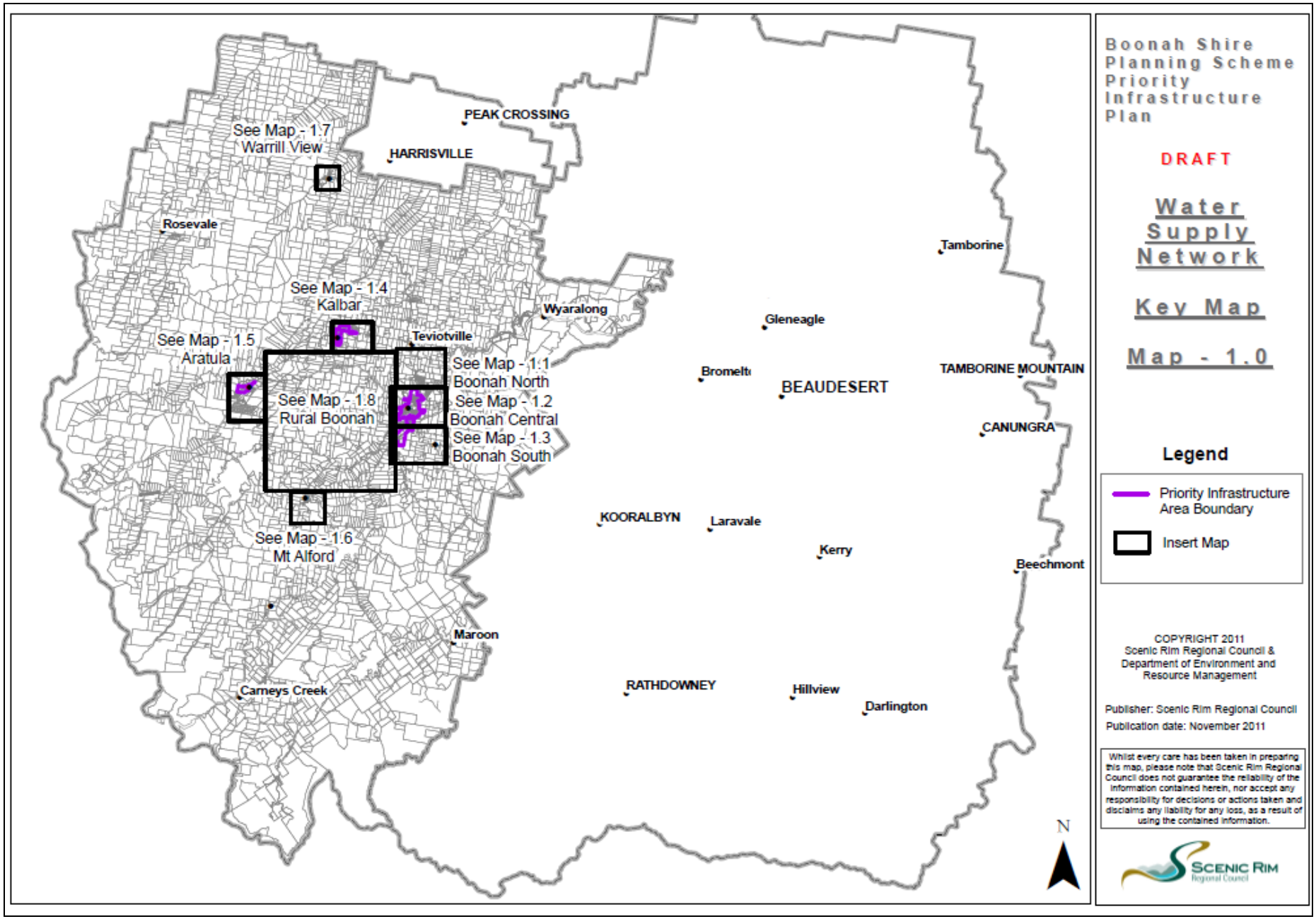
APPENDIX 2

Plans for Trunk Infrastructure Maps


See Map - 1.7
Warrill View
PEAK CROSSING
HARRISVILLE
Rosevale
Tamborine
See Map - 1.4
Kalbar
Wyaralong
Gleneagle
See Map - 1.5
Aratula
Teviotville
See Map - 1.1
Boonah North
Bromelton
TAMBORINE MOUNTAIN
BEAUDESERT
See Map - 1.8
Rural Boonah
See Map - 1.2
Boonah Central
CANUNGRA
See Map - 1.3
Boonah South
KOORALBYN
Laravale
See Map - 1.6
Mt Alford
Kerry
Beechmont
Maroon
RATHDOWNEY
Hillview
Carneys Creek
Darlington
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Key Map
Map - 1.0
Legend
Priority Infrastructure Area Boundary
Insert Map
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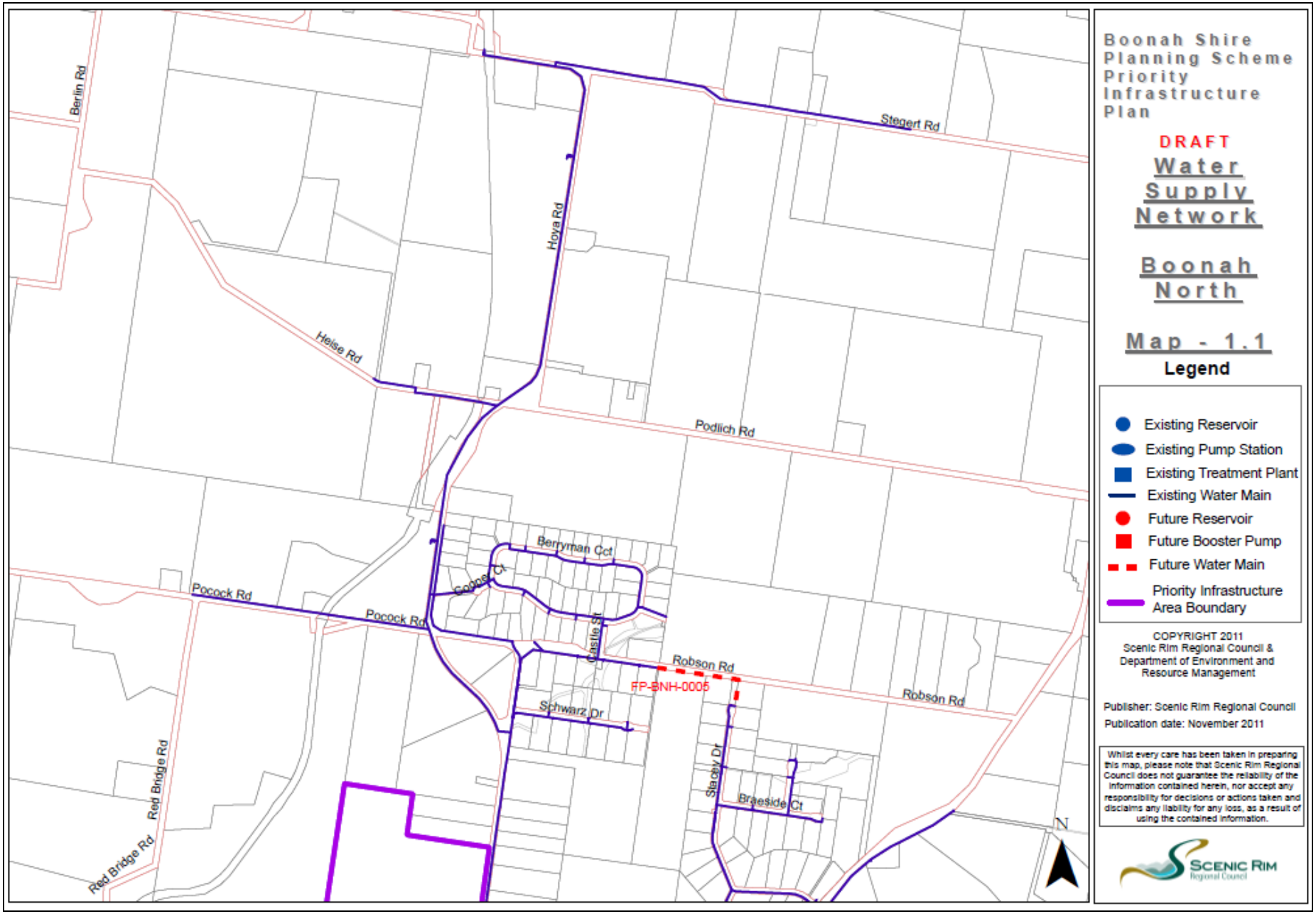

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Water Supply Network

Boonah North

Map - 1.1

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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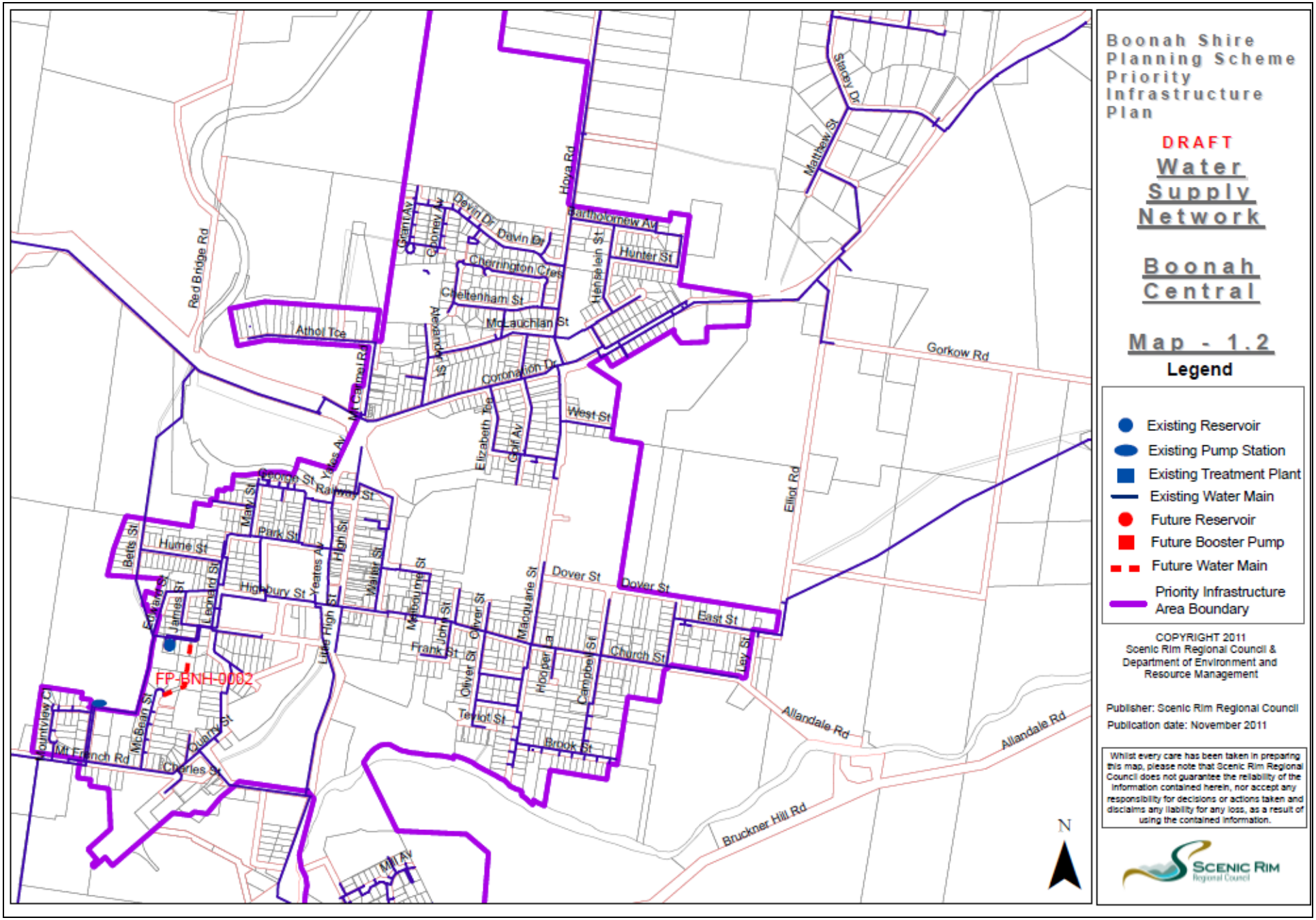

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Water Supply Network

Boonah Central

Map - 1.2

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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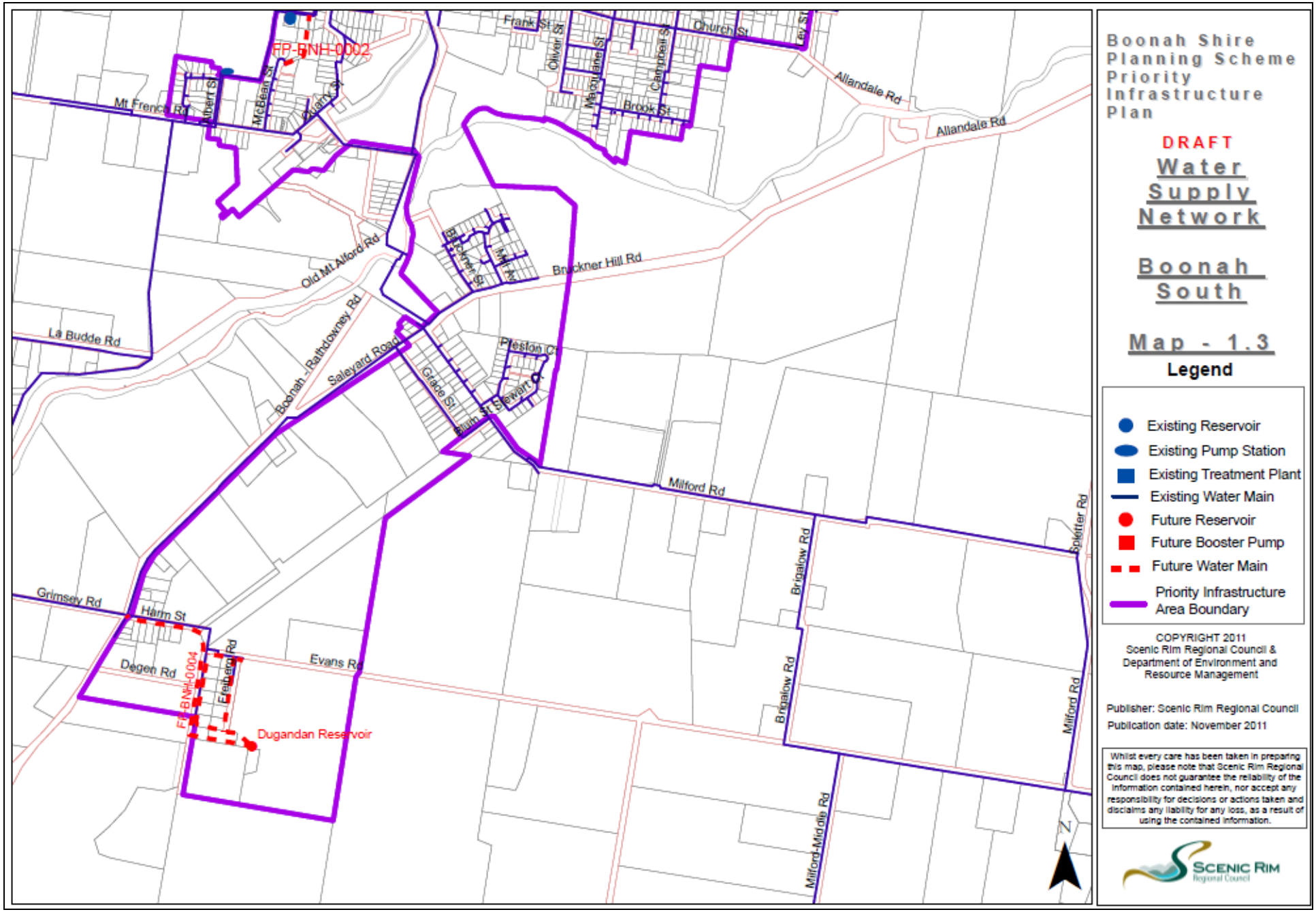

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Water Supply Network

Boonah South

Map - 1.3

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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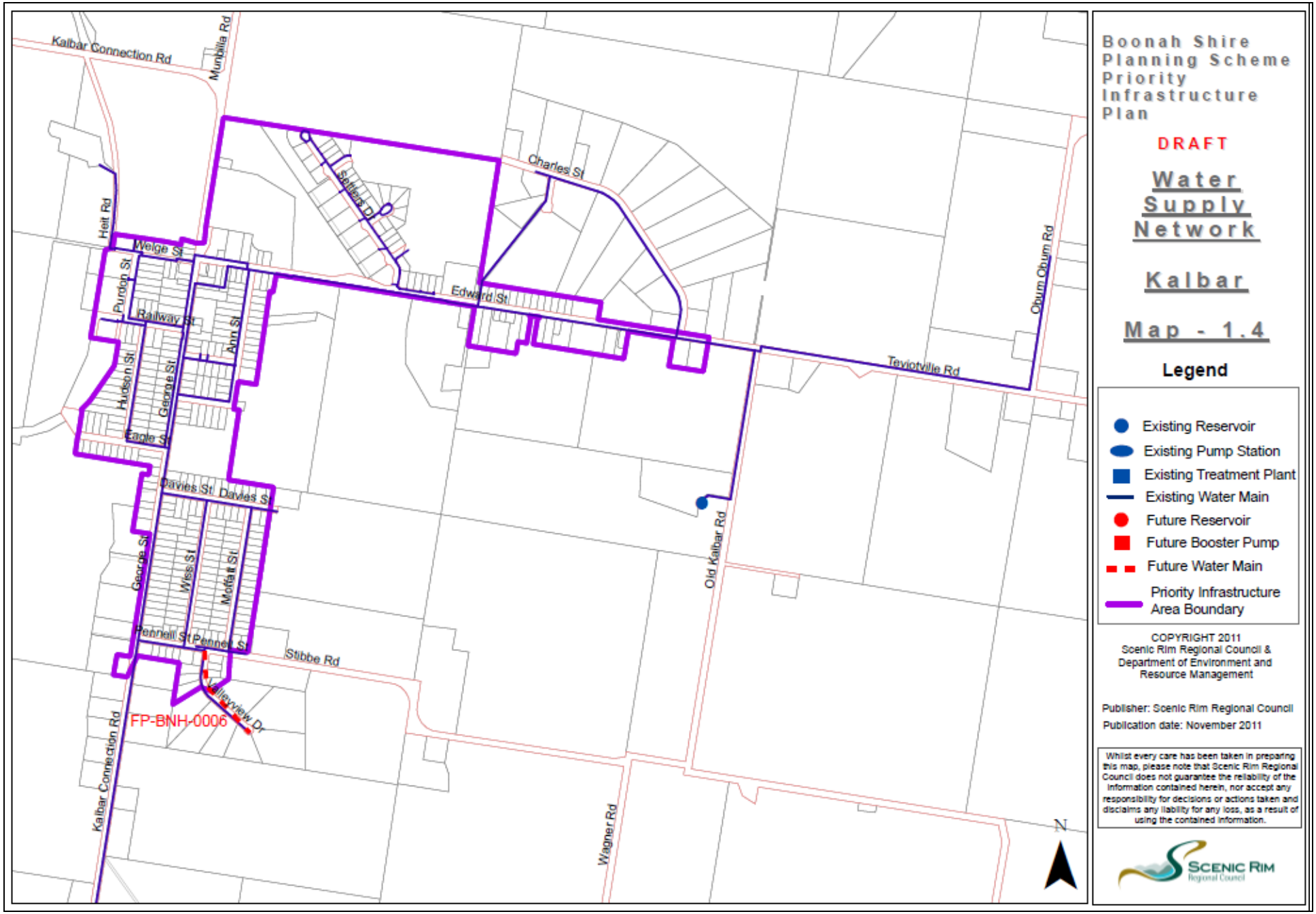
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Heit Rd
Weige St
Purdon St
Railway St
Ann St
Hudson St
George St
Eagle St
Davies St
Davies St
George St
Wyss St
Moffat St
Pennell St
Pennell St
Stibbe Rd
Valleyview Dr
FP-BNH-0006
Kalbar Connection Rd
Seltlers Dr
Charles St
Edward St
Teviotville Rd
Obum Obum Rd
Old Kalbar Rd
Wagner Rd
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Kalbar
Map - 1.4
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
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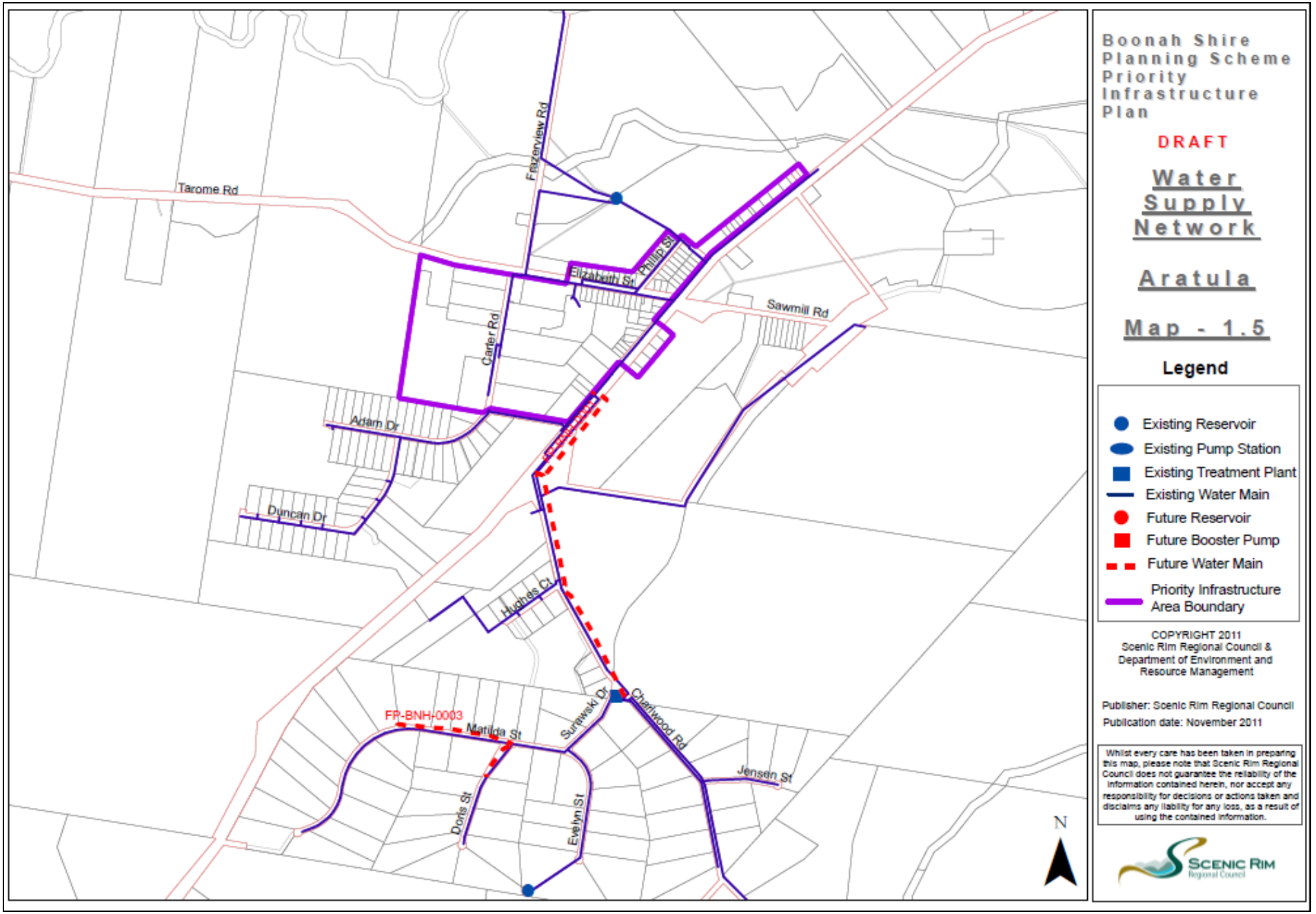
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Fairview Rd
Elizabeth St
Phillip St
Sawmill Rd
Carter Rd
Adam Dr
Duncan Dr
Hughes Ct
Surgwski Dr
Chartwood Rd
Jensen St
FR-BNH-0003
Matilda St
Doris St
Evelyn St
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Aratula
Map - 1.5
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
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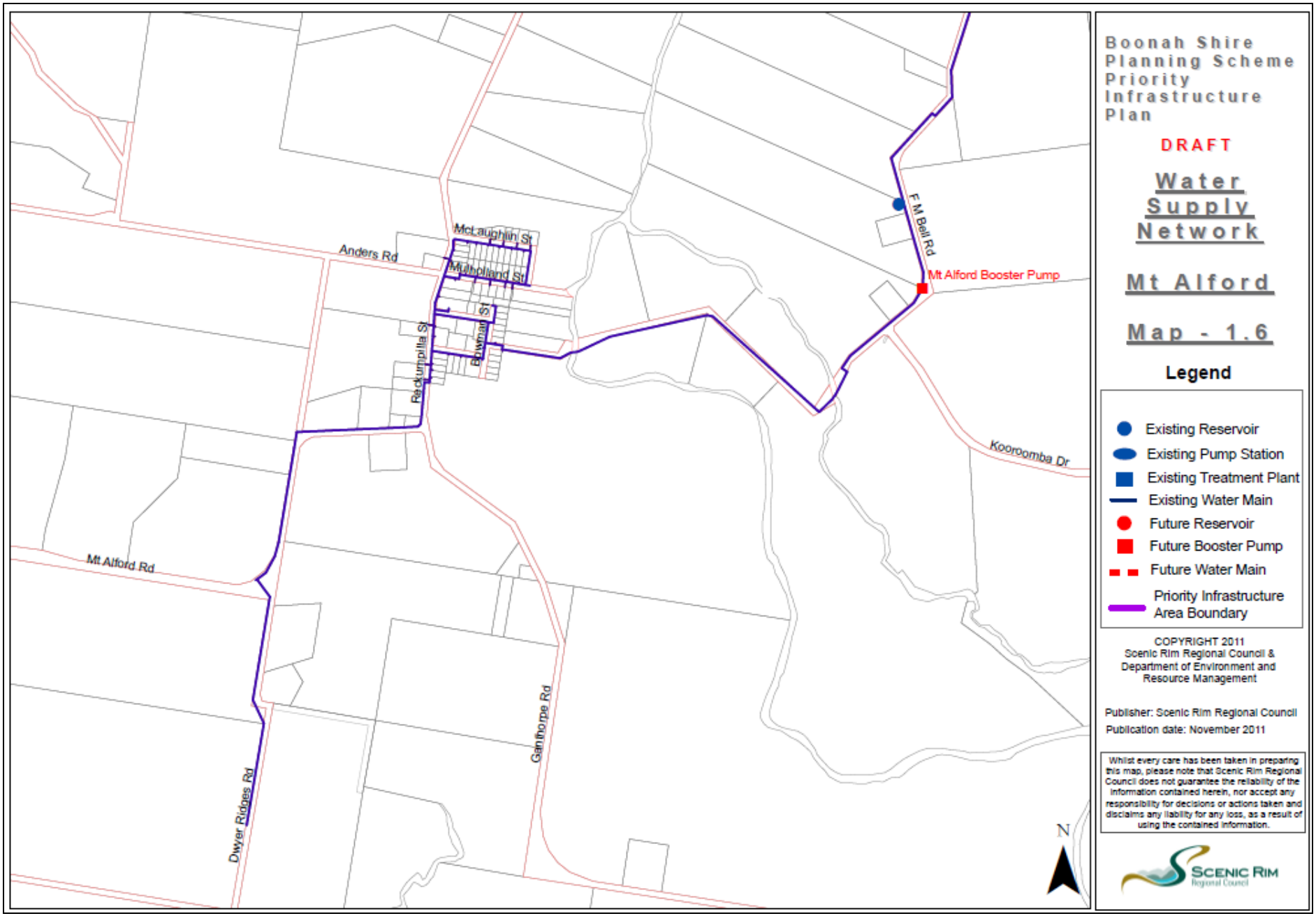

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Water Supply Network

Mt Alford

Map - 1.6

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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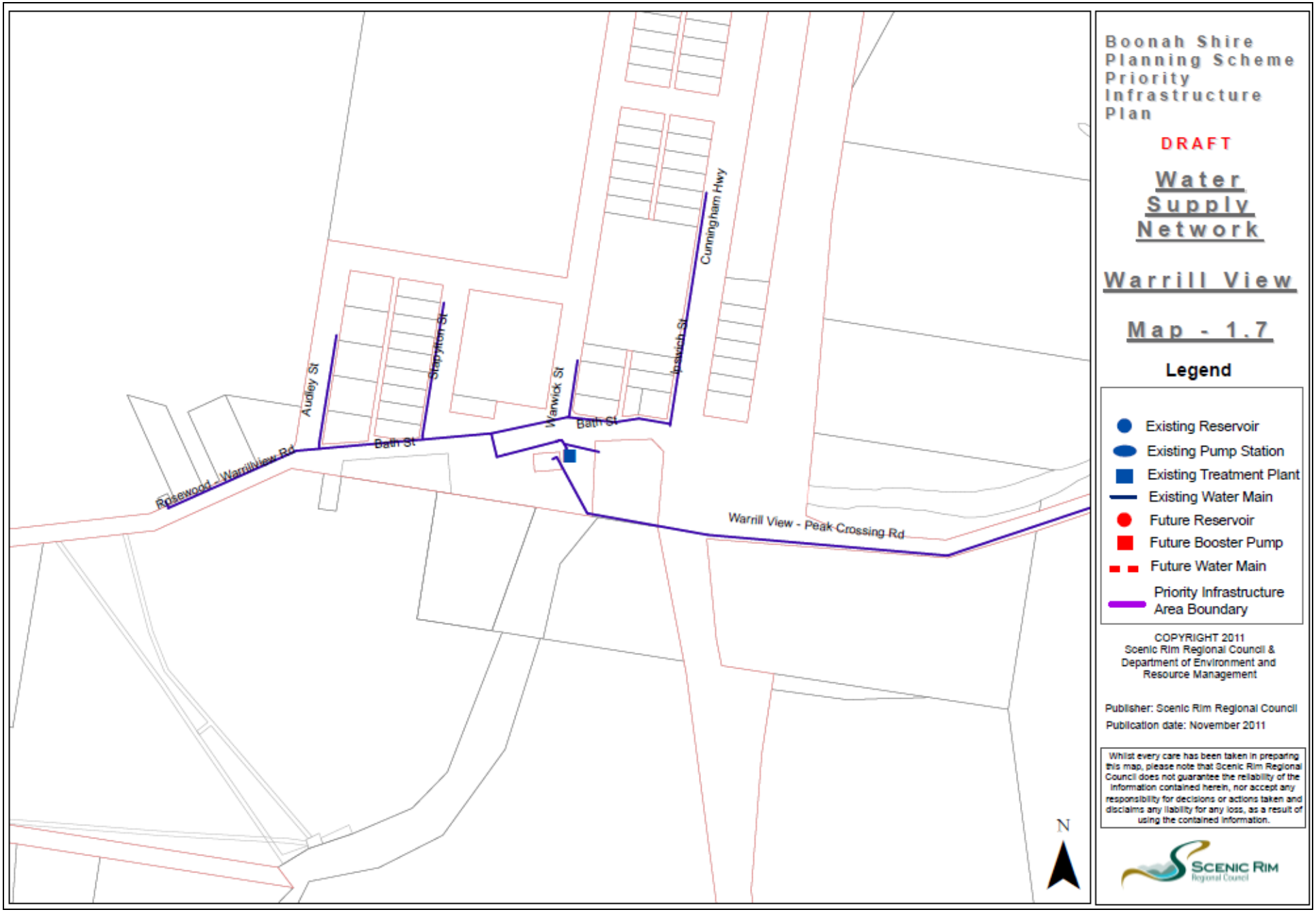

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Water Supply Network

Warrill View

Map - 1.7

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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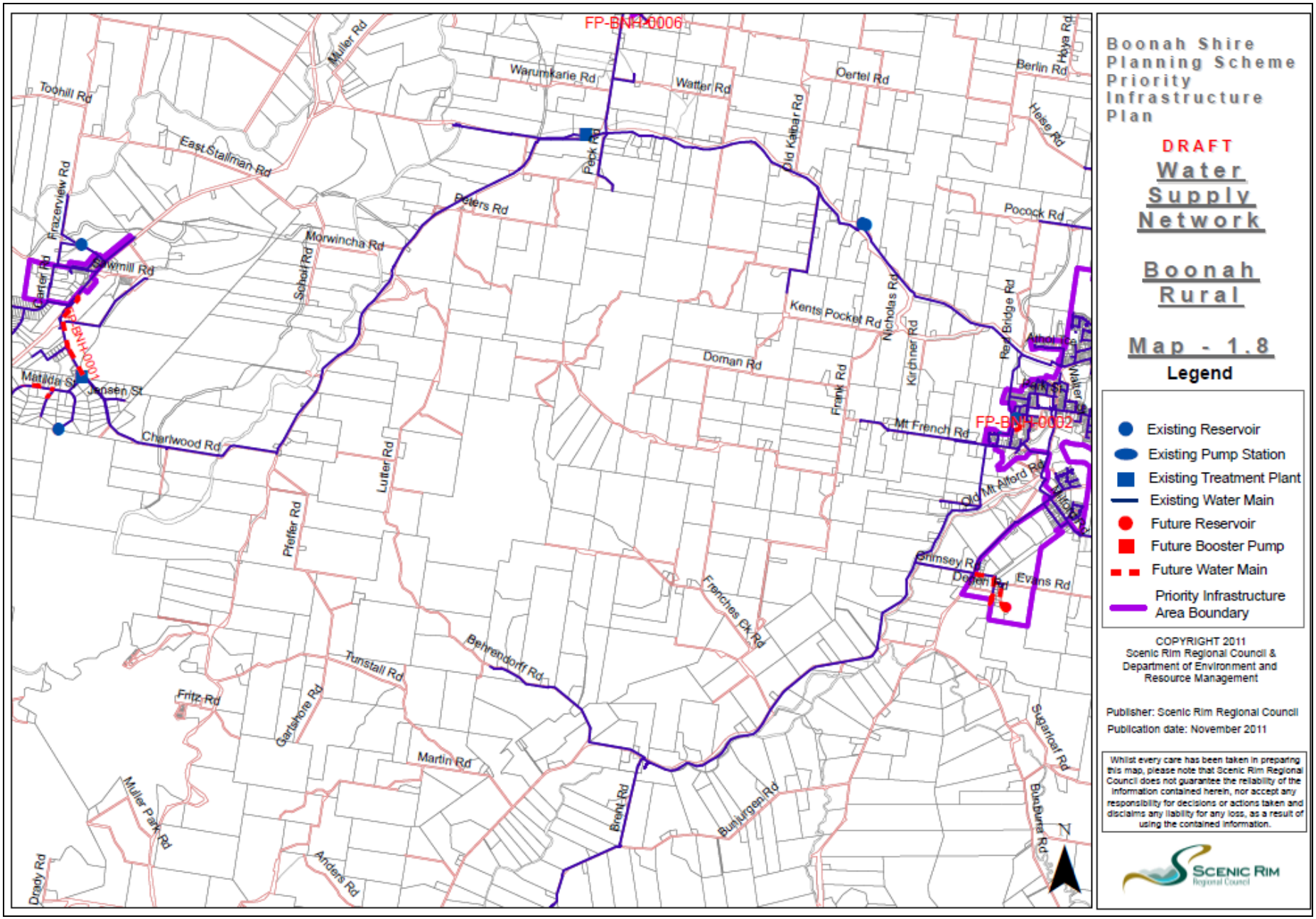

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Water Supply Network

Boonah Rural

Map - 1.8

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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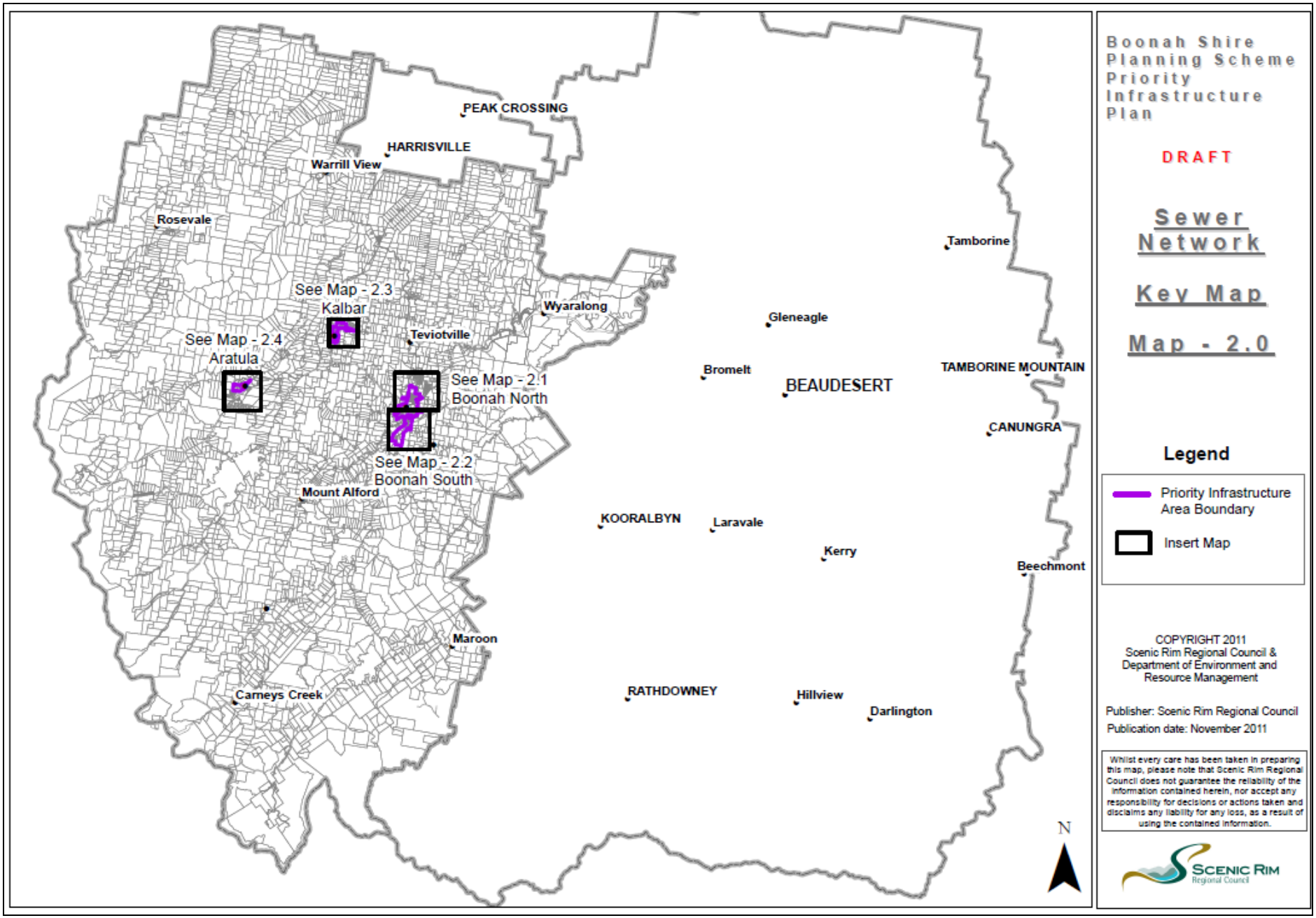
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HARRISVILLE
Warrill View
Rosevale
Tamborine
See Map - 2.3
Kalbar
Wyaralong
Gleneagle
See Map - 2.4
Aratula
Teviotville
Bromelt
BEAUDESERT
TAMBORINE MOUNTAIN
See Map - 2.1
Boonah North
CANUNGRA
See Map - 2.2
Boonah South
Mount Alford
KOORALBYN
Laravale
Kerry
Beechmont
Maroon
Carneys Creek
RATHDOWNEY
Hillview
Darlington
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Sewer Network
Key Map
Map - 2.0
Legend
Priority Infrastructure Area Boundary
Insert Map
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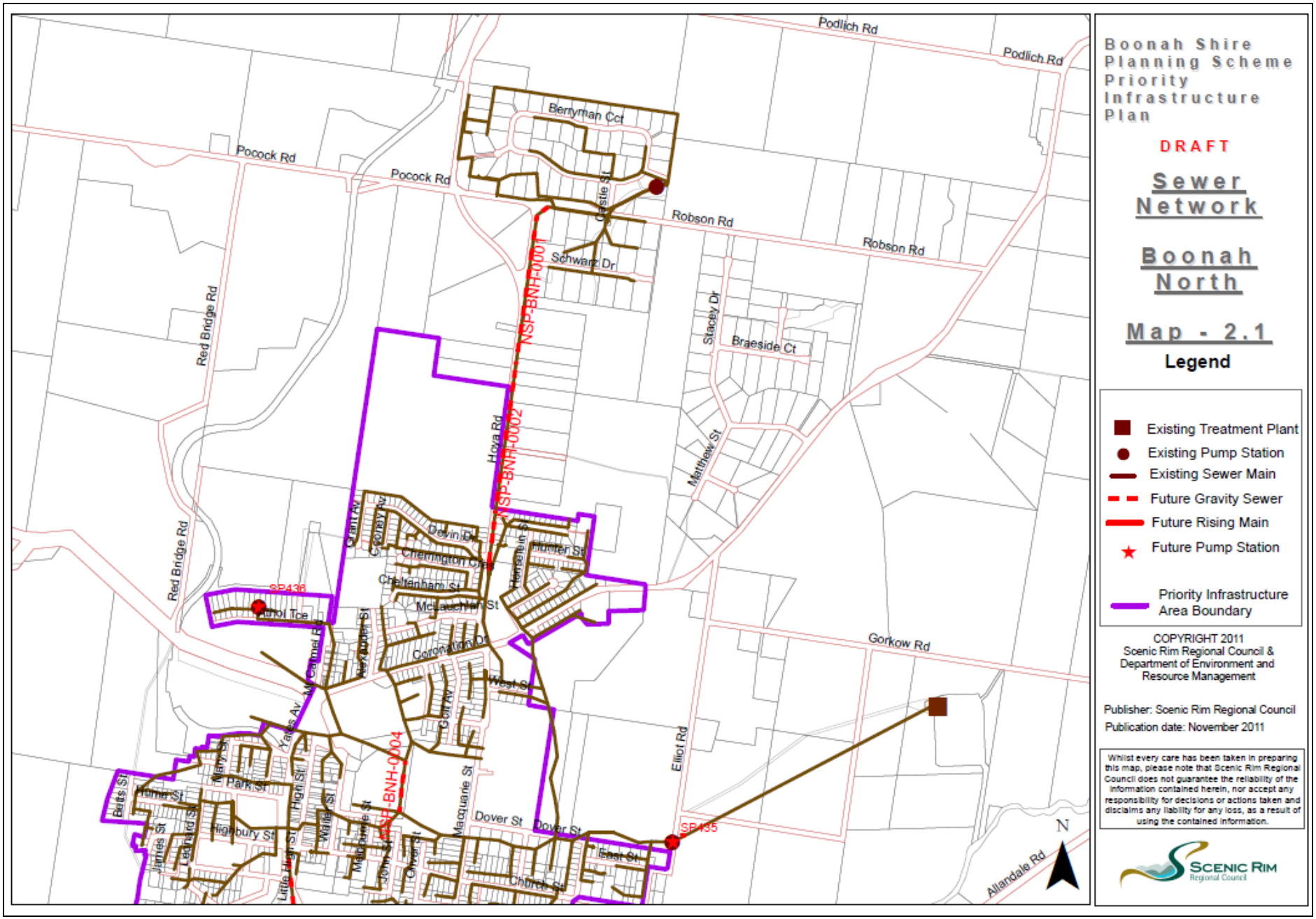

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Sewer Network

Boonah North

Map - 2.1

Legend

- Existing Treatment Plant
- Existing Pump Station
- Existing Sewer Main
- Future Gravity Sewer
- Future Rising Main
- Future Pump Station
- Priority Infrastructure Area Boundary

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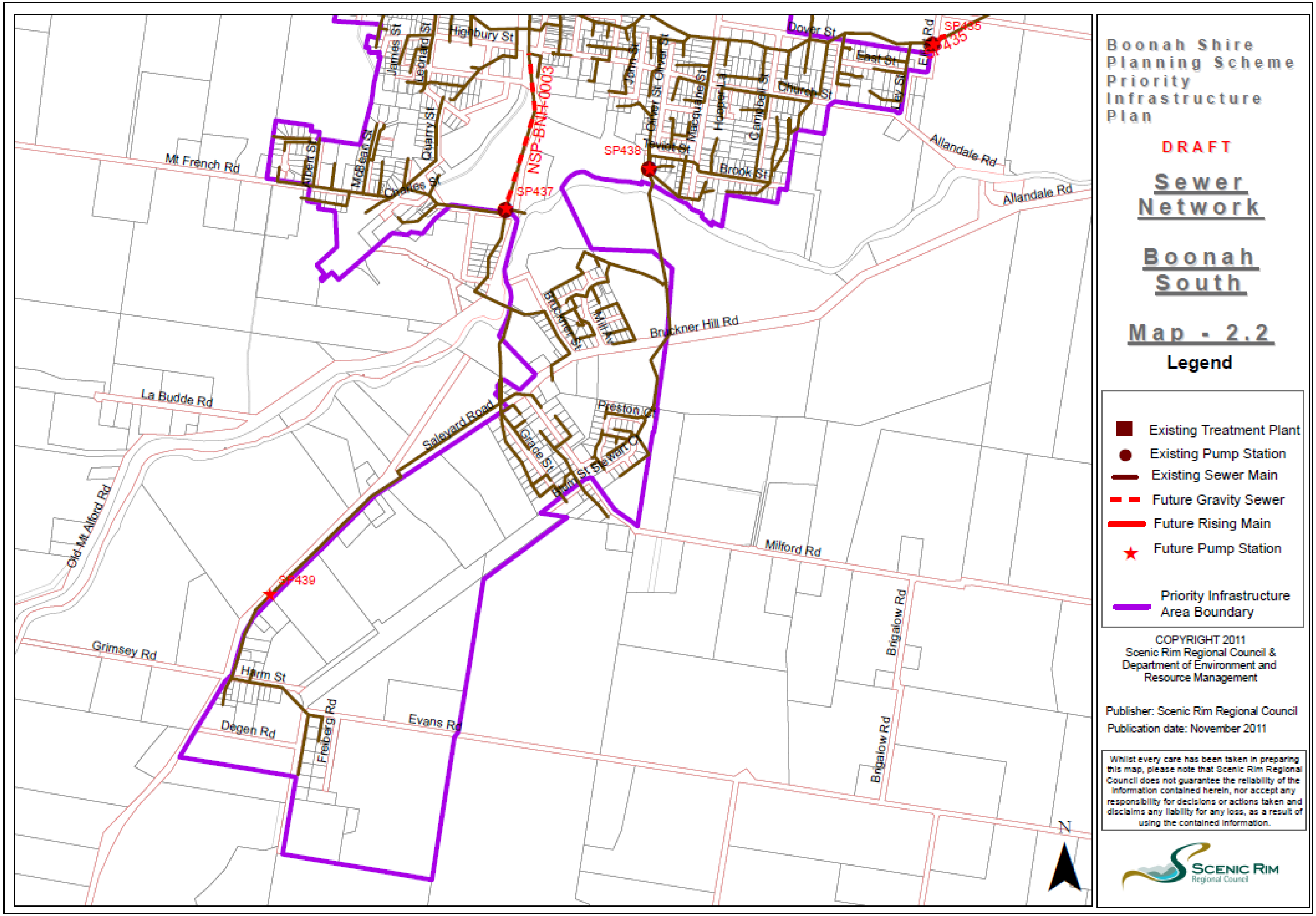
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Sewer Network
Boonah South
Map - 2.2
Legend
Existing Treatment Plant
Existing Pump Station
Existing Sewer Main
Future Gravity Sewer
Future Rising Main
Future Pump Station
Priority Infrastructure Area Boundary
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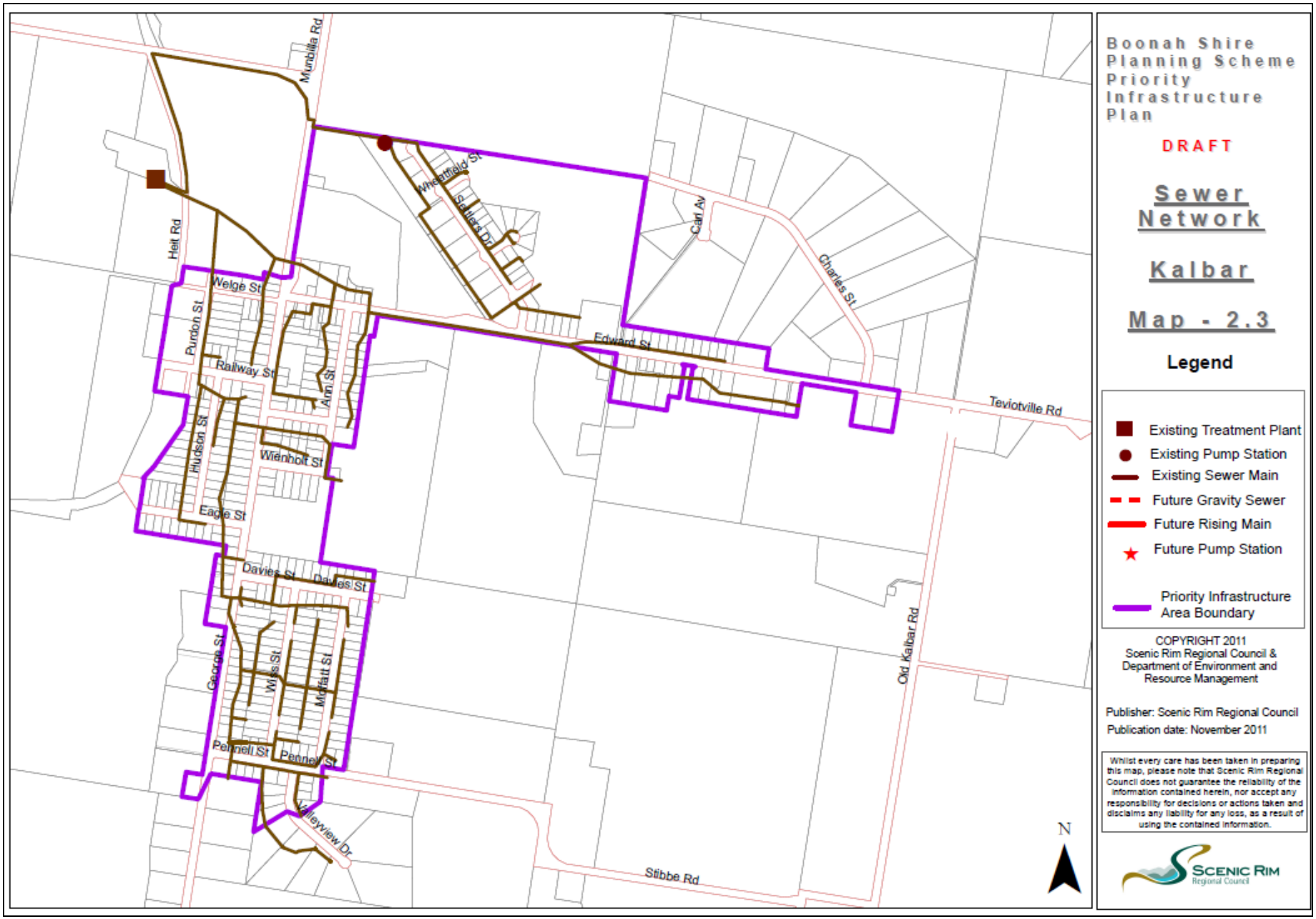
Scenic Rim Regional Council
N
SP437
SP438
SP439
NSP-BNH-0003
Mt French Rd
La Budde Rd
Old Mt Alford Rd
Grimsey Rd
Harm St
Degen Rd
Freiberg Rd
Evans Rd
Saleyard Road
Milford Rd
Brigalow Rd
Bruckner Hill Rd
Preston Ct
Allandale Rd
Highbury St
James St
Leonard St
Quarry St
Albert St
McLean St
Charles St
John St
Oliver St
Macquarie St
Church St
Brook St
Dover St
East St
Ley St
Teviot St


Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Sewer Network
Kalbar
Map - 2.3
Legend
Existing Treatment Plant
Existing Pump Station
Existing Sewer Main
Future Gravity Sewer
Future Rising Main
Future Pump Station
Priority Infrastructure Area Boundary
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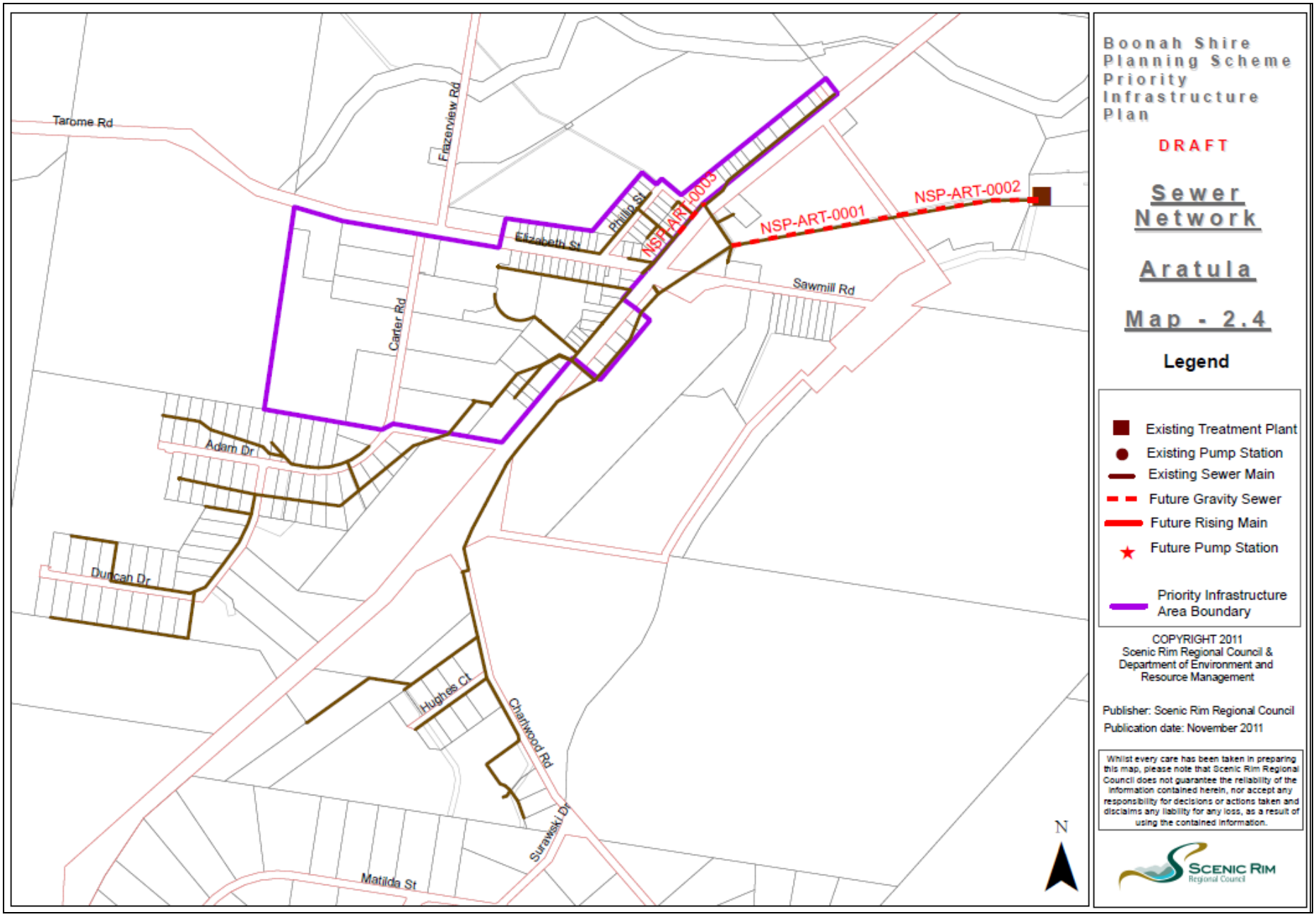
N
Munbilla Rd
Helt Rd
Welge St
Purdon St
Railway St
Ann St
Hudson St
Wienholt St
Eagle St
Davies St
Davies St
George St
Wiss St
McKatt St
Pennell St
Pennell St
Valleyview Dr
Wheatfield St
St Helens Dr
Carl Av
Charles St
Edward St
Teviotville Rd
Old Kalbar Rd
Stibbe Rd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Sawmill Rd
Carter Rd
Adam Dr
Duncan Dr
Hughes Ct
Charlwood Rd
Surawski Dr
Matilda St
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Sewer Network
Aratula
Map - 2.4
Legend
Existing Treatment Plant
Existing Pump Station
Existing Sewer Main
Future Gravity Sewer
Future Rising Main
Future Pump Station
Priority Infrastructure Area Boundary
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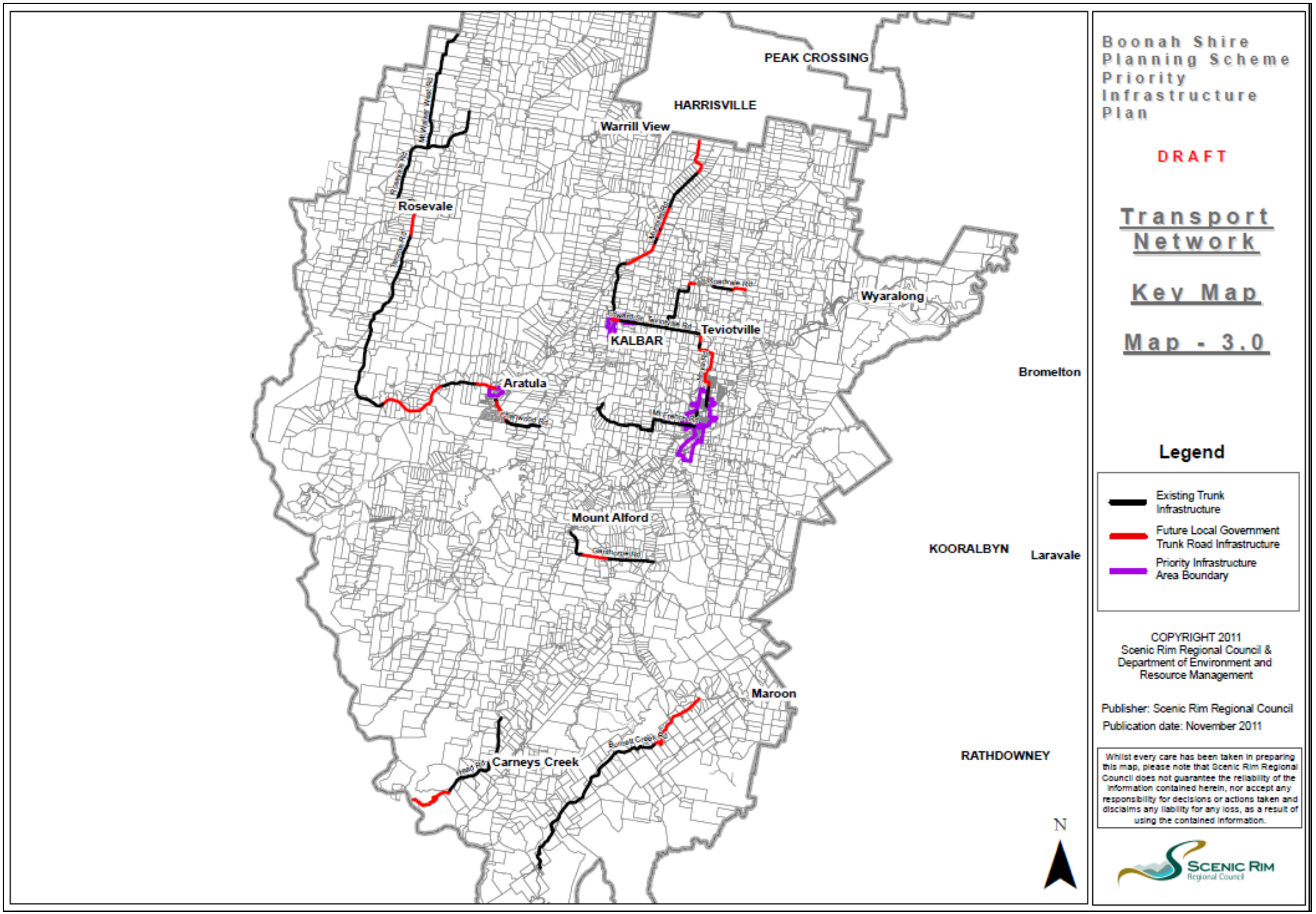
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Warrill View
Rosevale
Wyaralong
Teviotville
KALBAR
Aratula
Bromelton
Mount Alford
KOORALBYN
Laravale
Maroon
Carneys Creek
RATHDOWNEY
N
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DRAFT
Transport Network
Key Map
Map - 3.0
Legend
Existing Trunk Infrastructure
Future Local Government Trunk Road Infrastructure
Priority Infrastructure Area Boundary
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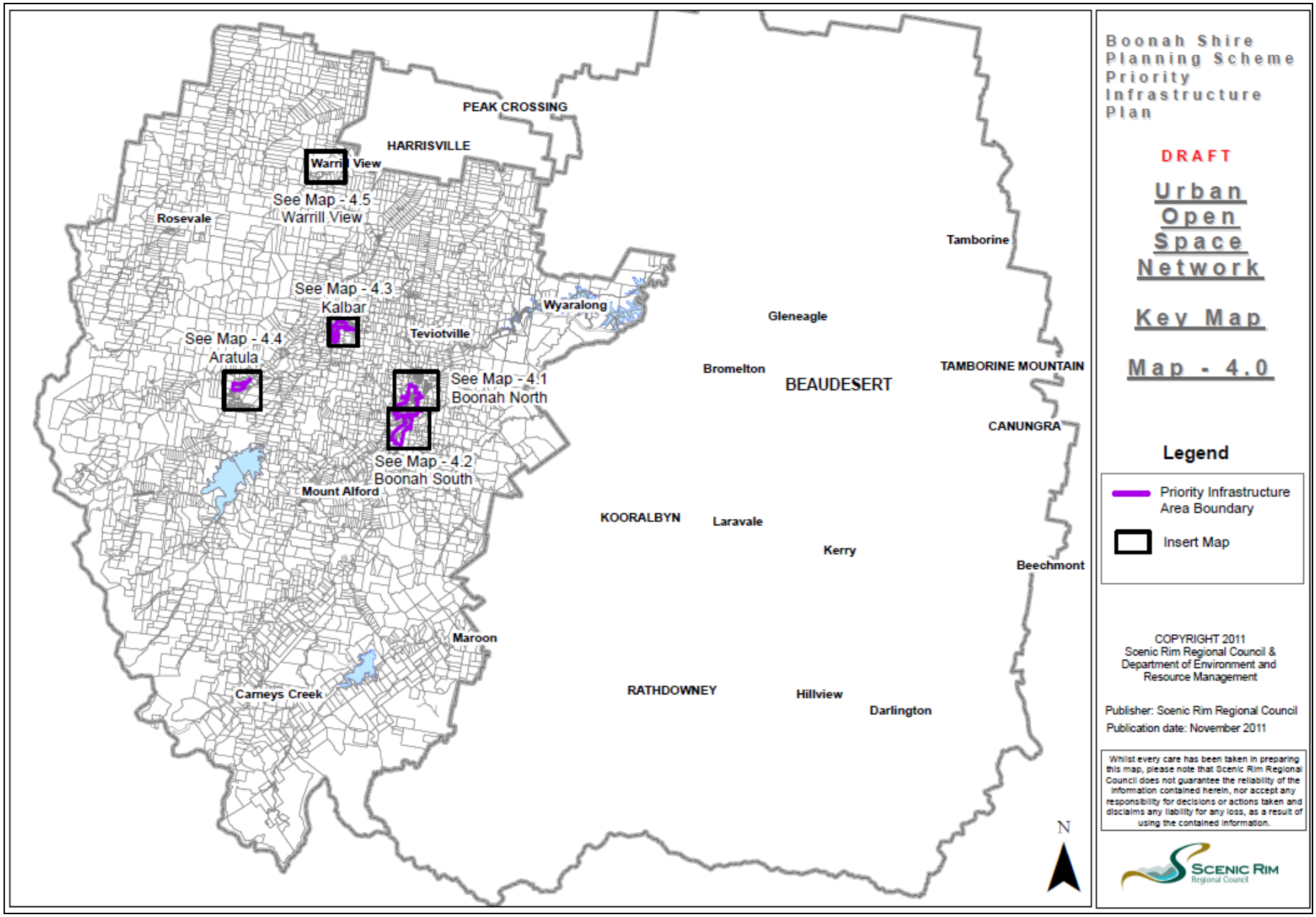
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HARRISVILLE
Warrill View
See Map - 4.5
Warrill View
Rosevale
See Map - 4.3
Kalbar
Wyaralong
Teviotville
See Map - 4.4
Aratula
See Map - 4.1
Boonah North
See Map - 4.2
Boonah South
Mount Alford
Tamborine
Gleneagle
Bromelton
BEAUDESERT
TAMBORINE MOUNTAIN
CANUNGRA
KOORALBYN
Laravale
Kerry
Beechmont
Maroon
Carneys Creek
RATHDOWNEY
Hillview
Darlington
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Key Map
Map - 4.0
Legend
Priority Infrastructure Area Boundary
Insert Map
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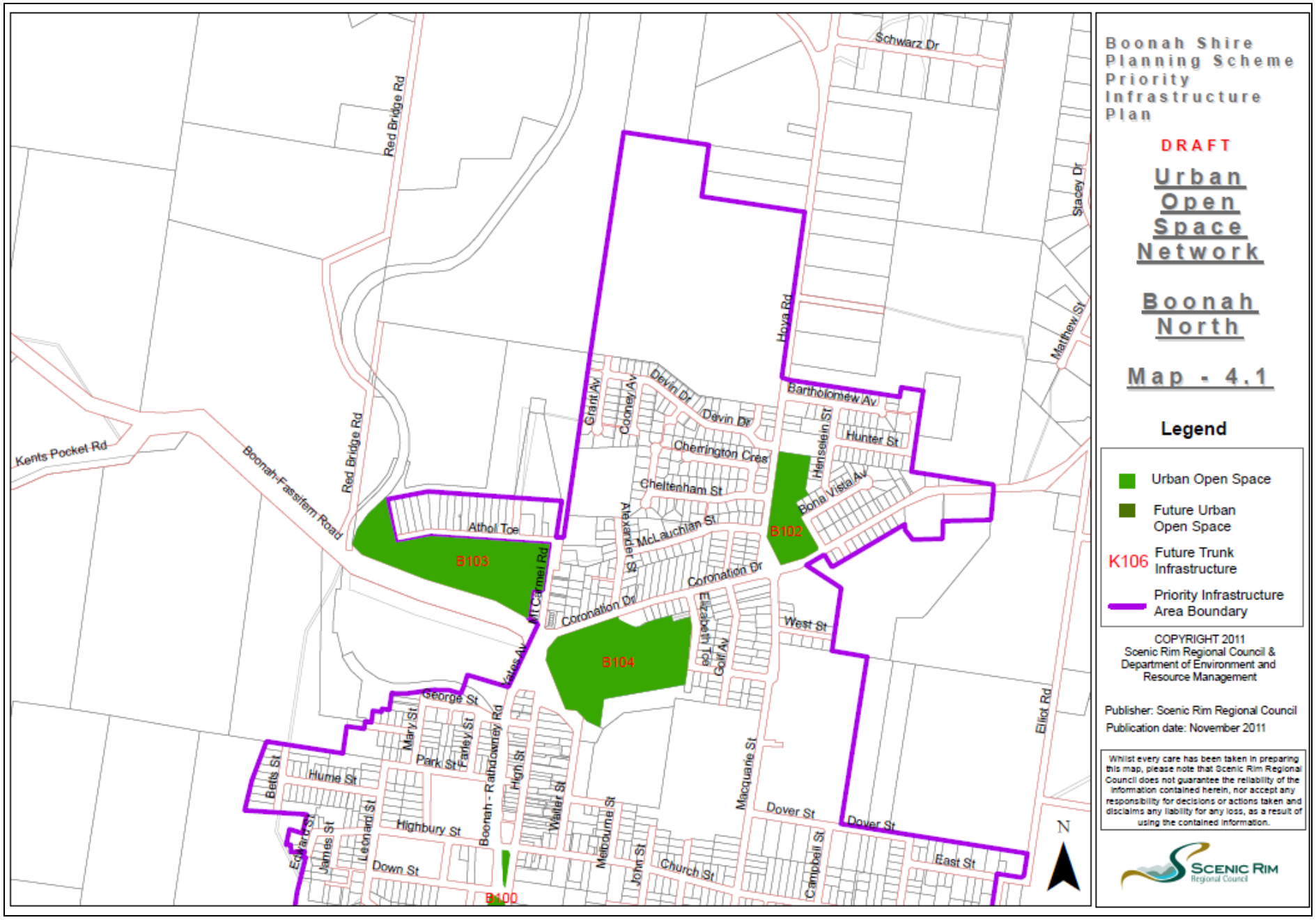
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Boonah North
Map - 4.1
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Priority Infrastructure Area Boundary
B100
B102
B103
B104
Red Bridge Rd
Kents Pocket Rd
Boonah-Fassifern Road
Schwarz Dr
Hoya Rd
Stacey Dr
Matthew St
Grant Av
Cooney Av
Devin Dr
Bartholomew Av
Hunter St
Henselein St
Cherrington Cres
Cheltenham St
Bona Vista Av
Alexander St
McLauchlan St
Athol Toe
Mt Carmel Rd
Coronation Dr
Elizabeth Dr
Golf Av
West St
Yates Av
George St
Mary St
Fahey St
Park St
Hume St
Betts St
Boonah - Rathdowney Rd
High St
Walter St
Macquarie St
Dover St
Elliot Rd
Highbury St
Leonard St
James St
Edward St
Down St
Melbourne St
John St
Church St
Campbell St
East St
N
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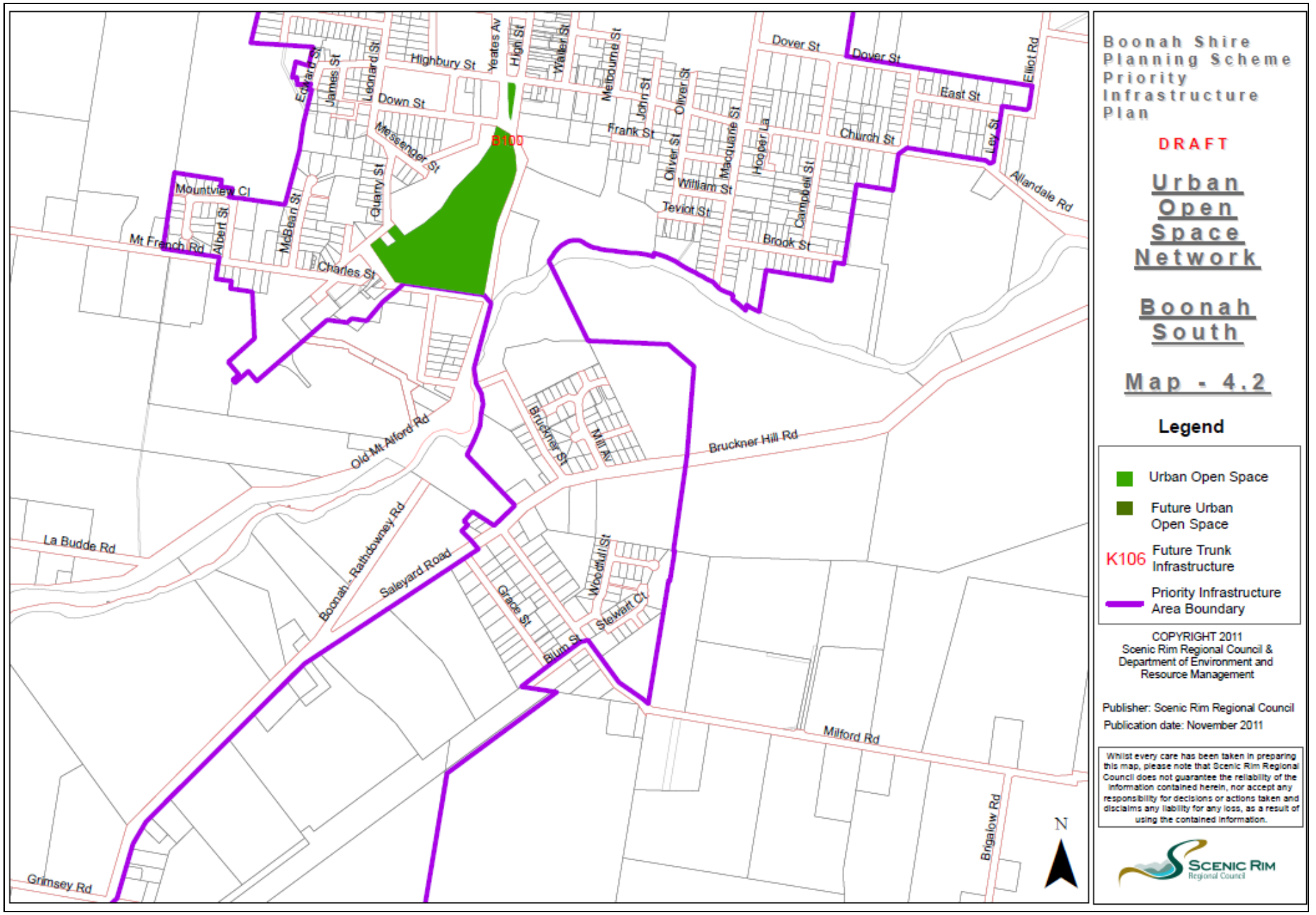
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Boonah South
Map - 4.2
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Priority Infrastructure Area Boundary
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SCENIC RIM Regional Council
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B100
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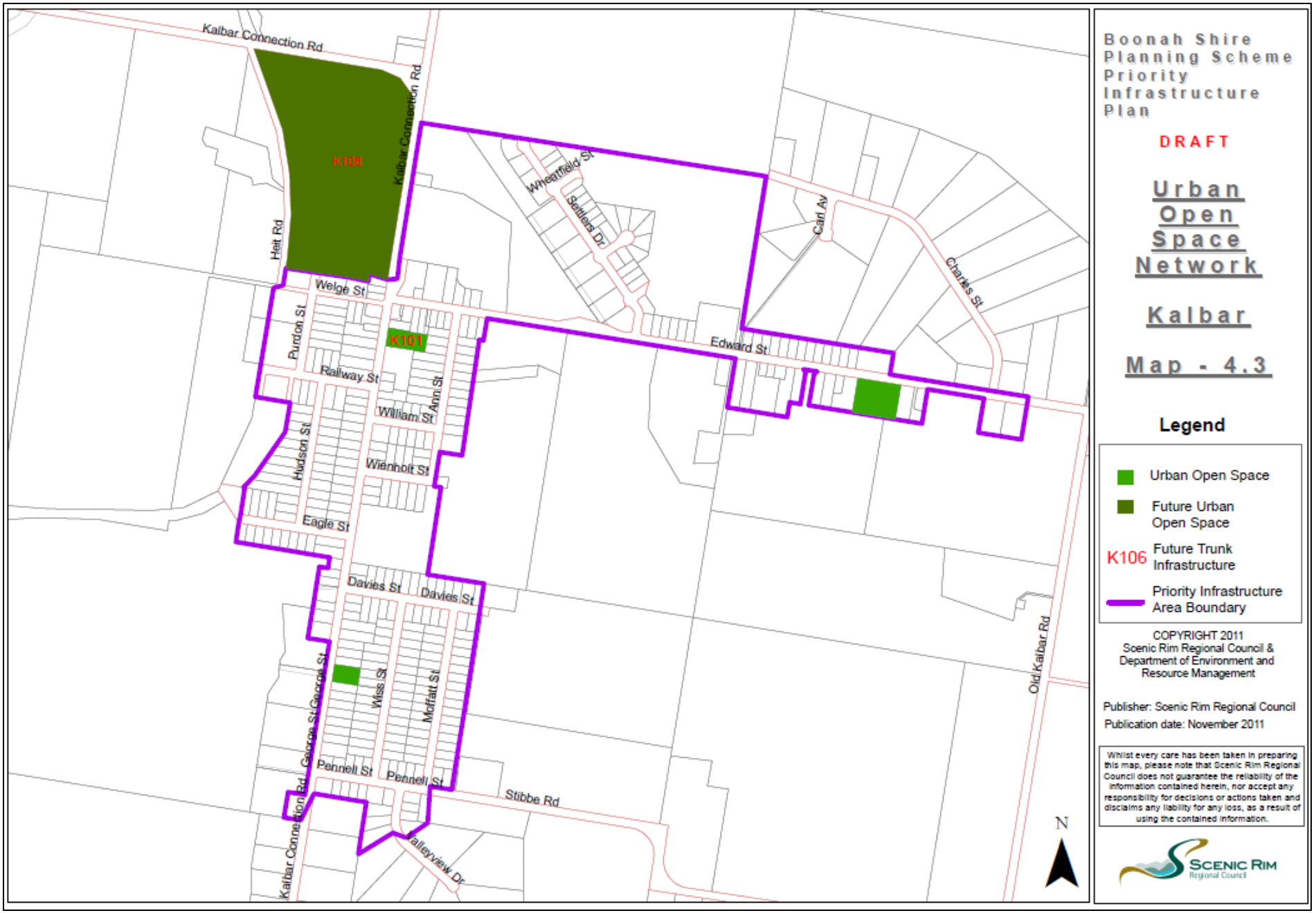
Down St
Messenger St
Mountview Cl
Mt French Rd
Albert St
McBean St
Quarry St
Charles St
Edward St
James St
Leonard St
Yeates Av
High St
Waller St
Melbourne St
John St
Oliver St
Frank St
Macquarie St
Hopper La
William St
Tevlot St
Campbell St
Brook St
Dover St
East St
Church St
Lay St
Elliot Rd
Allandale Rd
Old Mt Alford Rd
Bruckner St
Mill Av
Bruckner Hill Rd
La Budde Rd
Boonah - Rathdowney Rd
Saleyard Road
Grade St
Blum St
Woodhill St
Stewart Ct
Milford Rd
Brigalow Rd
Grimsey Rd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Heit Rd
Welge St
Purdon St
K101
Railway St
William St
Ann St
Hudson St
Wienholt St
Eagle St
Davies St
Davies St
George St
Wiss St
Moffatt St
Pennell St
Pennell St
Stibbe Rd
Valleyview Dr
Wheatfield St
Settlers Dr
Can Av
Charles St
Edward St
Old Kalbar Rd
N
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Kalbar
Map - 4.3
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Priority Infrastructure Area Boundary
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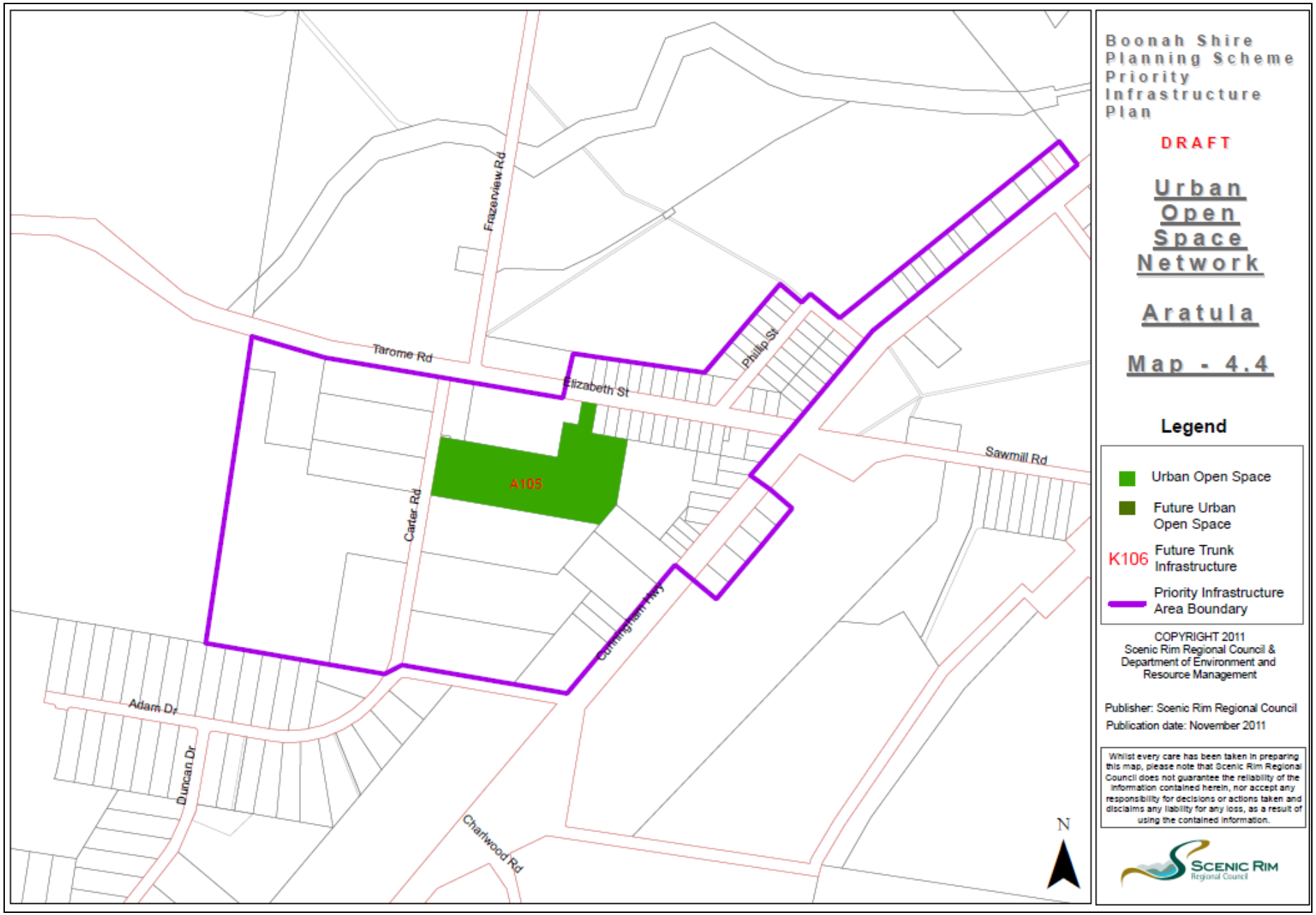

Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Aratula

Map - 4.4

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Priority Infrastructure Area Boundary

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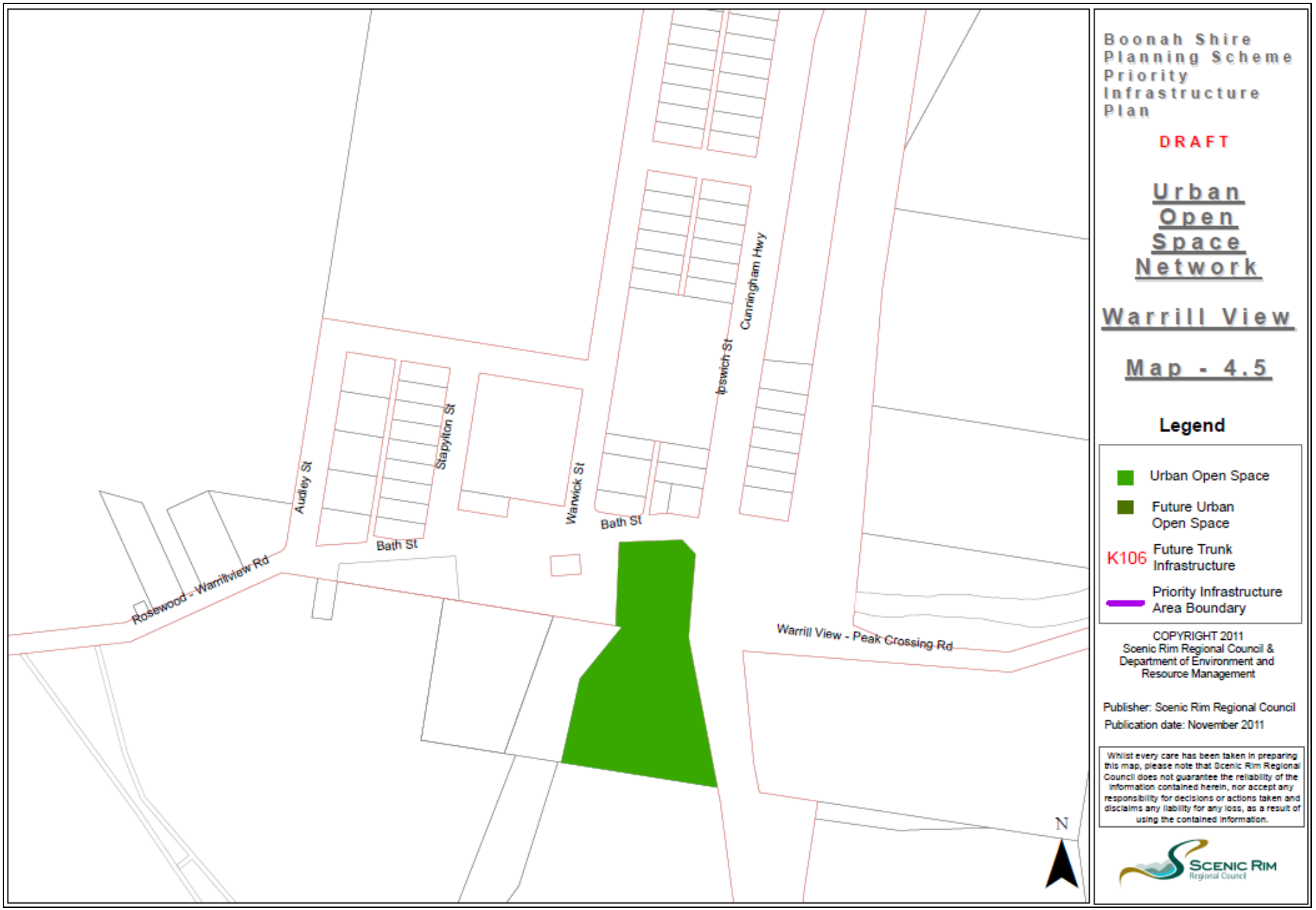
Publication date: November 2011

SCENIC RIM Regional Council



Boonah Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Warrill View

Map - 4.5

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

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APPENDIX 3
Extrinsic Material

Extrinsic Material

The documents identified in the following table assist in the interpretation of the PIP and are extrinsic material under the *Statutory Instruments Act 1992.* Copies of the documents are held at Scenic Rim Regional Council's Beaudesert office and will be made available for viewing on request.

Title	Date	Author or Organisation who prepared the document	Other relevant information
10 Year Capital Works Plans Public Conveniences – 10 year upgrade program	2011	Scenic Rim Regional Council	
10 Year Capital Works Plans Public Conveniences – 10 year upgrade program	2011	Scenic Rim Regional Council	
Park Buildings and Furniture – 10 year upgrade program	2011	Scenic Rim Regional Council	
Playgrounds – 10 year upgrade program	2011	Scenic Rim Regional Council	
Roads – 10 year upgrade program	2011	Scenic Rim Regional Council	
Footpaths – 10 year upgrade program	2011	Scenic Rim Regional Council	
Scenic Rim Regional Council Urban Open Space – Final Draft Desired Service Standards (Final Draft Version 6a as at 07/01/2011).	2011	Prepared by John Wood of JWCS	
Queensland Urban Utilities – Water and Sewerage Master Plans for Scenic Rim Regional Council, 2011.	2011	Queensland Urban Utilities	

Part 1B: Administrative Planning Scheme Amendments to the *Boonah Shire Planning Scheme 2006*

Item 1: Amendment to Table of Contents to incorporate the PIP

Summary

Amendment to the Table of Contents to incorporate the PIP and amendment to the list of planning scheme policies.

Explanation

The new Priority Infrastructure Plan is proposed to be included as Schedule 3 in the planning scheme and the Table of Contents is to be updated accordingly. Further, the incorporation of the PIP requires amendments to existing planning scheme policies relating to infrastructure contributions, including:

- the deletion of Planning Scheme Policy 3: Water and Sewerage Headworks Contributions
- amendment to Planning Scheme Policy 4: Road, Car Parking and Street Lighting Contributions so that it only refers to Road Design; and
- amendment to Planning Scheme Policy 5: Park Provision and Park Contributions so that it does not incorporate contributions.

Text amendments

1. In Table of Contents, page (v), include a new 'Schedule 3' under the existing Schedule 2 for the priority infrastructure plan as follows:

SCHEDULE 3 – Priority Infrastructure Plan

2. In Table of Contents, page (vi), include the following list of maps under Volume 2: Planning Scheme Maps as follows:

PRIORITY INFRASTRUCTURE AREA MAP 1 – Boonah
PRIORITY INFRASTRUCTURE AREA MAP 2 – Kalbar
PRIORITY INFRASTRUCTURE AREA MAP 3 – Aratula

PLANS FOR TRUNK INFRASTRUCTURE MAP 1A – Water Key Map
PLANS FOR TRUNK INFRASTRUCTURE MAP 1B – Water Boonah North
PLANS FOR TRUNK INFRASTRUCTURE MAP 1C – Water Boonah Central
PLANS FOR TRUNK INFRASTRUCTURE MAP 1D – Water Boonah South
PLANS FOR TRUNK INFRASTRUCTURE MAP 1E – Water Kalbar
PLANS FOR TRUNK INFRASTRUCTURE MAP 1F – Water Aratula
PLANS FOR TRUNK INFRASTRUCTURE MAP 1G – Water Mt Alford
PLANS FOR TRUNK INFRASTRUCTURE MAP 1H – Water Warrill View
PLANS FOR TRUNK INFRASTRUCTURE MAP 1I – Water Boonah Rural
PLANS FOR TRUNK INFRASTRUCTURE MAP 2A – Sewer Key Map
PLANS FOR TRUNK INFRASTRUCTURE MAP 2B – Sewer Boonah North
PLANS FOR TRUNK INFRASTRUCTURE MAP 2C – Sewer Boonah South
PLANS FOR TRUNK INFRASTRUCTURE MAP 2D – Sewer Kalbar
PLANS FOR TRUNK INFRASTRUCTURE MAP 2E – Sewer Aratula
PLANS FOR TRUNK INFRASTRUCTURE MAP 3 – Transport
PLANS FOR TRUNK INFRASTRUCTURE MAP 4A – Urban Open Space Key Map

PLANS FOR TRUNK INFRASTRUCTURE MAP 4B – Urban Open Space Boonah North
PLANS FOR TRUNK INFRASTRUCTURE MAP 4C – Urban Open Space Boonah South
PLANS FOR TRUNK INFRASTRUCTURE MAP 4D – Urban Open Space Kalbar
PLANS FOR TRUNK INFRASTRUCTURE MAP 4E – Urban Open Space Aratula
PLANS FOR TRUNK INFRASTRUCTURE MAP 4F – Urban Open Space Warrill View

3. In Table of Contents, page (vii), amend the list of planning scheme policies to remove existing references to contributions as follows:

Planning Scheme Policy 1: Car Parking, Access and Manoeuvrability
Planning Scheme Policy 2: Services and Infrastructure (Water, Sewerage, Roads, Footpaths, Stormwater)
~~Planning Scheme Policy 3: Water and Sewerage Headworks Contributions~~
Planning Scheme Policy 4: Road Design~~, Car Parking and Street Lighting Contributions~~
Planning Scheme Policy 5: Park Provision ~~and Park Contributions~~
Planning Scheme Policy 6: Subdivision Requirements
Planning Scheme Policy 8: Consultation
Planning Scheme Policy 9: Information Request

Map amendments

Not applicable.

Item 2: Amendments to Zone Codes to incorporate the PIP

Summary

Remove references to Planning Scheme Policy 3 (Water and Sewerage Headworks Contributions) from the zone codes and include a reference to Schedule 3 Priority Infrastructure Plan.

Explanation

The PIP replaces the content of Planning Scheme Policy 3 which currently includes standards relating to water and sewerage infrastructure. Further, the SPRP (adopted charges) replaces all parts of the planning scheme dealing with infrastructure contributions. Removal of references to this redundant policy and inclusions of references to the PIP are therefore required in the zone codes.

Text amendments

1. In Volume 1, Part 4, Division 3 – Rural Zone Code, 4.10(A) – Provisions Applicable to Self Assessable, Code Assessable and Impact Assessable Development, amend PS4.1 and PS4.2 as shown below:

SO4 Water supply, sewerage, electricity and roads are provided to meet appropriate standards and are adequate for on-site services.	PS4~~.1~~ Road, water supply and sewerage works are designed and constructed to standards stated in Planning Scheme Policy 1 and 2 and Schedule 3 Priority Infrastructure Plan. ~~PS4.2~~ ~~Where connection is made to Council's reticulated water supply and/or sewerage systems headworks contributions are paid to the Council in accordance with Planning Scheme Policy 3.~~

2. In Volume 1, Part 4, Division 5 – Rural Buffer Zone Code, 4.16(B) – Provisions Applicable only to Code Assessable and Impact Assessable development, amend PS15.1 and 15.2 as shown below:

SO15 Water supply, sewerage and roads are provided to meet appropriate standards.	PS15~~.1~~ Road, water supply and sewerage works are designed and constructed to standards stated in Planning Scheme Policy 1 and 2 and Schedule 3 Priority Infrastructure Plan. ~~PS15.2~~ ~~Where connection is made to Council's reticulated water supply and/or sewerage systems headworks contributions are paid to the Council in accordance with Planning Scheme Policy 3.~~

3. In Volume 1, Part 4, Division 7 – Rural Residential Zone Code, 4.22(B) – Provisions Applicable only to Code Assessable and Impact Assessable development, amend PS9.1 and 9.2 as shown below:

SO9 Water supply, sewerage and roads are provided to meet appropriate standards.	PS9~~.1~~ Road, water supply and sewerage works are designed and constructed to standards stated in Planning Scheme Policy 1 and 2 and Schedule 3 Priority Infrastructure Plan. ~~PS9.2~~ ~~Where connection is made to Council's reticulated water supply and/or sewerage systems headworks contributions are paid to the Council in accordance with Planning Scheme Policy 3.~~

4. In Volume 1, Part 4, Division 9 – Town Zone Code, 4.28(B) – Provisions Applicable only to Code Assessable and Impact Assessable development, amend PS13.1 and 13.2 as shown below:

SO13 Water supply, sewerage, electricity and roads are provided to: (i) meet appropriate standards and at the least, the whole-of-life cost; (ii) be easily maintained; and (iii) be readily integrated with existing systems and facilitate the orderly provision of future systems.	PS13~~.1~~ Roads, water supply and sewerage works are designed and constructed to standards stated in Planning Scheme Policy 1 and 2 and Schedule 3 Priority Infrastructure Plan. ~~PS13.2~~ ~~Where connection is made to Council's reticulated water supply and sewerage systems, headworks contributions are paid to Council in accordance with Planning Scheme Policy 3.~~

5. In Volume 1, Part 4, Division 11 – Village Zone Code, 4.34(B) – Provisions Applicable only to Code Assessable and Impact Assessable development, amend PS8.1 and 8.2 as shown below:

SO8 Water supply, sewerage and roads are provided to: (i) meet appropriate standards and at the least the whole-of-life cost; (ii) be easily maintained; and (iii) be readily integrated with existing systems and facilitate the orderly provision of future systems.	PS8~~.1~~ Roads, water supply and sewerage works are designed and constructed to standards state in Planning Scheme Policy 1 and 2 and Schedule 3 Priority Infrastructure Plan. ~~PS8.2~~ ~~Where connection is made to Council's reticulated water supply and sewerage systems, headwork contributions are paid to Council in accordance with~~

	~~Planning Scheme Policy 3.~~

6. In Volume 1, Part 4, Division 13 – Open Space Zone Code, 4.40(B) – Provisions Applicable only to Code Assessable and Impact Assessable development, amend PS9.1 and 9.2 as shown below:

SO9 Water supply, sewerage and roads are provided to: (i) meet appropriate standards at the least, the whole-of-life cost; (ii) be easily maintained; and (iii) be readily integrated with existing systems and facilitate the orderly provision of future systems.	PS9~~.1~~ Roads, water supply and sewerage works are designed and constructed to standards stated in Planning Scheme Policy 1 and 2 and Schedule 3 Priority Infrastructure Plan. ~~PS9.2~~ ~~Where connection is made to Council's reticulated water supply and sewerage systems, headworks contributions are paid to Council in accordance with Planning Scheme Policy 3.~~

Map amendments

Not applicable.

Item 3: Amendment to Reconfiguring a Lot Code to reference the PIP and removal of references to water and sewerage headworks contributions

Summary

Amendment to the Reconfiguring a Lot Code to reference the PIP and the removal of a reference to a redundant planning scheme policy.

Explanation

The Reconfiguring a Lot Code in the planning scheme deals with some aspects of infrastructure provision and it is necessary to reference the PIP in the relevant probable solutions. The reference to Planning Scheme Policy 3 made redundant by the PIP and the SPRP (adopted charges) also requires deletion.

Text amendments

In Volume 1, Part 6, Division 12 – Reconfiguring a Lot Code, 6.49(A) – Provisions Applicable only to Code Assessable and Impact Assessable Development, amend PS5, PS7 and PS8.1 as shown below:

Element (ii) : MOVEMENT NETWORK	
SO5 New streets or roads are designed and constructed to function safely and efficiently, have the capacity to accommodate projected traffic movements and to perform an appropriate role within the road network.	PS5 The new road layout is designed and constructed in accordance with Planning Scheme Policies 1, 4 and 6 and Schedule 3 Priority Infrastructure Plan.

Element (iii) : PUBLIC OPEN SPACE NETWORK	
SO7 A public open space network is created which: (i) contributes to the legibility and character of the neighbourhood; (ii) is appropriately located, sized, shaped and/or developed to satisfy the local, district and/or regional recreational needs of the community; (iii) is linked to the surrounding open space system and provides for convenient pedestrian and cycle movement; (iv) has a multi-functional role in providing for recreation, and stormwater management and environmental care; (v) conserves and takes advantage of significant landmarks and natural features; (vi) is safe and overlooked by dwelling units as far as possible; (vii) is readily and safely accessible by vehicle, cycle	*(in partial fulfilment of SO7)* PS7 The provision of open space is consistent with the Council's Planning Scheme Policy 5 and Schedule 3 Priority Infrastructure Plan.

and pedestrian networks; and (viii) reasonably minimises maintenance costs.	

Element (iv) : WASTE AND WASTE WATER	
SO8 Water supply and waste water treatment and disposal is provided for.	PS8.1 Connection to ~~Council's~~ the reticulated water supply and sewerage systems where the land to be reconfigured is within an area serviced by these systems. ~~AND headworks contributions are paid to Council in accordance with Planning Policy 3.~~ PS8.2 Where Council's reticulated water supply and wastewater systems are not available the applicant will be required to demonstrate how the proposed lots will be provided with water supply and effluent treatment and disposal systems.

Map amendments

Not applicable.

Item 4: Amendment to Volume 3 – Table of Contents to incorporate changes to planning scheme policy names

Summary

Amendment to the Table of Contents to Planning Scheme Policies to reflect the proposed amendments to policy names.

Explanation

The PIP requires the amendment to existing planning scheme policies relating to infrastructure contributions, including:

- the deletion of Planning Scheme Policy 3: Water and Sewerage Headworks Contributions
- amendment to Planning Scheme Policy 4: Road, Car Parking and Street Lighting Contributions so that it only refers to Road Design; and
- amendment to Planning Scheme Policy 5: Park Provision and Park Contributions so that it does not refer to contributions.

Text amendments

In Volume 3, amend the Table of Contents as shown below:

Map amendments

Not applicable.

Item 5: Amendment to delete Planning Scheme Policy 3: Water and Sewerage Headworks Contributions

Summary

Deletion of Planning Scheme Policy 3: Water and Sewerage Headworks Contributions.

Explanation

Planning Scheme Policy 3 contains provisions for contributions for water and sewerage headworks. The SPRP (adopted charges)) replaces all parts of the planning scheme dealing with infrastructure contributions and the PIP contains desired standards of service for water and sewerage networks. This redundant policy is therefore proposed to be deleted from the planning scheme.

Text amendments

In Volume 3, delete the entire Planning Scheme Policy 3: Water and Sewerage Headworks Contributions.

Map amendments

Not applicable.

Item 6: Amendment to Planning Scheme Policy 4: Road, Car parking and Street Lighting Contributions

Summary

Amendment to Planning Scheme Policy 4 so that it does not include car parking and street lighting contributions.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges) and therefore any other sections of the planning scheme that include infrastructure contributions require deletion. This amendment seeks to remove all references from Planning Scheme Policy 4 that relate to Car Parking and Street Lighting Contributions. The remaining aspects of the planning scheme policy relate only to road design and the amended heading reflects this change.

Text amendments

1. In Volume 3, Planning Scheme Policy 4, amend the title to exclude references to 'Car Parking and Street Lighting Contributions' as shown below:

PLANNING SCHEME POLICY 4

Road ~~Car Parking and Street Lighting~~ Contributions

2. In Volume 3, Planning Scheme Policy 4, amend 1.0 to remove reference to car parking contributions in lieu of undersupply as shown below:

1.0 Purpose

To establish the standard of road construction ~~and the required contribution to be paid in respect to the requirement for road upgrading~~ for any material change of use or subdivision application.

~~To establish the standard for the provision of off street parking and contribution of cash in lieu of parking spaces provided on site in the Town Zone – Commercial Precinct.~~

~~To reduce the capital cost of street lighting requirements to the applicant on the basis that Council will order street lighting requirements when estates are occupied to a reasonable extent.~~

3. In Volume 3, Planning Scheme Policy 4, amend 2.0 and the heading to Table 1 to remove references to contributions as shown below:

2.0 Road Upgrades~~Contributions~~

~~2.1 When Contributions are Required~~

Roads which provide a frontage to an allotment being created in a zone listed in Table 1 are to be constructed or upgraded in accordance with this table.

~~Where the road fronting an allotment to be created was constructed at the expense of Council after 25 May 1992, the applicant shall pay to the Council the cost of constructing the road for the applicable frontage of the allotment as if it was not constructed at the time of the approval of the subdivision.~~

~~Where the road fronting an allotment to be created was constructed partly at the expense of Council after 25 May 1992, the applicant shall pay to the Council a contribution towards the cost of constructing the road for the applicable frontage of the allotment. The contribution shall be equal to the cost to Council of constructing that section of the road fronting the subject allotment as calculated on the date of approval of the subdivision.~~

Table 1: Road ~~Contributions and~~ Standards

4. In Volume 3, Planning Scheme Policy 4, delete sections 2.2, 2.3 and 2.4, including Table 2 as shown below:

~~2.2 Amount Payable~~

~~Council may accept a contribution paid in respect to the requirement for road upgrading where a material change of use or subdivision application is approved. The contribution for the subdivision of land shall be set out in Table 2, unless amended by Council for a particular development. When determining the contribution for a particular development Council shall have regard to:~~

~~(i) the existing standard of road and the standard required by Table 1;~~
~~(ii) whether the road was constructed at the full or partial expense of Council after 25 May 1992;~~
~~(iii) the classification of the road determined by the likely vehicle numbers and type of such traffic; and~~
~~(iv) whether or not allowance is to be made because the road is a "No Through Road", a connecting road, a milk tanker route, quarry haul route, school bus route or a tourist road.~~

~~The contribution required as a result of an approval of a material change of use application shall be determined by Council having regard to the circumstances of the proposed development, the potential for the proposed development to generate traffic and the existing standard of the road.~~

~~Table 2: Road Contribution Table for Subdivision~~

~~Existing Road Standard~~	~~Contribution per Additional Lot Created~~
~~Bitumen sealed up to 5.6m wide~~	~~$1,850~~
~~Gravelled~~	~~$2,500~~
~~Formed~~	~~(minimum) $3,500~~
~~Unformed~~	~~(minimum) $5,000~~

~~Council may amend these rates of contributions in respect to all roads in accordance with Clause (ii) above. These contributions will increment annually in accordance with movements in the Department of Transport road Cost Input Index. The adjusted per lot contribution rates shall be rounded to the nearest $10.00 sum.~~

~~2.3 When Payable~~

~~Contributions imposed under this policy shall be payable prior to release by Council of the Plan of Survey. Provided that where an applicant seeks deferment of payment, the Chief Executive Officer may approve such request subject to lodgement by the applicant of a Bank Guarantee in favour of the Council to the value of the contribution plus increments to a date not earlier than the anticipated date of commencement of works. Council shall call upon the Bank Guarantee on commencement of works.~~

~~2.4 External Roadworks Contribution~~

~~Where, in the opinion of Council, a subdivision proposal will generate a significant increase in the volumes of traffic using Council controlled collector roads serving the development, an External Roadworks Contribution rate to apply as from 1 July 1994 is $1000 per additional lot created.~~

5. In Volume 3, Planning Scheme Policy 4, delete the entire Section 3.0 as shown below:

~~**3.0 Car Parking Contributions**~~

~~3.1 When Contributions are Required~~

~~Where Council considers that, in accordance with Policy 1, the full off street car parking requirement should not be required on a site in the Town Zone – Commercial Precinct, Council will accept a cash contribution per car parking space not located on site provided that:~~

~~(i) the maximum possible amount of off street car parking is provided on site; and~~
~~(ii) reasonable pedestrian access is provided between the site and Council's off street public car park. Council may require that the development include pedestrian arcades to facilitate pedestrian accessibility.~~

~~3.2 Amount Payable~~

~~The amount of cash contribution per car parking space reflects the cost of acquisition of land for public car parking and the cost of construction of the car park. The monetary contribution per car parking space in lieu of on-site parking is $850.00. This contribution amount will increment annually in accordance with movement in the Consumer Price Index All Groups (Brisbane). The adjusted per space contribution amount derived from such index shall be rounded to the nearest $10.00 sum.~~

~~3.3 When Payable~~

~~A financial guarantee for the full amount of the contribution to public car parking is to be lodged with Council prior to the issue of a Building Permit and the money is to be paid to Council prior to occupation and use of the building.~~

6. In Volume 3, Planning Scheme Policy 4, delete the entire Section 4.0 as shown below:

~~4.0 Street Lighting Contributions for Subdivisions~~

~~Council will require that an applicant provide only 50% of the capital cost of street lighting. Council will not enter into an agreement providing for the installation of street lights in estate subdivisions at the time electricity reticulation is carried out. Council will order street lighting requirements when estates are reasonably occupied as determined by Council.~~

Map amendments

Not applicable.

Item 7: Amendment to Planning Scheme Policy 5: Park Provision and Park Contributions

Summary

Amendment to Planning Scheme Policy 5 so that it does not include park contributions.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges) and therefore any other sections of the planning scheme that deal with infrastructure contributions require deletion. This amendment seeks to remove all references from Planning Scheme Policy 5 that relate to Park Contributions. The remaining aspects of the planning scheme policy relate only to park provision and the amended heading reflects this change.

Text amendments

1. In Volume 3, Planning Scheme Policy 5, amend the title of the policy as shown below:

PLANNING SCHEME POLICY 5

Park Provision ~~and Park Contributions~~

2. In Volume 3, Planning Scheme Policy 5, amend 1.0 Purpose as shown below:

1.0 Purpose

(i) To indicate the areas of land to be provided for park ~~and the amount of monetary contributions to be provided in lieu of land for park~~ for reconfiguring of a lot.

(ii) To provide guidelines for assessing the park land requirements of a proposal to ensure adequate, functional and well located park land is provided throughout the Shire.

3. In Volume 3, Planning Scheme Policy 5, amend 2.0 Requirements as shown below:

2.0 Requirements

(i) ~~10% of the total area of the site shall be provided for the purposes of park; or a monetary contribution (refer to Council's fees and charges) is to be paid in substitution for the provision of that area of land.~~

~~(ii) The monetary contribution amount will increment annually in accordance with the movements of the Consumer Price Index All Groups (Brisbane). The adjusted per space contribution amount derived from such index shall be rounded to the nearest $10.00 sum.~~

~~(iii) The moneys required to be paid to Council shall be paid prior to the approval by Council, of the Plan of Survey.~~

~~(iv)~~ When determining whether park land ~~or money contribution~~ should be required as a condition of the subdivision approval, Council will have regard to the following factors:

- the proximity and accessibility of the development to existing park land in the vicinity;
- the suitability of existing park land in the vicinity;
- the likely demand for park land generated by the proposed development;
- the size, shape and suitability of the proposed park land; ~~and~~
- the opportunities for amalgamation of the proposed park land with existing or likely future park land~~.~~; and
- Schedule 3 Priority Infrastructure Plan

(ii~~v~~) The provision of park land ~~or monetary contribution~~ is not required for a reconfiguration of a lot that does not create any additional lots.

Map amendments

Not applicable.

Part 2A: Priority Infrastructure Plan for the *Beaudesert Shire Planning Scheme 2007*

Schedule 7 Priority Infrastructure Plan

Part 1

1. Preliminary

1.1 Sustainable Planning Act 2009
The priority infrastructure plan has been prepared in accordance with the Sustainable Planning Act 2009.

1.2 Purpose
The purpose of this priority infrastructure plan is the following:

a) To integrate and coordinate land use planning and infrastructure planning;
b) To ensure that trunk infrastructure is planned and provided in an efficient and orderly manner.

1.3 Structure
The priority infrastructure plan is structured as follows:

Part 1- Priority infrastructure plan
1. Preliminary
2. Application of priority infrastructure plan
3. Planning assumptions
4. Priority infrastructure area
5. Desired standards of service
6. Schedule of works
7. Plans for trunk infrastructure;

Part 2- Appendix
1. Priority infrastructure area
2. Plans for trunk infrastructure maps
   - Water network
   - Sewerage network
   - Transport network
   - Urban Open Space network
   - Stormwater network
3. Extrinsic material

1.4 Definitions
A term, unless the context otherwise requires, will have the meaning given in the Planning Act.

2. Application of priority infrastructure plan

2.1 Purpose
This priority infrastructure plan states the basis for the following:

a) A condition the local government may impose for the following:
   (i) necessary trunk infrastructure;
   (ii) additional trunk infrastructure costs;

2.2 Conditions the local government may impose for necessary trunk infrastructure

The local government may impose under section 649 (Conditions local government may impose for necessary trunk infrastructure) of the Sustainable Planning Act 2009, a condition for the supply of necessary trunk infrastructure if:

a) existing trunk infrastructure necessary to service the premises is not adequate and trunk infrastructure adequate to service the premises is identified in this priority infrastructure plan; or

b) trunk infrastructure to service the premises is necessary, but is not yet available and is identified in this priority infrastructure plan; or

c) trunk infrastructure identified in this priority infrastructure plan is located on the premises.

2.3 Conditions the local government may impose for additional trunk infrastructure costs

The local government may impose under section 650 (Conditions local government may impose for additional infrastructure costs) of the Sustainable Planning Act 2009 a condition requiring the payment of additional trunk infrastructure costs only if the development:

a) is:
   (i) inconsistent with the assumptions about the type, scale, location or timing of future development stated in this priority infrastructure plan;
   (ii) for premises completely or partly outside the priority infrastructure area; and

b) would impose additional trunk infrastructure costs on the infrastructure provider after taking into account either or both of the following:
   (i) infrastructure charges, regulated infrastructure charges or adopted infrastructure charges levied for the development;
   (ii) trunk infrastructure supplied or to be supplied by the applicant or person who requests compliance assessment under division 4 to 6 of the Sustainable Planning Act 2009.

2.4 Development inconsistent with assumptions about future development

Development is inconsistent with the assumptions about:

a) the type and location of development, if the type of development as identified in table 3.3, is not planned to occur in the location as identified in the priority infrastructure area; or

b) the scale of development, if the density and demand of the development of the premises exceeds the planned density and demand for the development of the premises as stated in tables 3.4-3.7; or

c) the timing of development, if the development results in trunk infrastructure being supplied earlier than planned for in the schedule of works for trunk infrastructure as stated in tables 6.1-6.5 of this priority infrastructure plan.

3. Planning Assumptions

3.1 Purpose

The planning assumptions state the following:

a) the existing and projected population and employment for the planning scheme area;

b) the assumptions about the type, scale, location and timing of residential and non-residential development which are used to derive the demand for a trunk infrastructure network, giving a consistent basis for the planning of the trunk infrastructure network and the determination of the priority infrastructure area.

3.2 Population, dwellings, employment and non-residential floorspace

The Bromelton State Development Area is subject to an Infrastructure Agreement between Scenic Rim Regional Council and the Bromelton land owners. The projected employment growth of Bromelton to 2026 has not been included in the planning assumptions of the PIP, subsequently Bromelton is not within the priority infrastructure area and infrastructure provision is not identified in the plans for trunk infrastructure maps or the schedule of works.

The existing and projected population for residential development within and outside the priority infrastructure area is stated in section 3.8.

The existing and projected dwellings for residential development within and outside the priority infrastructure area are stated in section 3.9.

The existing and projected employment for non-residential development within and outside the priority infrastructure area is stated in section 3.10.

The existing and projected non-residential floor space for non-residential development is stated in section 3.11.

The distribution and timing of future development (residential dwellings and non-residential floor space) to accommodate projected population and employment growth have been estimated based on the following factors:

- existing level of development
- physical constraints on the land
- land use planning provisions of the planning scheme
- current development applications and approvals
- development trends
- cost efficient provision of infrastructure
- average occupancy rate projections
- average floor space conversion rates
- commercial demand
- demographic trends
- potential uptake rate for developable land
- workforce trend
- non-residential vacancy rates
- regional development and economic objectives

Table 3.1

Residential development	Average occupancy rate (persons/dwelling)				
	2006	2011	2016	2021	2026
Single dwelling	2.7	2.7	2.65	2.6	2.6
Multiple dwelling	1.5	1.5	1.5	1.5	1.5
Other dwelling	1.7	1.7	1.7	1.7	1.7

3.3 Time periods

The planning assumptions have been prepared for the following time periods to align with the Australian Bureau of Statistics (ABS) census years:

- 2006-2011
- 2011-2016
- 2016-2021
- 2021-2026

3.4 Existing level of development

The existing residential and non-residential development has been estimated at the base date being the 30 June 2006.

3.5 Development potential of land

Developable land identified for urban uses is the land in the priority infrastructure area which is not affected by the following constraints:

- flood inundation
- water courses or corridors
- ecological corridors
- visual sensitivity areas above 120-140RL
- remnant and high value regrowth
- high bush fire hazard
- core koala habitats
- slope greater than 25%

3.6 Planned densities

The planned density has been determined to reflect the realistic intensity of development having regard to the land use planning provisions of the planning scheme, site constraints and development trends.

Table 3.2

Planning scheme area identification	Development type	Planned density	
		Residential development (du/ha)	Non-residential development (plot ratio)
Beaudesert and Canungra Townships Zone:			
Rural Residential Precinct	Single dwelling	2	0
Medium Density Precinct	Single dwelling Multiple dwelling Other dwelling	16	0
Residential Precinct (Canungra)	Single dwelling Multiple dwelling Other dwelling	15 (10)	0

Planning scheme area identification	Development type	Planned density	
		Residential development (du/ha)	Non-residential development (plot ratio)
Community Facilities Precinct	Community	0	.4
Industry Precinct	Industry	0	.4
Minor Convenience Precinct	Multiple dwelling Other dwelling Commercial office Commercial retail Community	2	.5
Frame Precinct	Commercial office Commercial retail Industry	0	.5
Town Centre Core Precinct	Multiple dwelling Other dwelling Commercial office Commercial retail Community	2	.5
Tamborine Mountain Zone:			
Business Precinct	Commercial office Commercial retail Community	0	.5
Gallery Walk Precinct	Commercial retail	0	.4
Curtis Falls Precinct	Commercial retail	0	.2
Cottage Tourist Facility Precinct	Single dwelling Multiple dwelling Other dwelling Commercial retail	2	.2
Village Residential Precinct	Single dwelling Multiple dwelling	8	0
Residential Precinct	Single dwelling Multiple dwelling	8	0
Park Living Precinct	Single dwelling Multiple dwelling	1	0
Community Facilities Precinct	Community	0	.4
Kooralbyn Zone:			
Business Precinct	Other dwelling Commercial office Commercial retail Community	2	.5
Industry Precinct	Community Industry	0	.4
Residential Precinct	Other dwelling Single dwelling Multiple dwelling	12	0
Rural Residential Precinct	Single dwelling	2	0
Community Facilities Precinct	Community	0	.4

3.7 Development type

Table 3.3 shows the relationship between the residential and non-residential development types and the corresponding planning scheme use types.

Table 3.3

Development type	Planning scheme use type
Residential	
Single dwelling	House
Multiple dwelling	Medium Density Residential
Other dwelling	Aged Persons Accommodation, Caretakers Residence,
Non-residential	
Commercial office	Commercial Activity, Motel, Veterinary Surgery/Hospital
Commercial retail	Convenience Restaurant, Cottage Tourist Facility, Food Establishment/Reception Centre, General Store, Hotel/Club, Retail Showroom, Shop, Shopping Centre, Tourist Business, Tourist Facility
Community	Educational Establishment, Hospital, Indoor Sports Recreation and Entertainment
Industry	Industry-General, Industry-High Impact, Industry-Low Impact/Service, Transport Terminal, Warehouse/Storage Facility
Other	Agriculture, Animal Husbandry, Forestry, Piggery, Poultry Farm, Produce Store, Retail Plant Nursery, Truck Depot, Winery/Distillery

3.8 Existing and projected population

Table 3.4

Locality	Category	Existing and projected population				
		2006	2011	2016	2021	2026
Beaudesert	Single dwelling	5,694	6,606	11,583	15,984	21,717
	Multiple dwelling	254	294	515	710	965
	Other dwelling	379	440	772	1,066	1,448
	Total	6,327	7,340	12,870	17,760	24,130
Canungra	Single dwelling	734	771	1,401	1,927	2,491
	Multiple dwelling	23	25	45	62	80
	Other dwelling	24	24	44	61	79
	Total	781	820	1,490	2,050	2,650
Kooralbyn	Single dwelling	910	1,369	1,936	2,738	3,084
	Multiple dwelling	180	270	382	541	609
	Other dwelling	34	51	72	101	115
	Total	1,124	1,690	2,390	3,380	3,808
Tamborine Mt	Single dwelling	6,317	6,752	6,989	7,298	7,599
	Multiple dwelling	208	223	230	241	251
	Other dwelling	417	445	461	481	500
	Total	6,942	7,420	7,680	8,020	8,350
Total PIA	Single dwelling	13,655	15,498	21,909	27,947	34,891
	Multiple dwelling	665	812	1,172	1,554	1,905
	Other dwelling	854	960	1,349	1,709	2,142
	Total	15,174	17,270	24,430	31,210	38,938
Total outside PIA	Single dwelling	8,727	9,437	10,016	10,888	11,721
	Multiple dwelling	89	96	102	111	120
	Other dwelling	89	97	102	111	119
	Total	8,905	9,630	10,220	11,110	11,960
Total	Single dwelling	22,382	24,935	31,925	38,835	46,612

Locality	Category	Existing and projected population				
		2006	2011	2016	2021	2026
planning scheme area	Multiple dwelling	754	908	1,274	1,665	2,025
	Other dwelling	943	1,057	1,451	1,820	2,261
	Total	24,079	26,900	34,650	42,320	50,898

3.9 Existing and projected dwellings

Table 3.5

Locality	Category	Existing and projected dwellings				
		2006	2011	2016	2021	2026
Beaudesert	Single dwelling	2,109	2,447	4,371	6,149	8,353
	Multiple dwelling	169	196	343	473	643
	Other dwelling	223	259	454	627	852
	Total	2,501	2,902	5,168	7,249	9,848
Canungra	Single dwelling	272	285	530	741	958
	Multiple dwelling	15	17	30	41	53
	Other dwelling	14	14	26	36	47
	Total	301	316	586	818	1,058
Kooralbyn	Single dwelling	337	507	731	1,053	1,186
	Multiple dwelling	120	180	255	361	406
	Other dwelling	20	30	42	59	68
	Total	477	717	1,028	1,473	1,660
Tamborine Mt	Single dwelling	2,340	2,501	2,637	2,807	2,923
	Multiple dwelling	139	149	153	161	167
	Other dwelling	245	262	271	283	294
	Total	2,724	2,912	3,061	3,251	3,384
Total PIA	Single dwelling	5058	5,740	8,269	10,750	13,420
	Multiple dwelling	443	542	781	1,036	1,269
	Other dwelling	502	565	793	1,005	1,261
	Total	6,003	6,847	9,843	12,791	15,950
Total outside PIA	Single dwelling	3,232	3,495	3,780	4,188	4,508
	Multiple dwelling	59	64	68	74	80
	Other dwelling	52	57	60	65	70
	Total	3,343	3,616	3,908	4,327	4,658
Total planning scheme area	Single dwelling	8,290	9,235	12,049	14,938	17,928
	Multiple dwelling	502	606	849	1,110	1,349
	Other dwelling	554	622	853	1,070	1,331
	Total	9,346	10,463	13,751	17,118	20,608

3.10 Existing and projected employment[8]

Table 3.6

Locality	Category	Existing and projected employees				
		2006	2011	2016	2021	2026
Beaudesert	Commercial office	757	894	997	1,125	1,325
	Commercial retail	640	756	844	960	1,128
	Community	819	963	1,074	1,158	1,373
	Industry	495	584	652	703	886
	Other	204	241	269	289	355

[8] As mentioned previously in section 3.2, Bromelton's employment growth is not included within the PIP planning assumptions. Future infrastructure delivery and responsibility will be established by an infrastructure agreement.

Locality	Category	Existing and projected employees				
		2006	2011	2016	2021	2026
	Total	2,915	3,438	3,836	4,235	5,067
Canungra	Commercial office	67	71	93	108	140
	Commercial retail	90	95	124	144	187
	Community	45	47	62	72	93
	Industry	28	30	38	45	58
	Other	51	53	70	81	105
	Total	281	296	387	450	583
Kooralbyn	Commercial office	19	22	26	35	45
	Commercial retail	81	61	68	78	106
	Community	76	57	58	49	55
	Industry	18	14	18	22	31
	Other	109	83	91	86	110
	Total	303	237	261	270	347
Tamborine Mt	Commercial office	487	521	524	530	541
	Commercial retail	361	386	388	392	401
	Community	415	444	446	451	461
	Industry	144	154	155	157	160
	Other	397	424	427	432	441
	Total	1,804	1,929	1,940	1,962	2,004
Total PIA	Commercial office	1,330	1,508	1,640	1,798	2,051
	Commercial retail	1,172	1,298	1,424	1,574	1,822
	Community	1,355	1,511	1,640	1,730	1,982
	Industry	685	782	863	927	1,135
	Other	761	801	857	888	1,011
	Total	5,303	5,900	6,424	6,917	8,001
Total outside PIA	Commercial office	348	354	355	358	385
	Commercial retail	409	416	417	420	452
	Community	151	154	154	155	167
	Industry	212	216	216	218	234
	Other	394	401	401	404	435
	Total	1,514	1,541	1,543	1,555	1,673
Total planning scheme area	Commercial office	1,678	1,862	1,995	2,156	2,436
	Commercial retail	1,581	1,714	1,841	1,994	2,274
	Community	1,506	1,665	1,794	1,885	2,149
	Industry	897	998	1,079	1,145	1,369
	Other	1,155	1,202	1,258	1,292	1,446
	Total	6,817	7,441	7,967	8,472	9,674

3.11 Existing and projected non-residential floorspace

Table 3.7

Locality	Category	Existing and projected non-residential floor space (m²)				
		2006	2011	2016	2021	2026
Beaudesert	Commercial office	34,822	41,124	45,862	51,750	60,950
	Commercial retail	23,040	27,216	30,384	34,560	40,608
	Community	53,235	62,595	69,810	75,270	89,245
	Industry	99,000	116,800	130,400	140,600	177,200
	Other	-	-	-	-	-
	Total	210,097	247,735	276,456	302,180	368,003
Canungra	Commercial office	3,082	3,266	4,278	4,968	6,440
	Commercial retail	3,240	3,420	4,464	5,184	6,732
	Community	2,925	3,055	4,060	4,680	6,045

Locality	Category	Existing and projected non-residential floor space (m²)				
		2006	2011	2016	2021	2026
	Industry	5,600	6,000	7,600	9,000	11,600
	Other	-	-	-	-	-
	Total	14,847	15,741	20,402	23,832	30,817
Kooralbyn	Commercial office	874	1,012	1,196	1,610	2,070
	Commercial retail	2,916	2,196	2,448	2,808	3,816
	Community	4,940	3,705	3,770	3,185	3,575
	Industry	3,600	2,800	3,600	4,400	6,200
	Other	-	-	-	-	-
	Total	12,330	9,713	11,014	12,003	15,661
Tamborine Mt	Commercial office	22,402	23,966	24,104	24,380	24,886
	Commercial retail	12,996	13,896	13,968	14,112	14,436
	Community	26,975	28,860	28,990	29,315	29,965
	Industry	28,800	30,800	31,000	31,400	32,000
	Other	-	-	-	-	-
	Total	91,173	97,522	98,062	99,207	101,287
Total PIA	Commercial office	61,180	69,368	75,440	82,708	94,346
	Commercial retail	42,192	46,728	51,264	56,664	65,592
	Community	88,075	98,215	106,630	112,450	128,830
	Industry	137,000	156,400	172,600	185,400	227,000
	Other	-	-	-	-	-
	Total	328,447	370,711	405,934	437,222	515,768
Total outside PIA	Commercial office	16,008	16,284	16,330	16,468	17,710
	Commercial retail	14,724	14,976	15,012	15,120	16,272
	Community	9,815	10,010	10,010	10,075	10,855
	Industry	42,400	43,200	43,200	43,600	46,800
	Other	-	-	-	-	-
	Total	82,947	84,470	84,552	85,263	91,637
Total planning scheme area	Commercial office	77,188	85,652	91,770	99,176	112,056
	Commercial retail	56,916	61,704	66,276	71,784	81,864
	Community	97,890	108,225	116,640	122,525	139,685
	Industry	179,400	199,600	215,800	229,000	273,800
	Other	-	-	--	-	-
	Total	411,394	455,181	490,486	522,485	607,405

3.12 Existing and projected demand

The demand units planned for residential and non-residential premises are expressed as units per town within the PIA. For residential premises this is determined by the amount of persons per household and for non-residential this is determined by the amount of employees per m².

The existing and projected demand for the development of premises on the 5 infrastructure networks is stated in tables 3.8 - 3.12.

3.13 Water Network Demand

Table 3.8

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Beaudesert	7,244	12,416	16,535	23,529
Canungra	966	1,519	2,141	2,782
Kooralbyn	1,888	2,105	2,673	3,431
Tamborine Mt	0	0	0	0

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Total PIA	10,098	16,040	21,349	29,742
Total outside PIA	193	193	193	193
Total planning scheme area	10,291	16,233	21,542	29,935

3.14 Sewer Network Demand

Table 3.9

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Beaudesert	7,269	12,074	16,549	23,287
Canungra	731	1,277	1,885	2,517
Kooralbyn	660	797	892	1,636
Tamborine Mt	0	0	0	0
Total PIA	8,660	14,148	19,326	27,440

3.15 Transport Network Demand

Table 3.10

Locality	Total vehicle trip ends		Growth
	2006	2031	Per annum
Beaudesert	30,800	121,172	3,615
Canungra	4,979	12,893	317
Kooralbyn	4,450	12,026	303
Tamborine Mt	27,941	29,693	70
Total outside PIA	31,917	38,124	248
Total planning scheme area	100,087	213,908	4,553

3.16 Urban Open Space Network Demand

Table 3.11

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Beaudesert	7,856	13,445	18,395	24,890
Canungra	864	1,548	2,117	2,737
Kooralbyn	1,726	2,429	3,421	3,860
Tamborine Mt	7,709	7,971	8,317	8,651
Total PIA	18,155	25,393	32,250	40,138
Total outside PIA	5,046	5,341	5,783	6,230
Total planning scheme area	23,201	30,734	38,033	46,368

3.17 Stormwater Network Demand

Table 3.12

Locality	Planning Horizon (impervious m²)			
	2011	2016	2021	2026
Beaudesert	1,462,353	2,272,809	3,019,430	4,019,682
Canungra	188,880	332,940	455,713	589,387
Kooralbyn	316,557	449,256	636,425	720,800
Tamborine Mt	2,614,209	2,745,297	2,907,587	3,021,713
Total PIA	4,581,999	5,800,302	7,019,155	8,351,582

4. Priority Infrastructure Area

4.1 Purpose
The priority infrastructure area (PIA) identifies the area the local government gives priority to provide trunk infrastructure for urban development up to 2026.

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

4.3 Priority infrastructure area map
The PIA is shown in appendix 1, priority infrastructure area.

5. Desired Standards of Service

5.1 Purpose
The desired standard of service for a trunk infrastructure network is the standard of performance stated in the extrinsic material. The key standards of service for each network are stated in this section.

5.2 Water supply network
The desired standard of service for the water supply network is as follows:

a) ensure drinking standards complies with the national health and medical research Council Australian Drinking Water Guidelines for colour, turbidity and microbiology;

b) collect, store, treat and convey potable water from a source to a consumer in accordance with the Water Act 2000 and the Water Supply (Safety and Reliability) Act 2008;

c) minimise non-revenue water loss;

d) design the water supply network in accordance with the following:

(i) all water supply shall be designed in accordance with the latest distributor-retailer (Queensland Urban Utilities) standards;
(ii) an average day consumption is 230/EP/day;
(iii) a minimum and maximum supply pressure of 210 kPa and 1CPA kPa at each property boundary; or
(iv) fire flow for residential of 15 l/s for industrial and commercial development of 30 1/s p/secs.

e) design a recycled water system to meet the Water Supply (Safety and Reliability)Act 2008.

5.3 Sewerage network

a) provide a reliable sewerage network that collects, stores, treats and releases sewage from premises;

b) design the sewerage network in accordance with the following:

(i) the latest distributor-retailer (Queensland Urban Utilities) standards and the table below;
(ii) the Water Act 2000 and the Water Supply (Safety and Reliability) Act 2008;
(iii) an applicable development approval and environmental authority.

Key design parameters for the sewerage network
Table 5.1

Trunk infrastructure item	Design parameter
Total network	Average dry weather flow – 210/ep/day Peak wet weather flow – 5 x average dry weather flow
Pump station	Emergency storage of 3 hours @ average dry weather flow Installed pump capacity – 1.1 x design flow ultimate
Gravity sewer	Air space of at least 305mm of pipe diameter at design flow Slope to achieve self cleansing velocity of 1 m/s
Rising main	Minimum velocity – 0.6 m/s Maximum velocity – 3.0 m/s Desirable design velocity 1.0 – 1.5 m/s
Sewerage treatment and release	The terms of an approval applicable to sewerage treatment and release

5.4 Stormwater network

The primary aim of an urban stormwater management system is to ensure stormwater generated from developed catchments causes minimal nuisance, danger and damage to people, property and the environment.

(1) Drainage and flood management

The Desired Standards of Service are:

(a) Collect and convey stormwater volumes for both major (100 year) and minor (10 year) flood events from existing and future land use in a manner that protects life and does not cause nuisance or inundation of habitable rooms.

(b) Design the stormwater network to comply with Council's adopted standards identified in the planning scheme, which generally accord with the Queensland Urban Drainage Manual.

(c) Design road crossing structures to provide an appropriate level of flood immunity for a minimum 50 year flood event and provide a level of immunity for local stormwater drainage systems for a minimum 10 year flood event.

(2) Water quality management

The Desired Standards of Service are:

(a) Environmental Values for water are the qualities of water that make it suitable for supporting aquatic ecosystems and human water uses. These EVs need to be protected from the effects of pollution, waste discharges and deposits to ensure healthy aquatic ecosystems and waterways that are safe for community use (EPA 2007).

The environmental values of receiving waters within the Scenic Rim Regional Council are:

(i) Protection of aquatic ecosystems
(ii) Suitability for human consumer
(iii) Suitability for secondary contact recreation (eg boating)
(iv) Suitability for visual (no contact) recreation
(v) Protection of cultural and spiritual values, including Traditional
(vi) Owner values of water
(vii) Suitability for stock watering

(b) For the Environmental Values identified within the Scenic Rim LGA, Water Quality Objectives (WQOs) have been determined by the EPA. The proposed design objectives for management of stormwater quality are outlined in table 5.2 below.

Summary of design objectives for management of stormwater quality, operational (post construction) phase of development.

Table 5.2

Region	**Minimum reductions in the mean annual loads from unmitigated development (%)**			
South East Queensland	Suspended Solids (TSS)	Total Phosphorous (TP)	Total Nitrogen (TN)	Gross Pollutants > 5 mm
	80	60	45	90

The above objectives are based on the South East Queensland Regional Plan 2009-2031 Implementation Guideline No. 7 WSUD.

5.5 Transport network

The desired standard of service for the local road network is as follows:

(a) Provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.

(b) Design the road network to comply with the following levels of service:

For roads and intersections the levels of service are categorised into 6 levels, from A to F, with level A best and level F the worst traffic conditions. The desired level of service is D and in some circumstances E.

Levels of Service definition for road links

Table 5.3

Level of Service	Description
A (max V/C 33%)	Condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
B (max V/C 50%)	Zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream although the level of comfort and convenience is a little less than with level of service A.
C (max V/C 65%)	Also in the zone of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The level of comfort and convenience declines noticeably at this level.
D (max V/C 80%)	Close to the limit of stable flow and is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
E (max V/C 100%)	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
F (max V/C > 100%)	The zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs and queuing and delays result.

Source: Austroads (1999)

Levels of service definitions for intersections

Table 5.4

Level of Service	Control delay per vehicle (d), including geometric delay [seconds]	
	Signals and roundabouts	Stop signs and give-way (yield) signs
A	d ≤ 10	d ≥ 5
B	10 < d ≤ 20	5 < d ≤ 10
C	20 < d ≤ 30	10 < d ≤ 20
D	30 < d ≤ 40	20 < d ≤ 30
E	40 < d ≤ 60	30 < d ≤ 45
F	60 < d	45 < d

Source: Highway Capacity Manual (2000)

The desired standard of service for the pathway network is to provide bike paths and footpaths with a safe and convenient network that encourages walking and cycling as acceptable alternative modes.

The key planning principles underpinning strategic bicycle and pedestrian planning relate to accessibility to key destinations/attractors, aesthetics and amenity of facilities, and the ability to use them safely. These key principles are:

(a) Connectivity – defined as the directness of links and the density of connections in path or road network. The better the connectivity between origins and destinations, the better the accessibility (that is the ability to reach desired goods, services and activities).

(b) Amenity – refers to the attractive and fit-for-purpose design of footpaths, bike paths and bike lanes to encourage their use. It also includes the provision of appropriate signage, trip end facilities and traffic management features for an appropriate speed environment.

(c) Safety – refers to visibility, clearance from obstacles and security (such as lighting, surveillance) of trip end facilities, paths and lanes. Includes education of cyclists on the use of suitable equipment.

(d) Generally, for trips of less than two kilometres walking is a viable mode of transport and for trips of up to 5km cycling is a viable alternative to the car. However, a range of factors determine this choice such as trip purpose, the level of fitness and age of the person undertaking the trip, weather, safety, and availability and physical condition of the pedestrian and cycle infrastructure.

(e) Typically, there are six groups of pedestrians and cyclists:
   (i) School children;
   (ii) Parents with prams;
   (iii) Disabled and elderly;
   (iv) Recreational and tourist walkers and cyclists;
   (v) Commuter and utility walkers and cyclists; and
   (vi) Sports cyclists

(f) Each of these groups has different fitness and skill levels, and road safety awareness which require different facility standards. The desired standards of service for walking and cycling are outlined in the following tables.

Desired standards of service for pedestrians

Table 5.5

Facility	Major collector	Sub-arterial	Arterial	Highway
Footpath on one or both sides of the street	√	Unsuitable	Unsuitable	Unsuitable
Footpath on both sides of the street	√*	√	√	Unsuitable
Controlled crossing	√	Unsuitable	Unsuitable	Unsuitable

Facility	Major collector	Sub-arterial	Arterial	Highway
Traffic signals	√*	√	√	√
Grade separated crossing	n/a	n/a	√	√

* For routes with inexperienced cyclists and children, and near schools, shops and recreational facilities.
√ required to achieve desired standard

Desired standards of service for cycling
Table 5.6

Facility	Major collector	Sub-arterial / distributor	Arterial	Highway
Shared on-road or wide shoulder	Unsuitable	Unsuitable	Unsuitable	Unsuitable
Shared footpath	√	√	√	Unsuitable
Dedicated on-road cycle lane	√√	Unsuitable	Unsuitable	Unsuitable
Off-road cycle path	√*	√*	√√	Unsuitable
Controlled crossing	√*	Unsuitable	Unsuitable	Unsuitable
Traffic signals	√*	√	√	√
Grade separated crossing	n/a	n/a	√	√

* For routes with inexperienced cyclists and children, and near schools, shops and recreational facilities.
√ Facility is suitable but not essential for cycle use.
√√Facility is required for cycle use

The desired standard of service for the public transport network is as follows:

a) New urban development is designed to achieve safe and convenient walking distance to existing or potential bus stops, or existing or proposed demand responsive public transport routes.
b) More than 90% of residents in urban areas have access to public transport within 800m.

5.6 Community purpose network

The desired standard of service for urban open space is as follows:

a) A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.
b) Public parks will be located to ensure adequate pedestrian, cycle and vehicle access
c) Public parks will be provided to a standard that supports a diverse range of recreational, sporting and health-promoting activities to meet community expectations. This includes

ensuring land is of an appropriate size, configuration and slope and has an acceptable level of flood immunity.

d) Public parks contain a range of embellishments to complement the type and purpose of the park.

e) Maximise opportunities to collocate recreational parks in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.

Recommended levels of provision of land for recreation, sport and linear parks

Table 5.7

Predominant Land Use	Recreation Parks[9]	Sports Parks [10]	Linear Parks[11]	Total*
Town Residential[12]	1.6 ha / 1000	1.5 ha / 1000	1.5 ha / 1000	4.6 ha / 1000
Medium Density / Apartments[13]	1.6 ha / 1000	1.5 ha / 1000	1.5 ha / 1000	4.6 ha / 1000
Business Centres & Industrial Areas[14]	0.25 ha / 1000	Nil	0.5 ha /1000	0.75 ha / 1000
Rural & Park Residential[15]	0.25 ha / 1000	2 ha / 1000	Nil	2.25 ha / 1000
Note: It is assumed that 0.2 ha /1000 will be required for the provision of community facilities. Thus the total amount of land required will be 4.8 ha / 1000, the maximum permitted by DIP.				

Recommended distribution of parks depending on the predominant land use

Table 5.8

Park Hierarchy	Typical Population Served	Predominant Land Use	
		Town/Residential/ Medium Density/Industrial	Rural/Rural Settlement
Regional	150,000+	Usually within 50km	Usually within 50km
Council-wide	50,000+	Usually within 15km	Usually within 30km
District	5,000-15,000+	Usually within 5km	Usually within 15km
Local	500-2,500+	Usually within 0.5km	NA

9 “Recreation Parks” refers to public open space areas that are used for social, cultural and informal recreational activities that people undertake in their leisure time.

10 “Sport Parks” refers to public open space areas that are used predominantly for competitive, organised activities that people undertake in their leisure time.

11 “Linear Parks” are public open space areas that provide linkage between features for pedestrians, cyclists and in some cases horses.

12 “Town Residential” refers to those localities with a concentration of residential lots with housing densities of 5 or more dwellings per ha.

13 “Medium Density / Apartments” refers to those localities with a concentration of buildings containing multiple dwellings of 4 or more stories high and densities of 15+ dwellings per ha.

14 “Business Centres & Industrial ” refers to those localities with a concentration of commercial and/or industrial buildings or uses catering for more than 1000 workers

15 “Rural & Park Residential” refers to those lands outside a city or town where population densities are often much lower than 5 dwellings per ha. Usually the allocation for parkland is added to the open space provision in the nearest town / village, so it has capacity to cater for the population it actually services.

* The figures in the table 4.7 are recommended as the benchmarks for measuring the adequacy of provision of recreation and sport parkland to cater for average requirements for communities, visitors or employees, depending on the predominant land use. These figures do not include any allowance for the provision of land for environmental, conservation or waterway related purposes because such lands are managed for a specific purpose and limit the types of public activity that are permitted.

Suggested size of sport and recreation parks

Table 5.9

Park type	Desired park areas		
	Local	**District-wide**	**Council-wide**
Recreation parks	0.5-1.0ha	5-10ha	10-40+ha
Sports parks	NA	5-10ha	10-20+ha
Linear parks	Minimum 15 m preferable, may be narrower when associated with a waterway or environmental corridor.		

Typical embellishments for the urban open space network

Table 5.10

Embellishment type	Recreation Park		Sports Park	Linear park
	Local	**District**	**District**	
Roads (internal)	*x*	√	√	*x*
Parking	*x*	√	√	*x*
Fencing/bollards	√	√	√	√
Tracks (unformed)	*x*	*x*	*x*	√
Paths (formed)	*x*	√	*x*	√
Landscape rehabilitation	√	√	√	*x*
Landscape enhancement	*x*	*x*	*x*	√
Lighting	*x*	√	√	√
Toilets	*x*	√	√	*x*
Seating	√	√	√	√
Shelter/shade structure	√	√	√	√
Play facilities	√	√	√	*x*
Tap/bubbler	√	√	√	√
BBQ facilities	*x*	√	*x*	*x*
Rubbish Bins	*x*	√	√	√
Boat/canoe launching	*x*	√	*x*	*x*
Change rooms	*x*	*x*	√	*x*
Sporting fields	*x*	*x*	√	*x*
Irrigation	*x*	*x*	*x*	*x*
Fitness Equipment	*x*	√	*x*	√
Skate bowl	*x*	√	*x*	*x*
Basketball Court	*x*	√	√	*x*
Tennis Court	*x*	*x*	√	*x*
Information (signage)	*x*	√	√	*x*

Provide an accessible and affordable network of community facilities that:

a) meets the needs of current and future residents and visitors;

b) supports a range of community services commensurate with the size and density of each facilities catchment;

c) is distributed to maximise opportunities for the most effective and efficient delivery of services.

Rate of Land Provision

Table 5.11

Infrastructure type	Rate of Provision (1 x per population) – Community Facilities

	Local		District		Regional	
	Min	**Max**	**Min**	**Max**	**Min**	**Max**
Multi-purpose Hall/Community Centre	6,000	10,000				
Public Pool	6,000	10,000				
Information Centre	10,000	20,000				
Branch Library			15,000	30,000		
Youth Facility			15,000	30,000		
Multi-purpose community centre/ Neighbourhood Centre			20,000	30,000		
Performing Arts/Exhibition/ Convention Centre					50,000	120,000
Art Gallery					30,000	150,000
Central Library					30,000	150,000
Museum					30,000	120,000
Civic Centre					30,000	120,000
Cemetery					50,000	200,000

Size of Community Land

Table 5.12

Infrastructure type	**Minimum Size (m²) – Community Facilities**					
	Local		**District**		**Shire/Regional**	
	Land Area	**GFA**	**Land Area**	**GFA**	**Land Area**	**GFA**
Community Centre/Multi-purpose Hall	5,000m²	600-800m²				
Information Centre	Co-location with other uses (office space/ shop front etc); or minimum lot size as per the planning scheme	100m²				
Public Pool	5,000m²	25m pool				
Youth Centre	Requirements vary significantly in size from facility to facility. A minimum floor area of 600-1,000 m² should be considered for a district level facility. The site may be large enough to contain recreational uses (5,000-10,000 m²) or adjoin open space. Local facilities can be as small as a house (e.g. 200 m² on a small site). Office space or shop fronts are other models.					
Cemetery	as required by facility capacity					
Library			For a branch Library, the minimum amount of public floor space provided should be 150 m², with requirements between 37 and 43 m² per 1,000 population.			

Infrastructure type	Minimum Size (m²) – Community Facilities					
	Local		District		Shire/Regional	
	Land Area	GFA	Land Area	GFA	Land Area	GFA
Multi-purpose community centre			10,000m²	1,000m²		
Indoor Leisure Centre			2,000 – 5,000m²	1,000 – 2,000m²		
Performing Arts Space	Guidance should be sought from Arts Queensland on requirements for arts and cultural facilities. Minimum site area requirements may be around 3,000m² but will depend on the type of facility and its' capacity for performances.					
Art Gallery	As opportunity arises					
Central Library*					Between 37 m² and 49 m² per 1,000 population, with higher floor space to people ratios for smaller populations. Additional to this are areas for staff training, and meeting rooms. Area requirements for processing and storage of items required for additional sites include 50m² per mobile library (does not include housing and parking requirements of the vehicle)	
Civic/Cultural Centre					15,000 m²	2,000-5,000 m²

* State Library Building Standards of QUEENSLAND provide detailed floor space requirements, and must be observed to attract capital subsidy for facilities.

6. Schedule of works

6.1 Purpose

The schedule of works identifies the proposed trunk infrastructure network upgrades to service the assumed development at the desired standards of service stated in the PIP.

The included schedule of works for future infrastructure identify the estimated establishment cost of each asset, the planned date of completion and are cross referenced and identified in the plans for trunk infrastructure.

The schedule of works for trunk infrastructure is identified in tables 6.1 – 6.5.

6.2 Water Network

Table 6.1 identifies the future water trunk infrastructure upgrades to service assumed growth.

Table 6.1

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
FM-BDS-0150, FM-BDS-0242, FM-BDS-0241	1.1,1.2	Pipe	2013	$1,162,650
FM-BDS-0149b	1.1,1.2	Pipe	2013	$351,018
FM-BDS-0173	1.1,1.2	Pipe	2014	$291,827
FM-BDS-0221	1.1,1.2	Pipe	2014	$239,690
FP-CNN-0001	1.5	Pipe	2014	$145,075
FP-CNN-0002	1.5	Pipe	2014	$4,452
FP-CNN-0003	1.5	Pipe	2014	$144,333
FP-CNN-0004	1.5	Pipe	2014	$176,243
FP-CNN-0005	1.5	Pipe	2014	$70,126
FT- Brookes Dr-Kooralbyn	1.3	Reservoir	2014	$145,200
FT- Campbell Dr-Kooralbyn	1.3	Reservoir	2014	$145,200
FP-RTH-0001	1.4	Pipe	2014	$323,550
FT- Rathdowney	1.4	Reservoir	2014	$477,708
FP-KRL-0001	1.3	Pipe	2014	$61,642
FP-KRL-0002	1.3	Pipe	2014	$65,829
FP-KRL-0003	1.3	Pipe	2014	$140,761
FP-KRL-0004	1.3	Pipe	2014	$64,898
FP-RTH-0002	1.4	Pipe	2014	$8,594
FP-RTH-0003	1.4	Pipe	2014	$89,198
FP-RTH-0004	1.4	Pipe	2014	$69,936
FP-RTH-0005	1.4	Pipe	2014	$44,451
FM-BDS-0057, FM-BDS-0058, FM-BDS-0063, FM-BDS-0064, FM-BDS-0146	1.1,1.2	Pipe	2016	$196,268
FM-BDS-0035	1.1,1.2	Pipe	2016	$285,910
FM-BDS-0057	1.1,1.2	Pipe	2016	$35,346
FM-BDS-0058	1.1,1.2	Pipe	2016	$32,780
FM-BDS-0061	1.1,1.2	Pipe	2016	$642
FM-BDS-0063	1.1,1.2	Pipe	2016	$11,354
FM-BDS-0064	1.1,1.2	Pipe	2016	$46,204
FM-BDS-0097	1.1,1.2	Pipe	2016	$56,535
FM-BDS-0098	1.1,1.2	Pipe	2016	$72,479
FM-BDS-0099	1.1,1.2	Pipe	2016	$6,253
FM-BDS-0121	1.1,1.2	Pipe	2016	$7,635
FM-BDS-0122	1.1,1.2	Pipe	2016	$39,733
FM-BDS-0146	1.1,1.2	Pipe	2016	$70,584
FM-BDS-0148	1.1,1.2	Pipe	2016	$192,837
FM-BDS-0185	1.1,1.2	Pipe	2016	$110,704
FM-BDS-0186	1.1,1.2	Pipe	2016	$72,382
FM-BDS-0240	1.1,1.2	Pipe	2016	$38,435
FM-BDS-0243	1.1,1.2	Pipe	2016	$6,716
FR-BDS-G1	1.1,1.2	Reservoir	2016	$465,516

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
FP-CNN-0012	1.5	Pipe	2016	$60,108
FP-CNN-0013	1.5	Pipe	2016	$117,619
FP-CNN-0007	1.5	Pipe	2016	$106,792
FP-CNN-0008	1.5	Pipe	2016	$60,242
FP-CNN-0009	1.5	Pipe	2016	$62,676
FP-CNN-0010	1.5	Pipe	2016	$68,122
FP-CNN-0011	1.5	Pipe	2016	$141,365
FPMP- Booster 1	1.5	Pump station	2016	$268,827
FM-BDS-0149a	1.1,1.2	Pipe	2021	$606,114
FM-BDS-0169	1.1,1.2	Pipe	2021	$134,316
FM-BDS-0203	1.1,1.2	Pipe	2021	$246,916
FM-BDS-0204	1.1,1.2	Pipe	2021	$216,270
FM-BDS-0213	1.1,1.2	Pipe	2021	$90,665
FM-BDS-0219	1.1,1.2	Pipe	2021	$187,142
FM-BDS-0235	1.1,1.2	Pipe	2021	$37,420
FM-BDS-0236	1.1,1.2	Pipe	2021	$835,604
FM-BDS-0237	1.1,1.2	Pipe	2021	$27,287
FM-BDS-0238	1.1,1.2	Pipe	2021	$23,768
FM-BDS-0246	1.1,1.2	Pipe	2021	$489,627
FPU-BDS-0006	1.1,1.2	Pump station	2021	$251,857
FT-BDS-KR1	1.1,1.2	Reservoir	2021	$1,490,184
FP-CNN-0021	1.5	Pipe	2021	$65,718
FP-CNN-0022	1.5	Pipe	2021	$187,003
FP-CNN-0023	1.5	Pipe	2021	$128,701
FP-CNN-0024	1.5	Pipe	2021	$22,890
FP-CNN-0029	1.5	Pipe	2021	$196,075
FP-CNN-0030	1.5	Pipe	2021	$64,931
FP-CNN-0031	1.5	Pipe	2021	$102,035
FP-CNN-0032	1.5	Pipe	2021	$90,162
FPMP- Booster 2	1.5	Pump station	2021	$236,054
FM-BDS-0145	1.1,1.2	Pipe	2026	$256,747
FM-BDS-0175	1.1,1.2	Pipe	2026	$129,060
FM-BDS-0176	1.1,1.2	Pipe	2026	$219,048
FM-BDS-0177	1.1,1.2	Pipe	2026	$192,498
FM-BDS-0181	1.1,1.2	Pipe	2026	$105,983
FM-BDS-0182	1.1,1.2	Pipe	2026	$218,557
FM-BDS-0183	1.1,1.2	Pipe	2026	$194,022
FM-BDS-0200	1.1,1.2	Pipe	2026	$189,415
FM-BDS-0209	1.1,1.2	Pipe	2026	$249,101
FM-BDS-0227	1.1,1.2	Pipe	2026	$29,748
FT-CNN- proposed reservoir	1.5	Reservoir	2026	$379,506
FP-CNN-0049	1.5	Pipe	2026	$40,814
FP-CNN-0051	1.5	Pipe	2026	$33,393
FP-CNN-0052	1.5	Pipe	2026	$263,065
FP-CNN-0053	1.5	Pipe	2026	$101,924
FP-CNN-0054	1.5	Pipe	2026	$125,047
FP-CNN-0055	1.5	Pipe	2026	$146,649
FP-CNN-0056	1.5	Pipe	2026	$53,244
FP-KRL-0007	1.3	Water Main	2026	$902,750
FP-KRL-0008	1.3	Water Main	2026	$247,115

6.3 Sewer Network

Table 6.2 identifies the future sewer trunk infrastructure upgrades to service assumed growth.

Table 6.2

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
FGS31-1	2.1,2.2	Gravity Main	2012	$116,938
FGS31-2	2.1,2.2	Gravity Main	2012	$325,826
FGS01	2.1,2.2	Gravity Main	2012	$267,079
FRM12	2.1,2.2	Rising Main	2012	$386,014
FRM11-2	2.1,2.2	Rising Main	2012	$261,937
ST_FPS09	2.1,2.2	Pump Station Storage	2012	$415,044
FRM8	2.1,2.2	Rising Main	2014	$234,046
FPS09	2.1,2.2	Pump Station	2016	$177,892
FRM9	2.1,2.2	Rising Main	2016	$3,027,499
SP01	2.1,2.2	Pump Station	2016	$140,643
FGS21-1	2.1,2.2	Gravity Main	2016	$406,757
FGS21-2	2.1,2.2	Gravity Main	2016	$300,284
FGS2-1	2.1,2.2	Gravity Main	2016	$519,260
FGS2-2	2.1,2.2	Gravity Main	2016	$355,621
FGS7	2.1,2.2	Gravity Main	2016	$602,245
FGS17-1	2.1,2.2	Gravity Main	2016	$880,829
FGS68	2.1,2.2	Gravity Main	2016	$162,140
FGS69	2.1,2.2	Gravity Main	2016	$157,710
FGS67	2.1,2.2	Gravity Main	2016	$179,151
FGS70	2.1,2.2	Gravity Main	2016	$3,918
FGS66	2.1,2.2	Gravity Main	2016	$1,200,870
FGS59	2.1,2.2	Gravity Main	2016	$314,702
FGS71	2.1,2.2	Gravity Main	2016	$34,682
ST_SP04	2.1,2.2	Pump Station Storage	2016	$128,132
ST_SP06	2.1,2.2	Pump Station Storage	2016	$464,511
NSP-CNN-0001	2.4	Gravity Main	2016	$265,246
NS-KRL-0001	2.3	Gravity Main	2016	$55,233
NS-KRL-0002	2.3	Gravity Main	2016	$26,947
NS-KRL-0029	2.3	Gravity Main	2016	$110,212
FGS16	2.1,2.2	Gravity Main	2021	$827,333
FGS17-2	2.1,2.2	Gravity Main	2021	$639,284
FGS17-3	2.1,2.2	Gravity Main	2021	$395,647
FGS18	2.1,2.2	Gravity Main	2021	$832,805
FGS19	2.1,2.2	Gravity Main	2021	$179,230
FGS20-1	2.1,2.2	Gravity Main	2021	$118,968
FGS20-2	2.1,2.2	Gravity Main	2021	$253,876
FGS21-3	2.1,2.2	Gravity Main	2021	$354,285
FGS3-1	2.1,2.2	Gravity Main	2021	$275,200
FGS3-2	2.1,2.2	Gravity Main	2021	$385,146
NSP-CNN-0002	2.4	Gravity Main	2021	$316,025
NSP-CNN-0005	2.4	Gravity Main	2021	$421,559
FGS29	2.1,2.2	Gravity Main	2026	$361,892
FGS30-1	2.1,2.2	Gravity Main	2026	$126,344
FGS30-2	2.1,2.2	Gravity Main	2026	$494,531
FGS48	2.1,2.2	Gravity Main	2026	$162,082

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
FGS49	2.1,2.2	Gravity Main	2026	$1,428,146
FGS57	2.1,2.2	Gravity Main	2026	$84,870
FGS58	2.1,2.2	Gravity Main	2026	$351,284
FRM11-1	2.1,2.2	Rising Main	2026	$13,276
FRM7	2.1,2.2	Rising Main	2026	$214,037
SP01	2.1,2.2	Pump Station	2026	$453,963
FPS07	2.1,2.2	Pump Station	2026	$399,952
FPS08	2.1,2.2	Pump Station	2026	$937,767
ST_SP01	2.1,2.2	Pump Station Storage	2026	$415,044
ST_FPS07	2.1,2.2	Pump Station Storage	2026	$721,395
ST_FPS08	2.1,2.2	Pump Station Storage	2026	$128,132
NSP-CNN-0003	2.4	Rising Main	2026	$251,890
NSP-CNN-0004	2.4	Pump Station	2026	$814,262
NSP-CNN-0011	2.4	Pump Station Storage	2026	$505,105
NS-KRL-0003	2.3	Gravity Main	2026	$60,554
NS-KRL-0004	2.3	Gravity Main	2026	$44,734
NS-KRL-0005	2.3	Gravity Main	2026	$92,744
NS-KRL-0006	2.3	Gravity Main	2026	$202,335
NS-KRL-0007	2.3	Gravity Main	2026	$94,818
NS-KRL-0008	2.3	Gravity Main	2026	$34,109
NS-KRL-0009	2.3	Gravity Main	2026	$216,195
NS-KRL-0010	2.3	Gravity Main	2026	$60,454
NS-KRL-0011	2.3	Gravity Main	2026	$98,552
NS-KRL-0014	2.3	Gravity Main	2026	$107,167
NS-KRL-0015	2.3	Gravity Main	2026	$176,335
NS-KRL-0016	2.3	Gravity Main	2026	$14,471
NS-KRL-0017	2.3	Gravity Main	2026	$33,717
NS-KRL-0018	2.3	Gravity Main	2026	$697,340
NS-KRL-0019	2.3	Gravity Main	2026	$64,230
NS-KRL-0020	2.3	Gravity Main	2026	$99,349
NS-KRL-0026	2.3	Gravity Main	2026	$27,949
NS-KRL-0027	2.3	Gravity Main	2026	$97,533
NS-KRL-0028	2.3	Gravity Main	2026	$52,859

6.4 Transport Network

Table 6.3 identifies the future local trunk road infrastructure upgrades to service assumed growth.

State roads were included in all transport modelling which resulted in the following schedule however any intended upgrades to State roads will only be disclosed as part of the State Governments infrastructure strategy.

Table 6.3
Future Local Government Trunk Road Upgrades

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Road	Chainage				
Kerry Road	8880-9605	3.2	Realignment/ upgrade	2011	$750,000

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Road	Chainage				
Christmas Creek Road	15508-16108	3.3	Realignment/ upgrade	2011	$500,000
Kerry Road	8880-9605	3.2	Realignment/ upgrade	2012	$500,000
Christmas Creek Road	5060-6040	3.3	Realignment/ upgrade	2012	$1,000,000
Christmas Creek Road	5060-6040	3.3	Realignment/ upgrade	2013	$300,000
Veresdale Scrub Road	1615-3385	3.1	Realignment/ upgrade	2013	$1,000,000
Beechmont Road	8610-10200	3.5	Realignment/ upgrade	2013	$1,300,000
Beechmont Road	7975-8610	3.5	Realignment/ upgrade	2013	$600,000
Widgee Creek Road	0-830	3.3	Rehabilitation	2014	$300,000
Veresdale Scrub Road	1615-3385	3.1	Realignment/ upgrade	2014	$750,000
Kerry Road	3685-5520	3.2	Realignment/ upgrade	2014	$1,400,000
New road (Gould Hill Road extension)		3.1	Acquisition and construction of new major collector road	2014	-
Christmas Creek Road	14250-15508	3.3	Realignment/ upgrade	2015	$850,000
Kerry Road	2440-3685	3.2	Realignment/ upgrade	2015	$1,100,000
Kerry Road	2440-3685	3.2	Realignment/ upgrade	2015	$150,000
Brookland Road	510-2040	3.1	Realignment/ upgrade	2015	$1,250,000
Beechmont Road	3220-4770	3.5	Realignment/ upgrade	2016	$900,000
Parkhurst Place extension		3.1	Extension of current road	2016	$250,000
Carrigan Way extension		3.1	Extension of current road	2016	$500,000
New road in Prelate estate from Mt Lindesay Highway to Fields Road (Prelate Drive)		3.1	Acquisition and construction of new major collector road	2016	-
New road (Finch Road extension) (Local Government project)		3.5	Acquisition and construction of new major collector road	2016	-
Beechmont Road	3220-4770	3.5	Realignment/ upgrade	2017	$1,100,000
Brisbane	0-989	3.2	Realignment/	2017	$4,557,094

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Road	Chainage				
Street (Local Government project)			upgrade		
Brookland Road	4820-5565	3.1	Realignment/ upgrade	2017	$550,000
Brookland Road	3920-4820	3.1	Realignment/ upgrade	2017	$850,000
McKee Street	180-328	3.2	Realignment/ upgrade	2018	$150,000
Undullah Road	5025-5653	3.1	Realignment/ upgrade	2018	$600,000
Veresdale Scrub School Road	0-1810	3.1	Realignment/ upgrade	2018	$400,000
Kerry Road	19696-20981	3.3	Realignment/ upgrade	2018	$700,000
Beechmont Road	4770-6300	3.5	Realignment/ upgrade	2019	$1,250,000
Kerry Road	19036-19696	3.3	Realignment/ upgrade	2019	$350,000
Veresdale Scrub School Road	0-1810	3.1	Realignment/ upgrade	2019	$1,600,000
Kerry Road	21796-22586	3.3	Realignment/ upgrade	2019	$600,000
Josephville Road	0-1100	3.2	Rehabilitation	2019	$275,000
Sandy Creek Road	5906-7203	3.2	Rehabilitation	2019	$225,000
Kerry Road	0-1926	3.2	Realignment/ upgrade	2019	$7,457,063
Kerry Road	17455-18200	3.2	Realignment/ upgrade	2020	$450,000
Christmas Creek Road	13050-14250	3.3	Realignment/ upgrade	2020	$850,000
Kerry Road	25046-26231	3.3	Realignment/ upgrade	2020	$750,000
Beechmont Road	11900-12300	3.5	Realignment/ upgrade	2021	$350,000
Kerry Road	26231-28020	3.3	Realignment/ upgrade	2021	$1,000,000
Allan Creek Road	1180-1850	3.1	Realignment/ upgrade	2021	$550,000
Brookland Road	2040-3640	3.1	Realignment/ upgrade	2021	$150,000
New road, Tubber Street to Enterprise Drive extension (Tina Street extension)		3.2	Acquisition and construction of new sub arterial road	2021	-
Sandy Creek Road	7203-8393	3.2	Rehabilitation	2022	$250,000

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Road	Chainage				
Darlington Connection Road	0-2120	3.3	Realignment/ upgrade	2022	$1,000,000
Brookland Road	5565-6565	3.1	Realignment/ upgrade	2023	$850,000
Brookland Road	2040-3640	3.1	Realignment/ upgrade	2023	$1,250,000
Brookland Road	3640-3920	3.1	Realignment/ upgrade	2024	$350,000
Christmas Creek Road	9560-11165	3.3	Realignment/ upgrade	2024	$1,000,000
Veresdale Scrub Road	4635-6455	3.1	Realignment/ upgrade	2025	$850,000
Kerry Road	7311-8880	3.2	Realignment/ upgrade	2025	$1,000,000
Kooralbyn Road	3855-5040	3.3	Realignment/ upgrade	2026	$850,000
New road, Enterprise Drive to Tina Street extension (Enterprise Drive extension)		3.2	Acquisition and construction of new road	2026	-
Tina St	0-1100	3.2	Realignment/ upgrade	2026	$3,050,089

Table 6.4 identifies the future trunk footpath infrastructure upgrades to service assumed growth.

Table 6.4
Future Local Government Trunk Footpath Upgrades

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Footpath				
Christie Street (Local Government project)	N/A	Footpath	2012	$50,000
Mt Lindesay Highway (Local Government project)	3.1, 3.2	Footpath	2012	$140,000
Mt Lindesay Highway (Local Government project)	3.1, 3.2	Footpath	2013	$200,000
Mt Lindesay Highway (Local Government project)	3.1, 3.2	Footpath	2014	$60,000
Telemon Street (Local Government project)	N/A	Footpath	2015	$20,000
My Lindesay Highway (Local Government project)	3.1, 3.2	Footpath	2016	$70,000
Alpine Terrace	N/A	Footpath	2019	$80,000
Beechmont Road	N/A	Bikeway	2020	$130,000
Beechmont Road	N/A	Bikeway	2021	$120,000
Long Road	N/A	Footpath	2022	$300,000
Long Road	N/A	Footpath	2026	$220,000
Tina Street	3.2	Bikeway	2026	Included with cost of road realignment/

Identification Footpath	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
				upgrade

6.5 Urban Open Space Network

Table 6.5 identifies the future Urban Open Space trunk infrastructure upgrades to service assumed growth.

Table 6.5

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Jubilee Park	B100	4.2	Embellishment	2011	$20,000
Middle Park	R101	4.5	Embellishment	2011	$10,000
Rathdowney Memorial Park	R102	4.4	Embellishment	2011	$15,000
Botanical Gardens	T103	4.6	Embellishment	2012	$15,000
Middle Park	R101	4.5	Embellishment	2012	$40,000
Staffsmith park	T104	4.6	Embellishment	2012	$12,000
Dick Westerman	B105	4.1	Embellishment	2012	$15,000
Jubilee Park	B100	4.2	Embellishment	2012	$45,000
Lions Park, Canungra	C106	4.8	Embellishment	2012	$12,000
Youngman Family Park	T107	4.6	Embellishment	2012	$25,000
Lions Bicentennial Park, Beaudesert	B108	4.2	Embellishment	2012	$15,000
Middle Park	R101	4.5	Embellishment	2013	$25,000
Jubilee Park	B100	4.2	Embellishment	2013	$25,000
New district sports park, Kooralbyn.	K109	4.3	Acquisition/ embellishment	2013	-
Rosser Park	T110	4.7	Embellishment	2014	$50,000
Jubilee Park	B100	4.2	Embellishment	2014	$180,000
New district recreation/ sports park, Canungra	C111	4.8	Acquisition	2015	-
Selwyn Park	B112	4.2	Embellishment	2015	$20,000
New Tamborine Mt cemetery	T113	4.6	Planning	2015	$20,000
Boomerang Lagoon	K114	4.3	Embellishment	2016	$80,000
New Tamborine Mt cemetery	T113	4.6	Acquisition	2016	-
New district recreation/ sports park, Canungra	C111	4.8	Earthworks	2016	$175,000
New district sports park, Spring Creek	B115	4.2	Acquisition of land	2017	-

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
corridor south, Beaudesert					
New district sports park, Central Beaudesert	B116	4.2	Acquisition of land	2017	-
Rosser Park	T110	4.7	Embellishment	2017	$150,000
Staffsmith Park	T104	4.6	Embellishment	2017	$150,000
New Tamborine Mt cemetery	T113	4.6	Earthworks	2017	$100,000
New district recreation/ sports park, Canungra	C111	4.8	Embellishment	2017	$477,500
New district sports park, Spring Creek corridor south Beaudesert	B115	4.2	Earthworks	2018	$152,800
New district sports park, Central Beaudesert	B116	4.2	Earthworks	2018	$138,700
New district recreation park, Spring Creek corridor north Beaudesert.	B117	4.2	Acquisition of land	2018	-
New regional recreation park, Central Beaudesert	B118	4.2	Acquisition of land	2018	-
New district sports park, Spring Creek corridor south, Beaudesert	B115	4.2	Embellishment	2019	$350,000
New district sports park, Central Beaudesert	B116	4.2	Embellishment	2019	$322,400
New district recreation park, Spring Creek corridor north, Beaudesert.	B117	4.2	Earthworks	2019	$204,500
New regional recreation park, Central Beaudesert	B118	4.2	Earthworks	2019	$110,500
Jubilee Park	B100	4.2	Embellishment	2019	$38,000
Selwyn Park	B112	4.2	Embellishment	2019	$94,000
Central Place, Beaudesert	B119	4.2	Embellishment	2019	$20,000
Nth Tamborine	T120	4.6	Embellishment	2019	$80,000

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Sports Park					
New district recreation park, Spring Creek corridor north, Beaudesert	B117	4.2	Embellishment	2020	$454,000
New regional recreation park, Central Beaudesert	B118	4.2	Embellishment	2020	$226,282
Moriarty Park	C121	4.8	Embellishment	2020	$20,000
Everdell Park	R122	4.1	Embellishment	2020	$60,000
New district youth facility, Spring Creek corridor south, Beaudesert	B123	4.2	Acquisition of land	2021	-
New district youth facility, Spring Creek corridor south, Beaudesert	B123	4.2	Planning	2022	$40,000
New district youth facility, Spring Creek corridor south, Beaudesert	B123	4.2	Earthworks	2023	$23,500
New public pool, Spring Creek corridor south, Beaudesert	B124	4.2	Acquisition of land	2026	-
New multi purpose centre, Central Beaudesert	B125	4.2	Acquisition of land	2026	-
New district sports park, Spring Creek corridor central, Beaudesert	B126	4.2	Acquisition of land	2026	-
New regional sports park, Spring Creek corridor south, Beaudesert	B127	4.2	Acquisition of land	2026	-
New district sports/ recreation park, Waters Creek, Beaudesert	B128	4.1	Acquisition of land	2026	-

6.6 Stormwater Network

Table 6.6 identifies the future stormwater trunk infrastructure upgrades to service assumed growth.

Table 6.6

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
C29	5.0	Culvert augmentation	2012	$61,000
BR5	5.0	Acquisition of land for bio-retention basin	2012	-
BR8	5.0	Acquisition of land for bio-retention basin	2012	-
BR9	5.0	Acquisition of land for bio-retention basin	2012	-
BR2	5.0	Acquisition of land for bio-retention basin	2012	-
BR5	5.0	Construct bio-retention basin	2016	$7,000,000
BR8	5.0	Construct bio-retention basin	2016	$560,000
BR9	5.0	Construct bio-retention basin	2016	$2,400,000
C16	5.0	Culvert augmentation	2017	$2,500,000
C15	5.0	Culvert augmentation	2019	$61,000
C22	5.0	Culvert augmentation	2021	$238,000
C23	5.0	Culvert augmentation	2021	$238,000
C20	5.0	Culvert augmentation	2021	$238,000
BR4	5.0	Acquisition of land for bio-retention basin	2022	-
BR3	5.0	Acquisition of land for bio-retention basin	2022	-
DBN	5.0	Acquisition of land for detention basin	2022	-
DBS	5.0	Acquisition of land for detention basin	2022	-

7 Plans for trunk infrastructure

7.1 Purpose

The plans for trunk infrastructure identify the existing trunk infrastructure and the future trunk infrastructure intended to service the assumed development at the desired standards of service.

The plans for trunk infrastructure are shown in Appendix 2, plans for trunk infrastructure.

7.2 Trunk infrastructure network system and items

Table 7.1 broadly outlines the trunk infrastructure networks, systems and items covered by the PIP.

Table 7.1

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
Transport network	Major roads being either a trunk collector or having some regional significance and provided by the local government. Within a road, land and work for an associated intersection, traffic lights, lighting, bridges, culverts, kerb and channel local road drainage, swales, pedestrian pathways and cycleways but excluding services for other infrastructure providers.	Albert Street Allan Creek Road Alpine Terrace Road Beechmont Road Brisbane Street Bromelton House Road Brookland Road Carrigan Way Christmas Creek Road Cryna Road Darlington Connection Road Fields Road Flagstone Creek Road Gould Hill Road Innisplain Road Josephville Road Kerry Road Kooralbyn Road Lahey Road Long Road Main Street McKee Street New road (Gould Hill Road extension) New road in Prelate estate from Mt Lindesay Highway to Fields Road (Prelate Drive) New road, Tubber Street to Enterprise Drive extension (Tina Street extension) New road, Enterprise Drive to Tina Street extension (Enterprise Drive extension) New road (Finch Road extension) Parkhurst Place Sandy Creek Road School Road Tina Street Tubber Street Tullamore Way

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
		Undullah Road Veresdale Scrub Road Veresdale Scrub School Road Wellington Bundock Road Widgee Creek Road Worendo Street
Urban Open Space network	Land, work and standard embellishments for informal recreation and sport.	<u>Beaudesert</u> Apex Park Bicentenial Park Central Park Cedar Drive Park Central Place Davidson Park Dick Westerman Park Hugo Drive Park Jubilee Park Junior Chamber Park Keith Little Park Mavor Park Muriel Drynan Park Nev Spillane Park New district sports park, Spring Creek corridor south (B115) New district sports park, central Beaudesert (B116) New district recreation park, Spring Creek corridor north (B117) New regional recreation park, central Beaudesert (B118) New district youth facility, Spring Creek corridor south (B123) New public pool, Spring Creek corridor south (B124) New multi purpose centre, central Beaudesert (B125) New district sports park, Spring Creek corridor, central (B126) New regional sports park, Spring Creek corridor south (B127) New district sports/ recreation park, Waters Creek (B128) Quota Park Selwyn Park Willis Park <u>Canungra</u> DJ Smith Park Lions Park Riverbend Park Moriarty Park

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
		New district recreation/ sports park (C111) <u>Kooralbyn</u> Boomerang Lagoon Park Kooralbyn Community Centre Park New district sports park (K109) <u>Tamborine Mt</u> Bishopp Park Doughty Park Eagle Heights Park Guanaben Park Holt Park Lahey Lookout Lions Park Manitzsky Park New Tamborine Mt cemetery North Tamborine Park Rosser Park Staffsmith Park Tamborine Heights Park Botanical Gardens Youngman Family Park Tamborine Sports Complex <u>Beaudesert Shire Rural</u> Everdell Park Illbogan Park Henry Franklin Family Park Rathdowney Memorial Park Graceleigh Park Middle Park Cedar Creek Rd Park
Stormwater	Natural waterways Overland flow paths and channels (natural and constructed). Piped drainage, manholes, inlets and outlets when inside the priority infrastructure area. Culverts when on the trunk road network. Wetland. Riparian corridor. Bank stabilisation, erosion	

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
	protection and revegetation. Detention and retention facility.	
Water supply network	Non-Drinking Water Treatment Plant. Reservoir and storage facility. Pump station. Rechlorination facility. Distribution main with a nominal diameter of 200 mm or greater. Associated monitoring system. Fire hydrants and other fittings on trunk mains. Pressure reducing valves and pressure gauges	
Sewerage network	Pump station. Rising main. Gravity sewer with a nominal diameter of 225 mm or greater. Odour and corrosion control system. Associated monitoring system. Sewerage treatment plant. Storage facility. Release system. Associated monitoring system.	

Appendix 1 Priority infrastructure areas

Appendix 2 Plans for trunk infrastructure maps

Appendix 3 Extrinsic material

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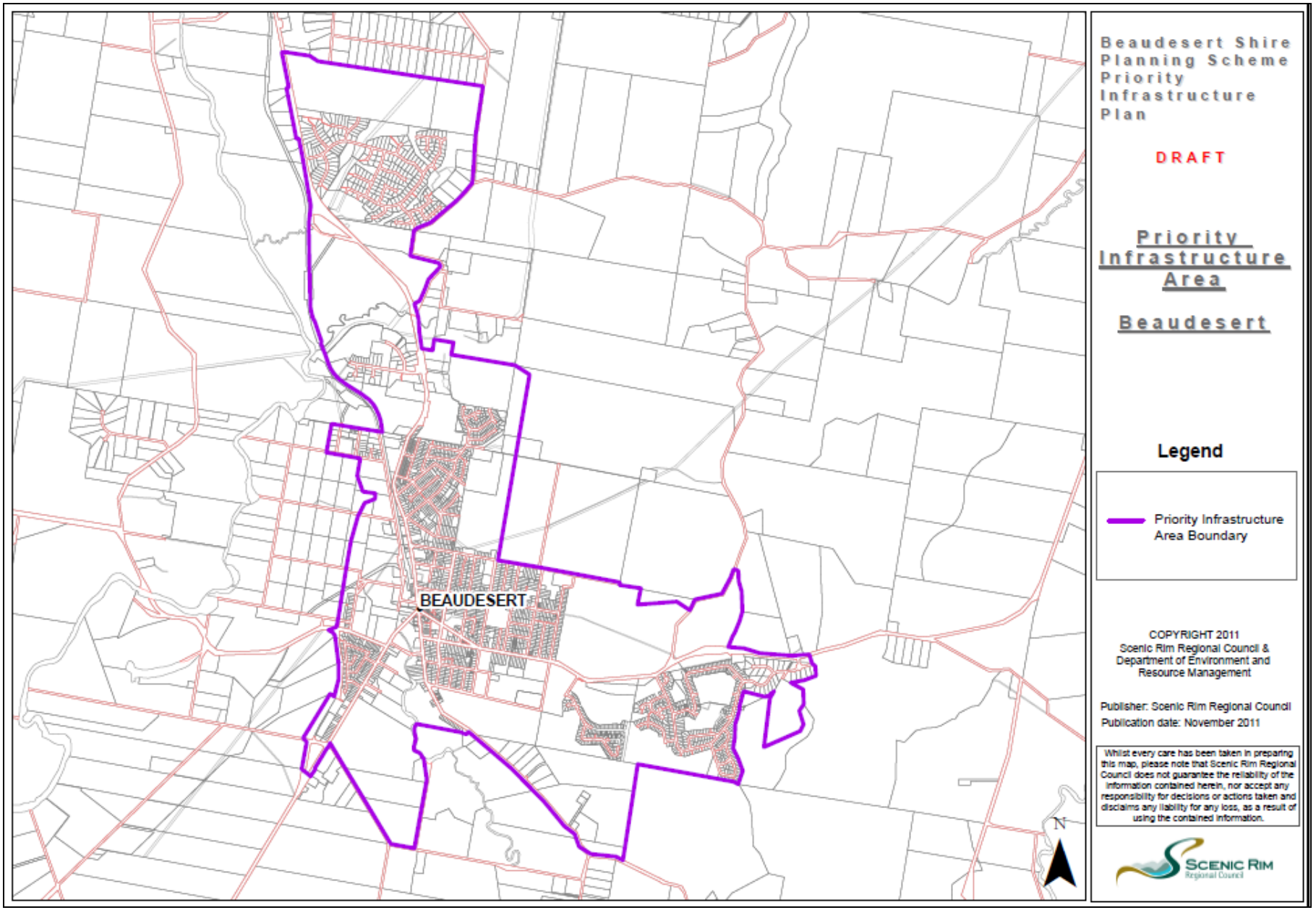
Appendix 1 Priority infrastructure areas



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Priority Infrastructure Area

Beaudesert

Legend

Priority Infrastructure Area Boundary

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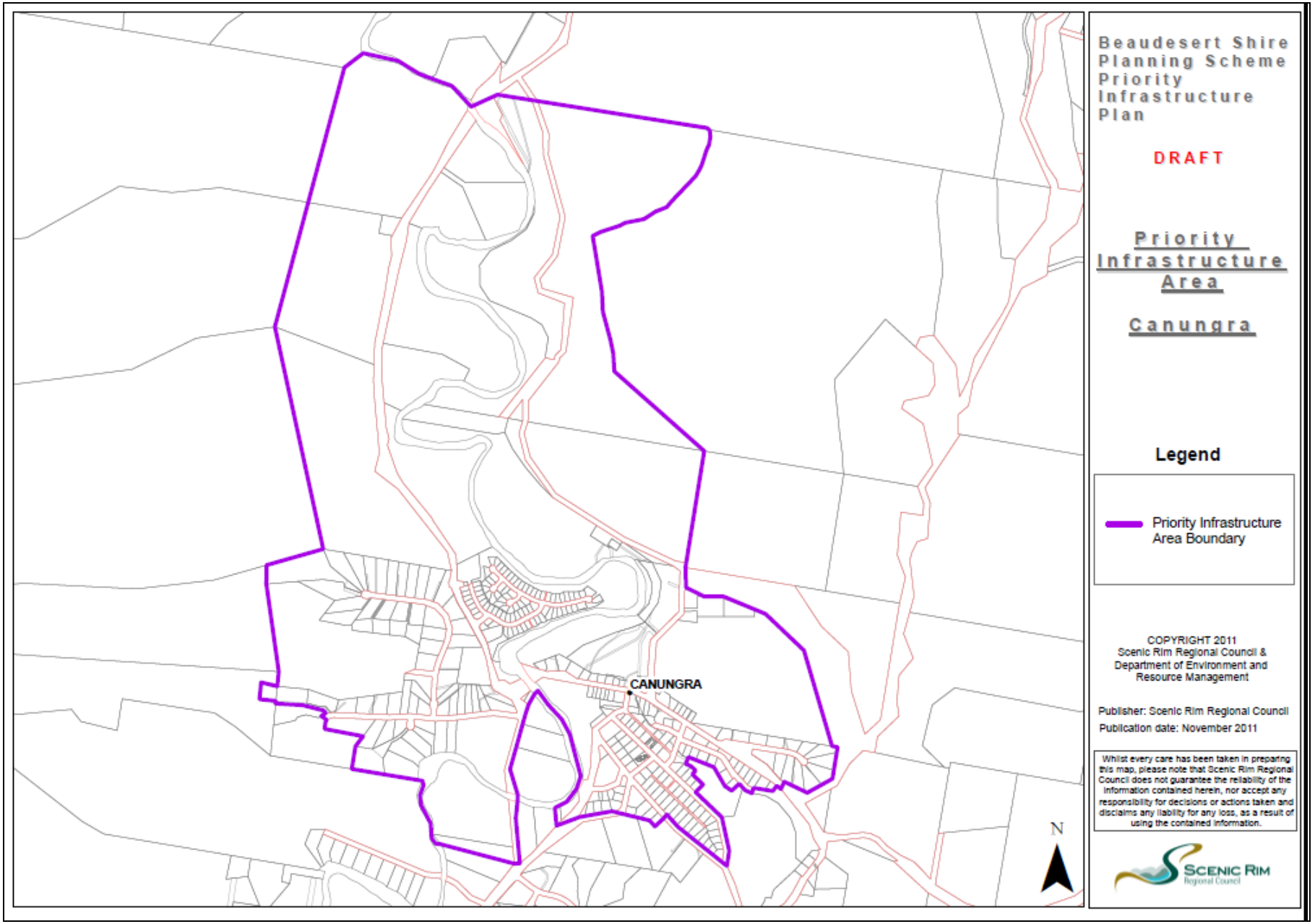
CANUNGRA
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Priority Infrastructure Area
Canungra
Legend
Priority Infrastructure Area Boundary
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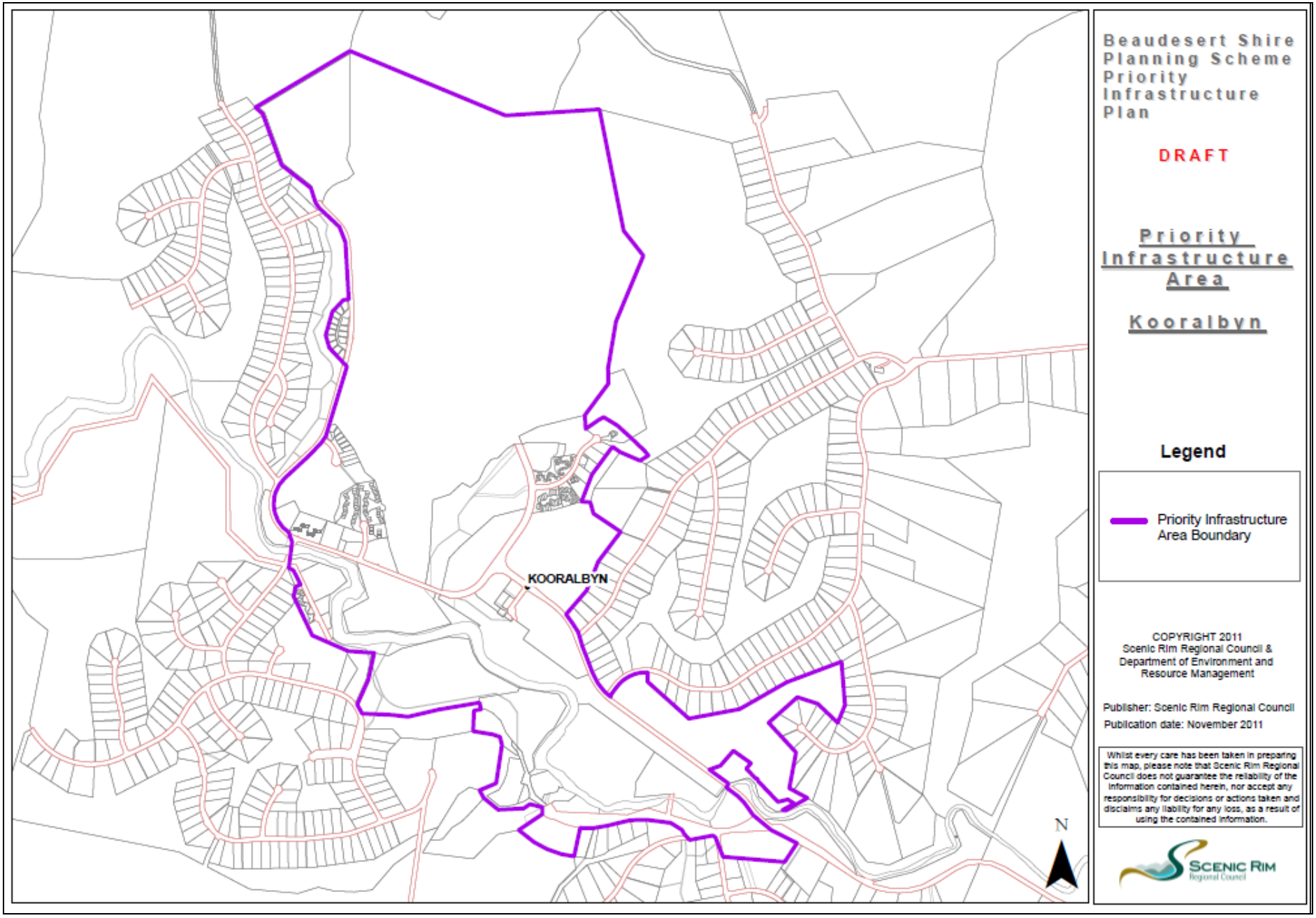
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N
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Kooralbyn
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Priority Infrastructure Area Boundary
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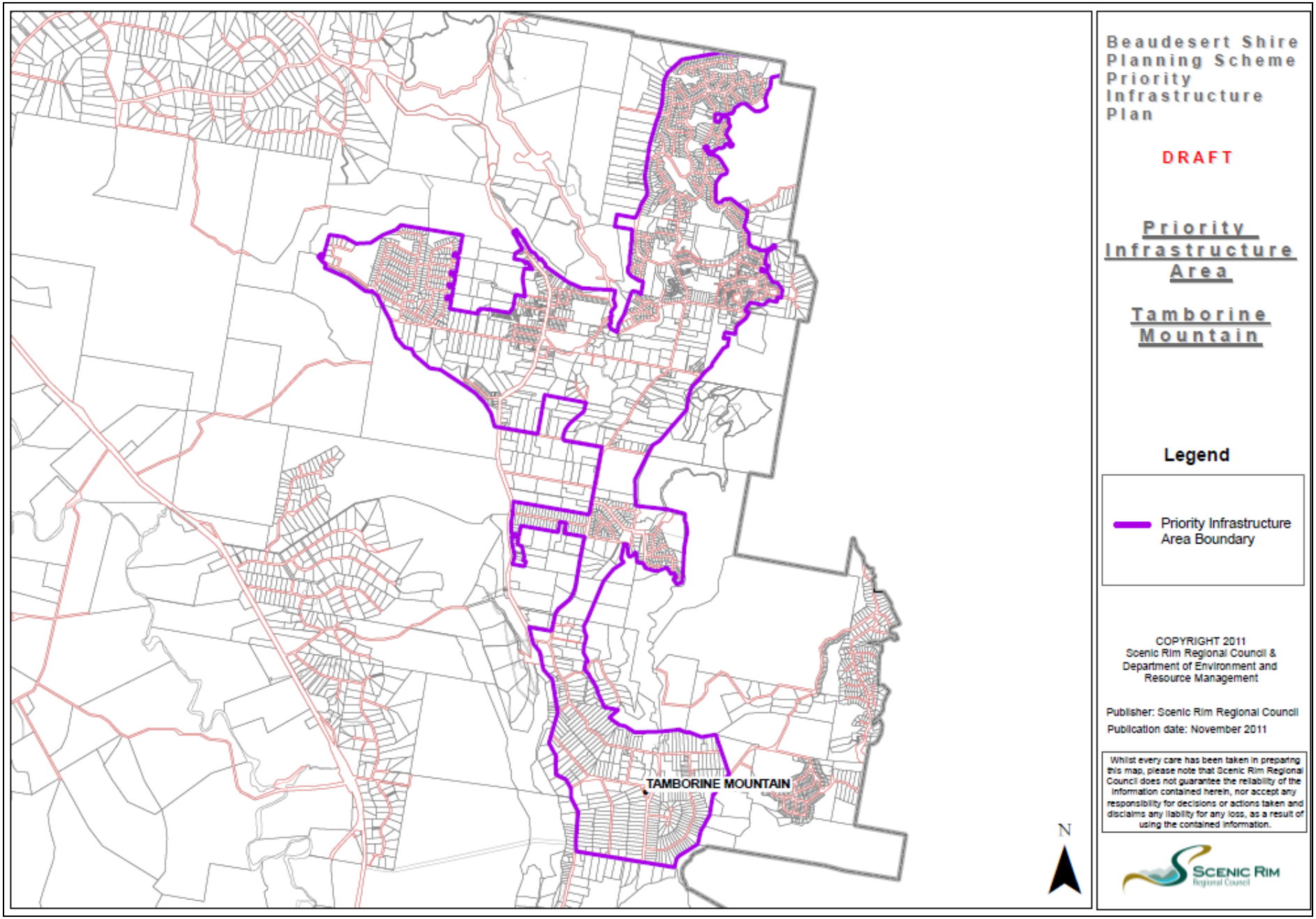

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Priority Infrastructure Area

Tamborine Mountain

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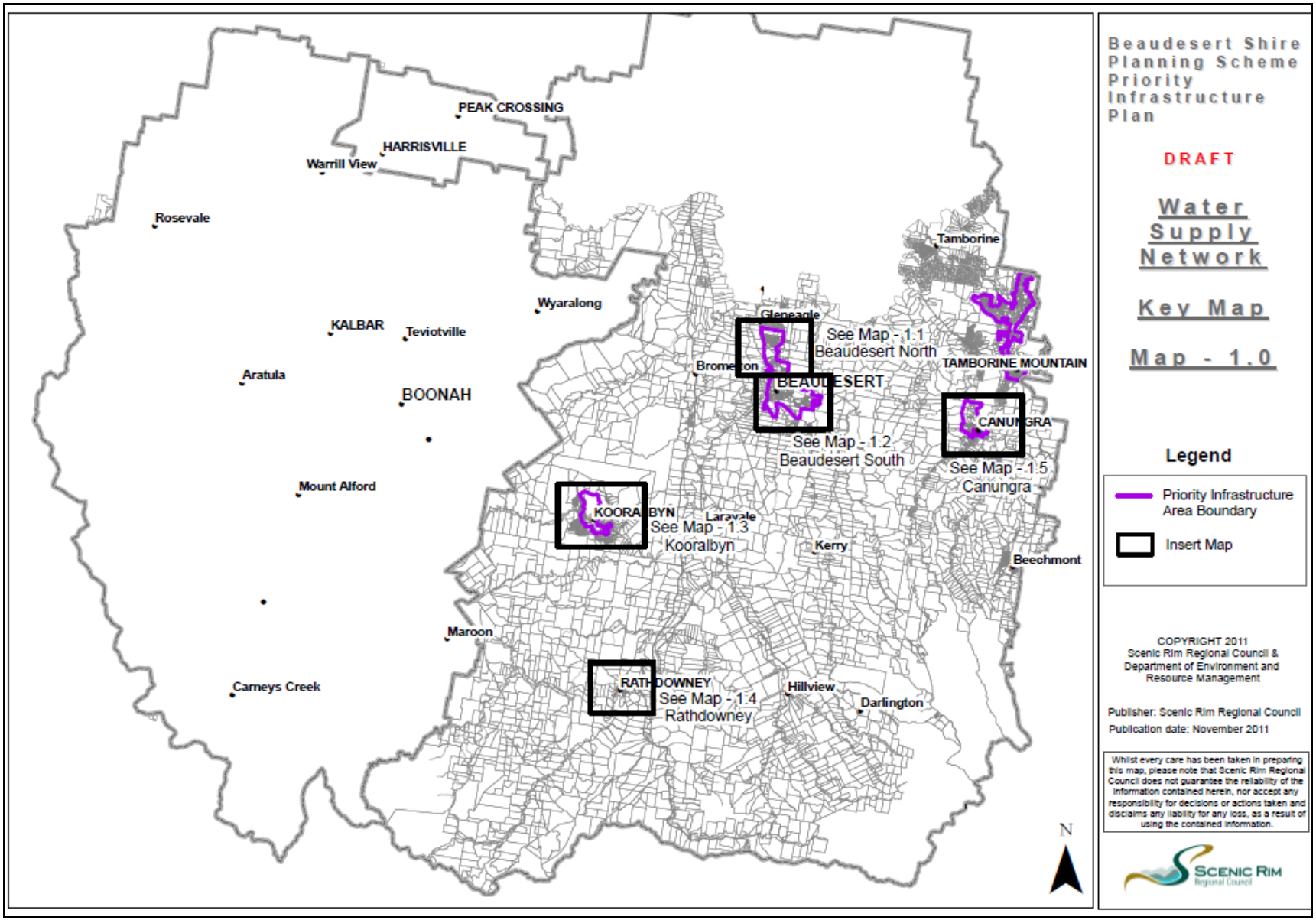
Appendix 2 Plans for trunk infrastructure maps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HARRISVILLE
Warrill View
Rosevale
Tamborine
Wyaralong
KALBAR
Teviotville
Gleneagle
See Map - 1.1
Beaudesert North
Bromelton
TAMBORINE MOUNTAIN
Aratula
BOONAH
BEAUDESERT
See Map - 1.2
Beaudesert South
CANUNGRA
See Map - 1.5
Canungra
Mount Alford
KOORALBYN
Laravale
See Map - 1.3
Kooralbyn
Kerry
Beechmont
Maroon
Carneys Creek
RATHDOWNEY
See Map - 1.4
Rathdowney
Hillview
Darlington
N
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Water Supply Network
Key Map
Map - 1.0
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Priority Infrastructure Area Boundary
Insert Map
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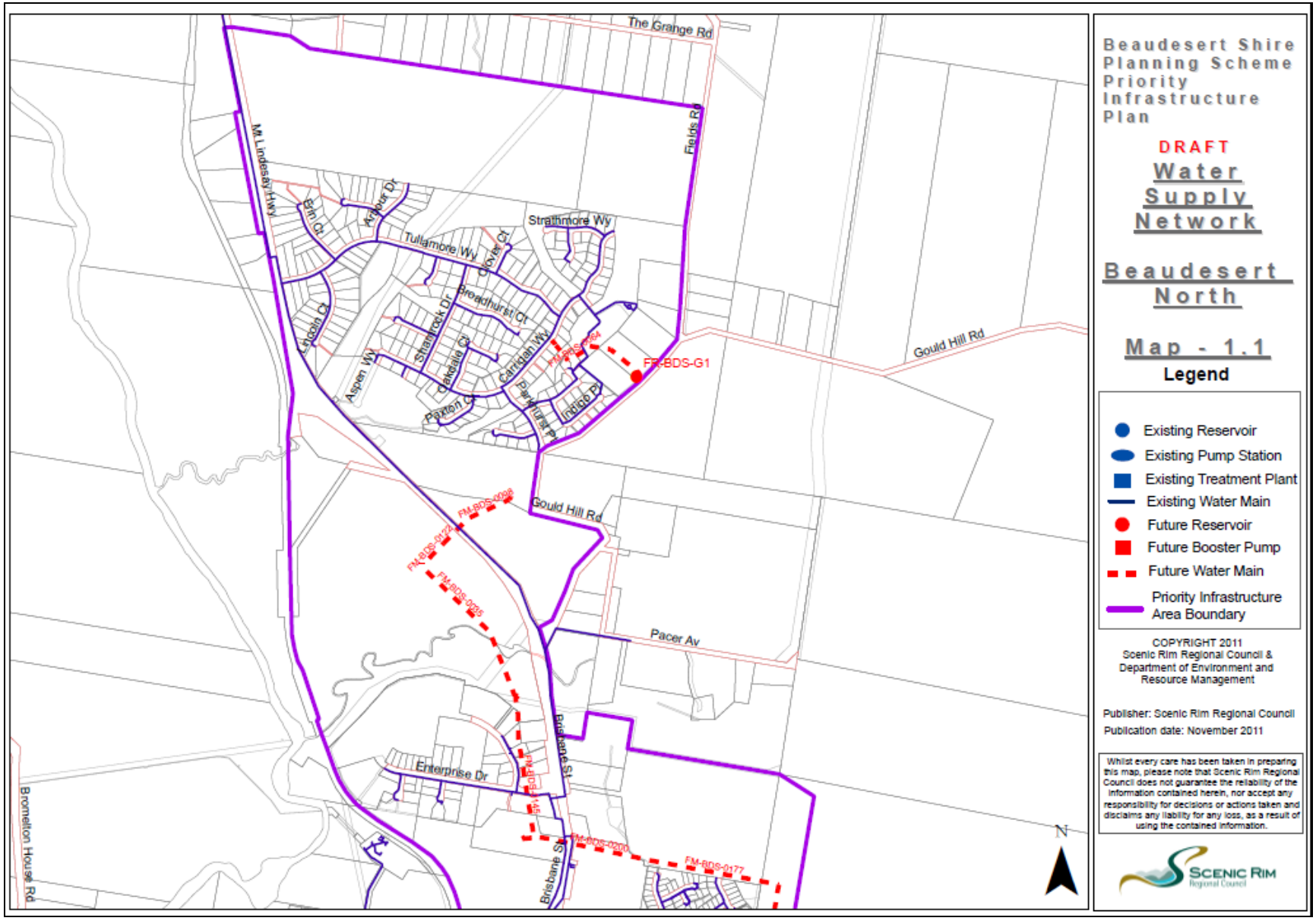
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Fields Rd
Mt Lindesay Hwy
Strathmore Wy
Tullamore Wy
Clover Ct
Broadhurst Ct
Strathrock Dr
Oakdale Ct
Carrigan Wy
Aspen Wy
Paxton Ct
Indigo Pl
FR-BDS-G1
Gould Hill Rd
FM-BDS-0088
FM-BDS-0274
FM-BDS-0275
Pacer Av
Brisbane St
Enterprise Dr
FM-BDS-0145
FM-BDS-0200
FM-BDS-0177
Bromelton House Rd
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
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Water Supply Network
Beaudesert North
Map - 1.1
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
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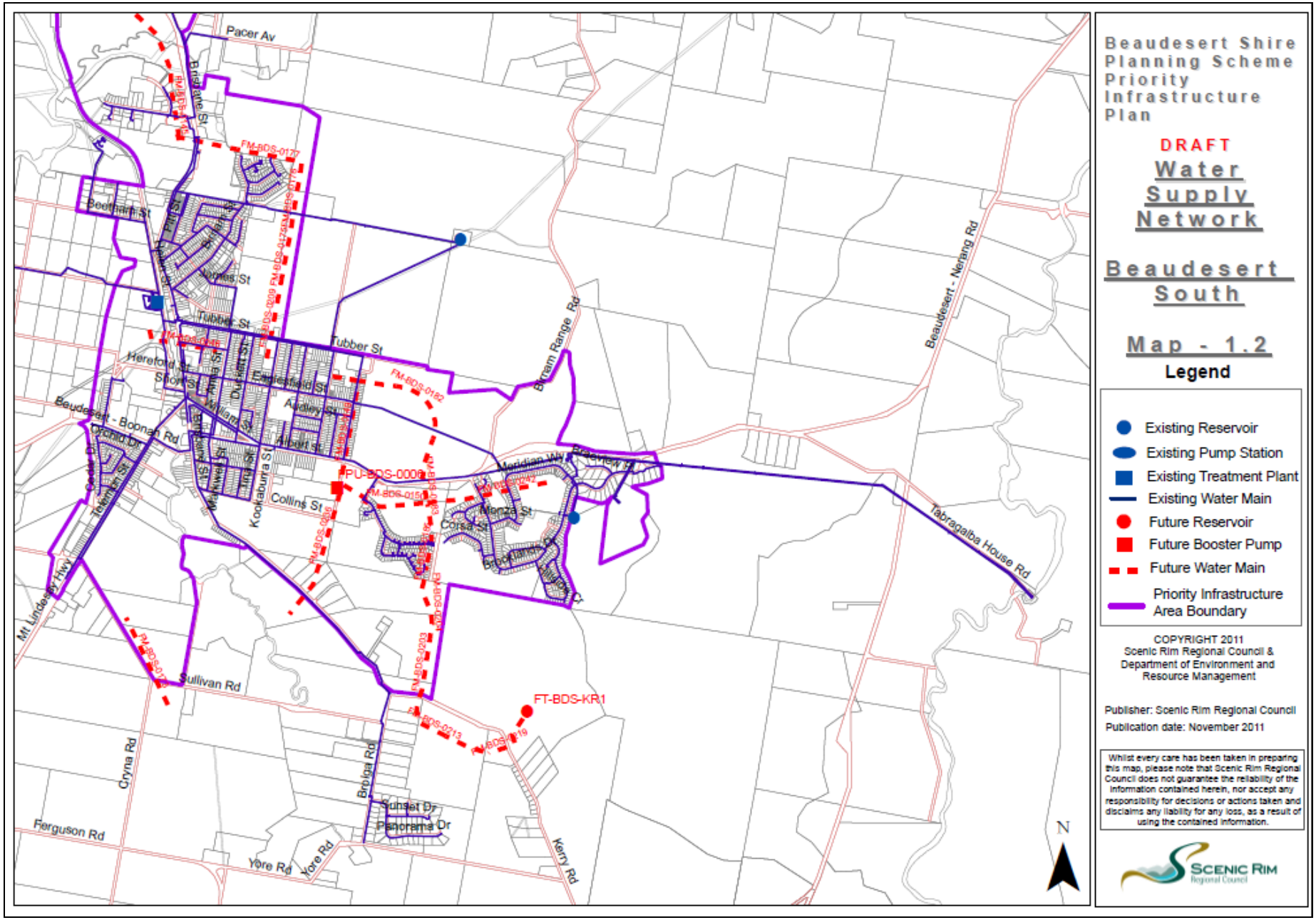

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Water Supply Network

Beaudesert South

Map - 1.2

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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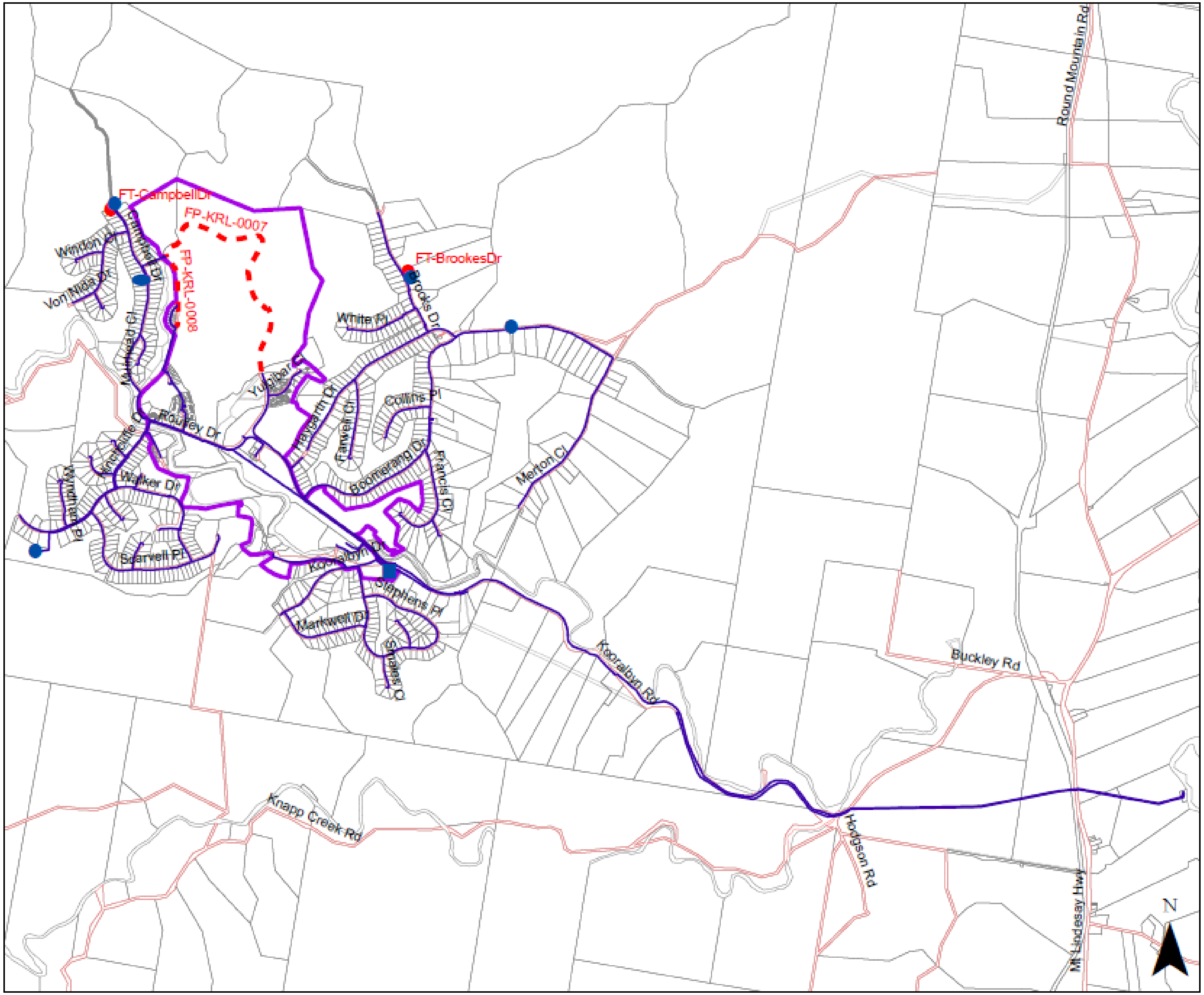

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Water Supply Network

Kooralbyn

Map - 1.3

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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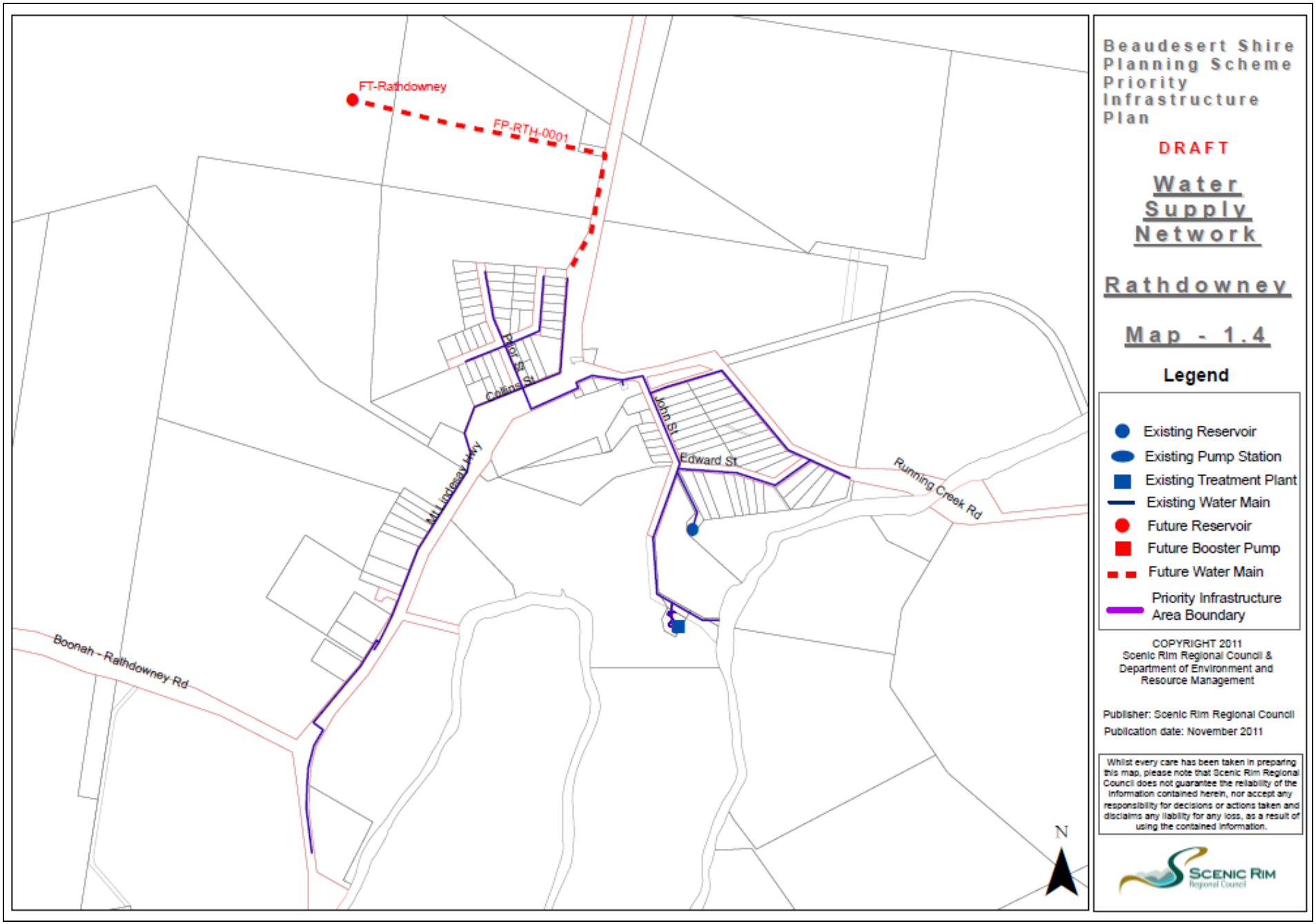

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Water Supply Network

Rathdowney

Map - 1.4

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
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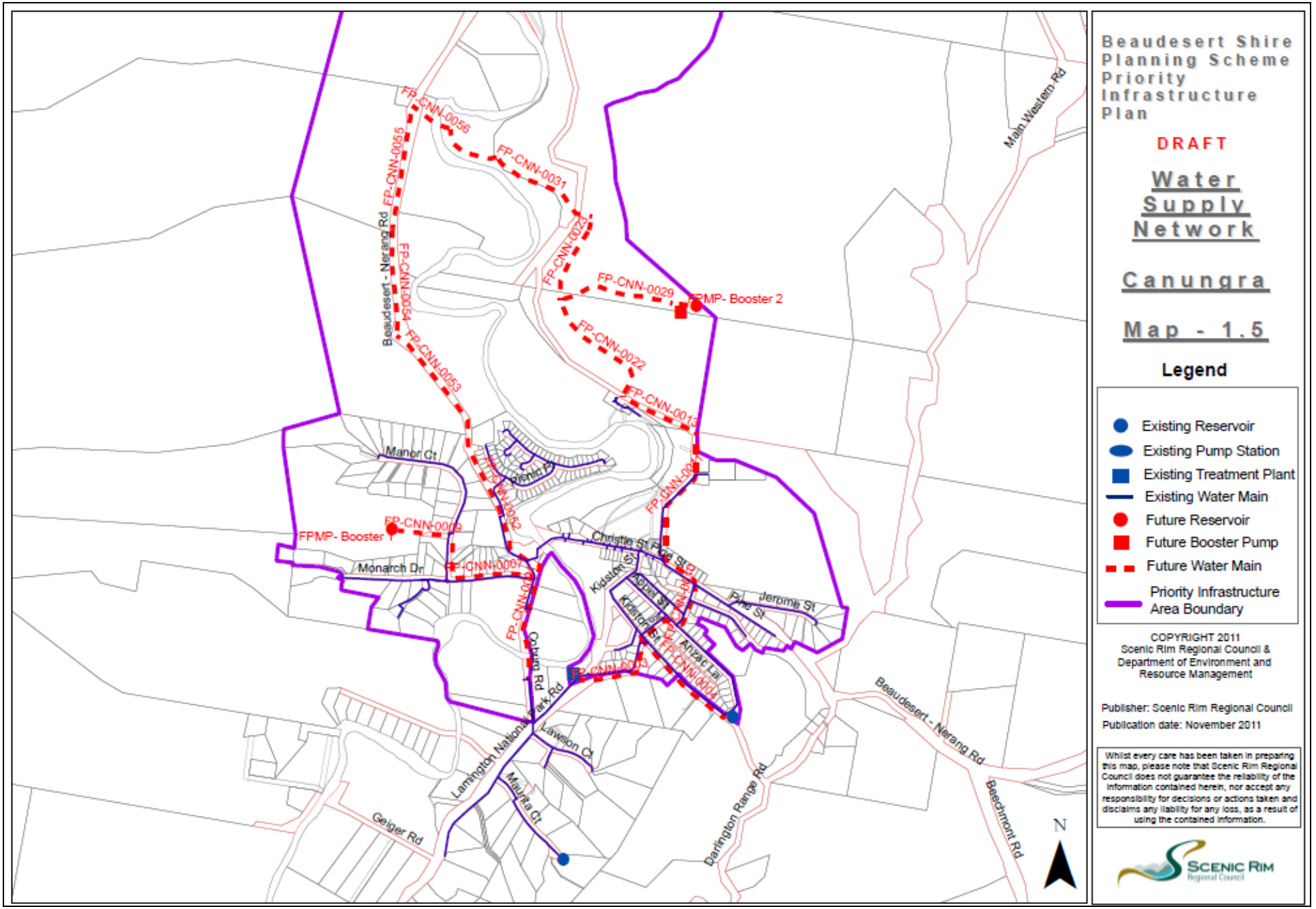
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
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Water Supply Network
Canungra
Map - 1.5
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
FPMP- Booster 2
FPMP- Booster 1
FP-CNN-0056
FP-CNN-0055
FP-CNN-0031
FP-CNN-0023
FP-CNN-0029
FP-CNN-0054
FP-CNN-0053
FP-CNN-0022
FP-CNN-0013
FP-CNN-0052
FP-CNN-0021
FP-CNN-0008
FP-CNN-0007
FP-CNN-0006
FP-CNN-0005
FP-CNN-0004
FP-CNN-0003
Beaudesert - Nerang Rd
Main Western Rd
Manor Ct
Picnic Pl
Monarch Dr
Christie St
Pine St
Kidston St
Appel St
Jerome St
Anzac La
Cohuna Rd
Lamington National Park Rd
Lawson Ct
Maurita Ct
Geiger Rd
Darlington Range Rd
Beechmont Rd
N
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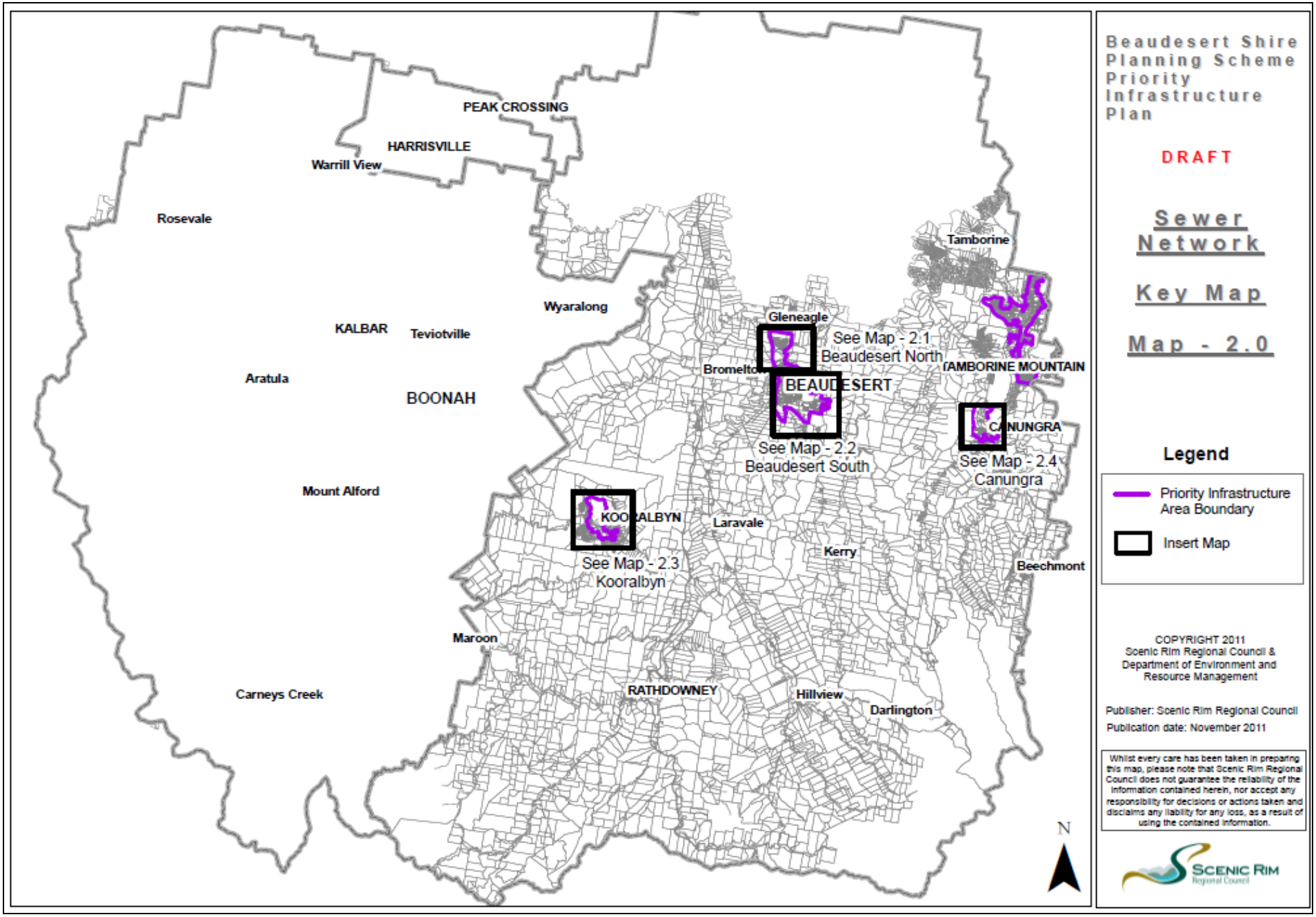

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Sewer Network

Key Map

Map - 2.0

Legend

- Priority Infrastructure Area Boundary
- Insert Map

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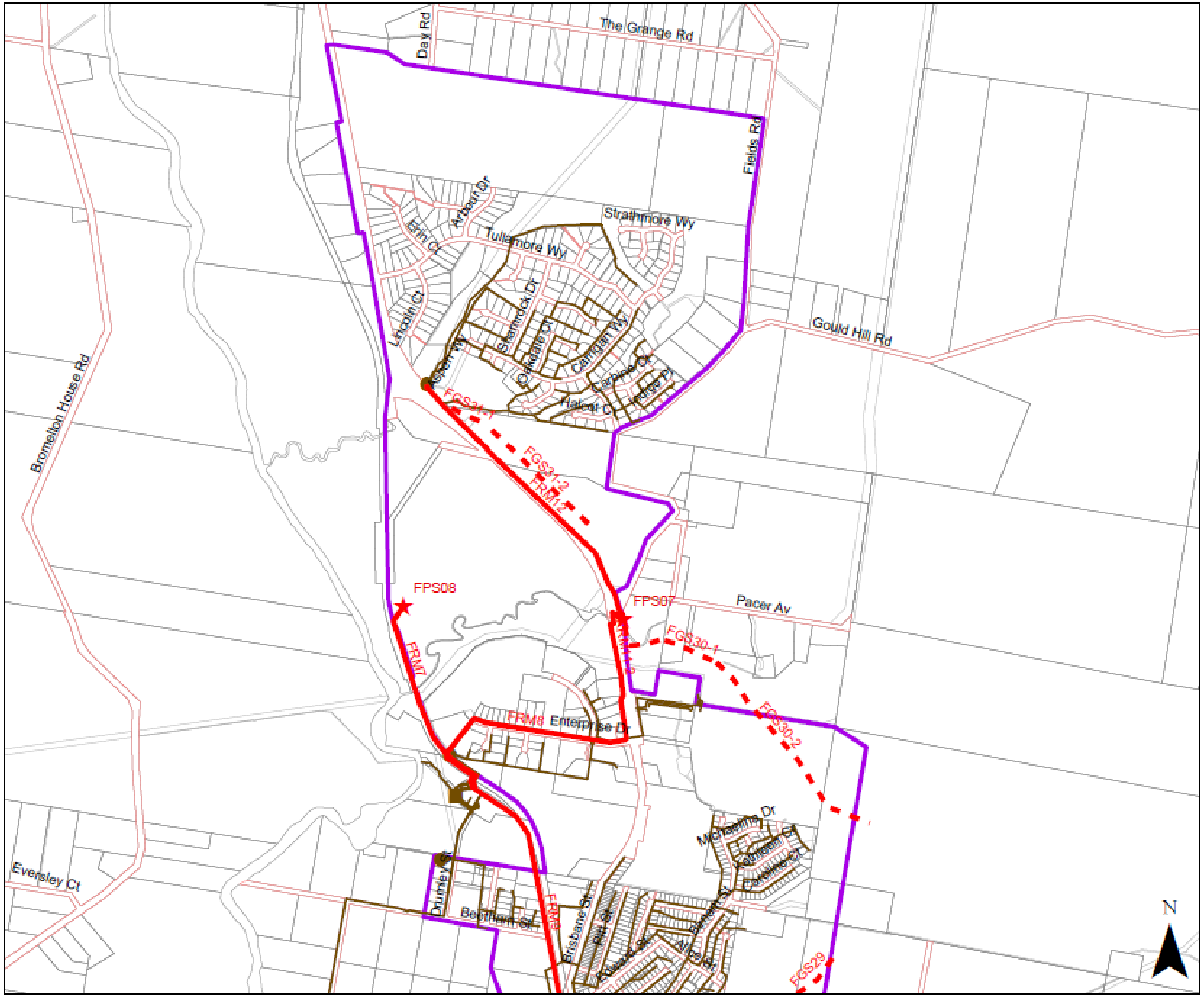

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Sewer Network

Beaudesert North

Map - 2.1

Legend

- Existing Treatment Plant
- Existing Pump Station
- Existing Sewer Main
- Future Gravity Sewer
- Future Rising Main
- Future Pump Station
- Priority Infrastructure Area Boundary

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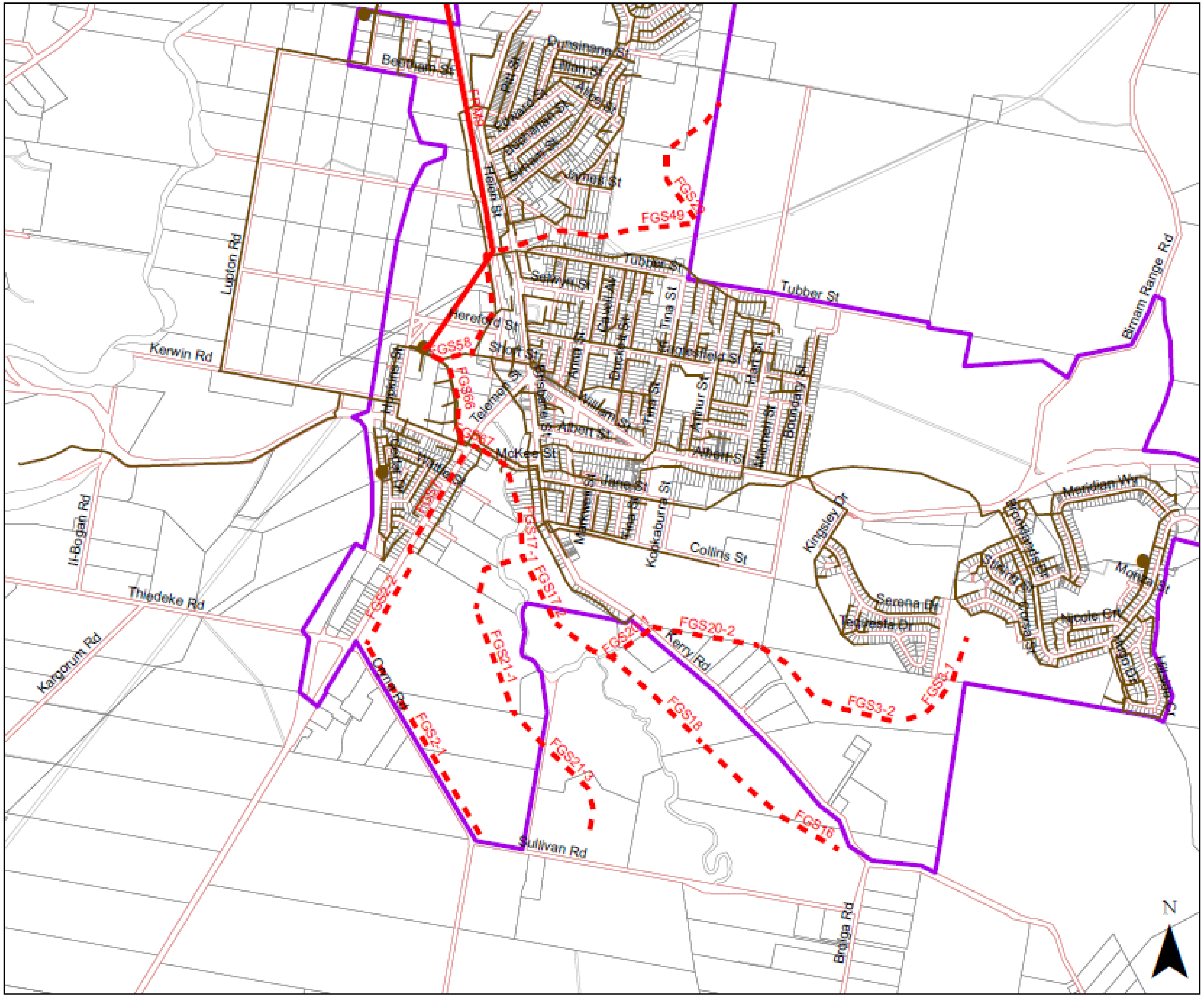

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Sewer Network

Beaudesert South

Map - 2.2

Legend

- Existing Treatment Plant
- Existing Pump Station
- Existing Sewer Main
- Future Gravity Sewer
- Future Rising Main
- Future Pump Station
- Priority Infrastructure Area Boundary

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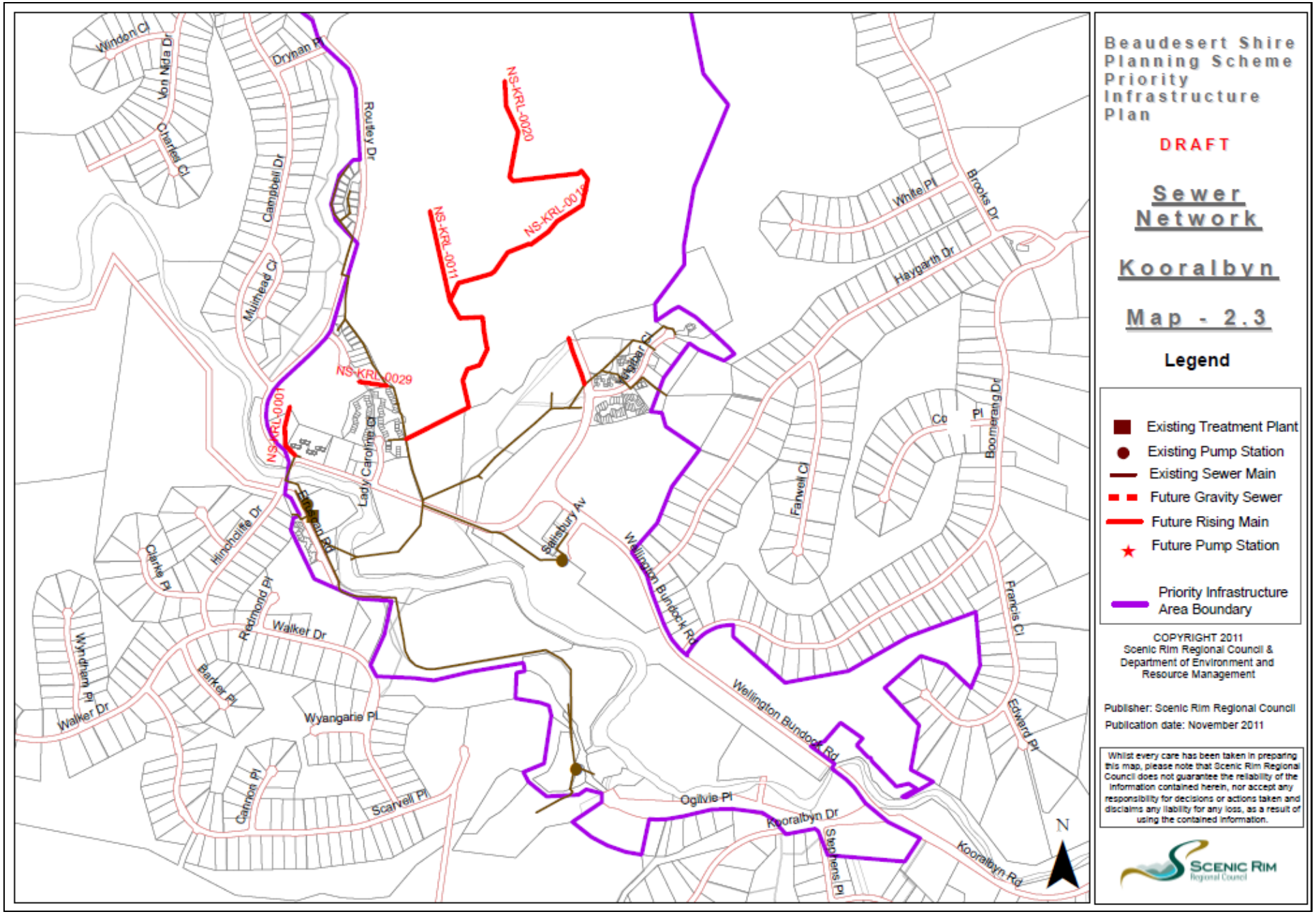

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Sewer Network

Kooralbyn

Map - 2.3

Legend

- Existing Treatment Plant
- Existing Pump Station
- Existing Sewer Main
- Future Gravity Sewer
- Future Rising Main
- Future Pump Station
- Priority Infrastructure Area Boundary

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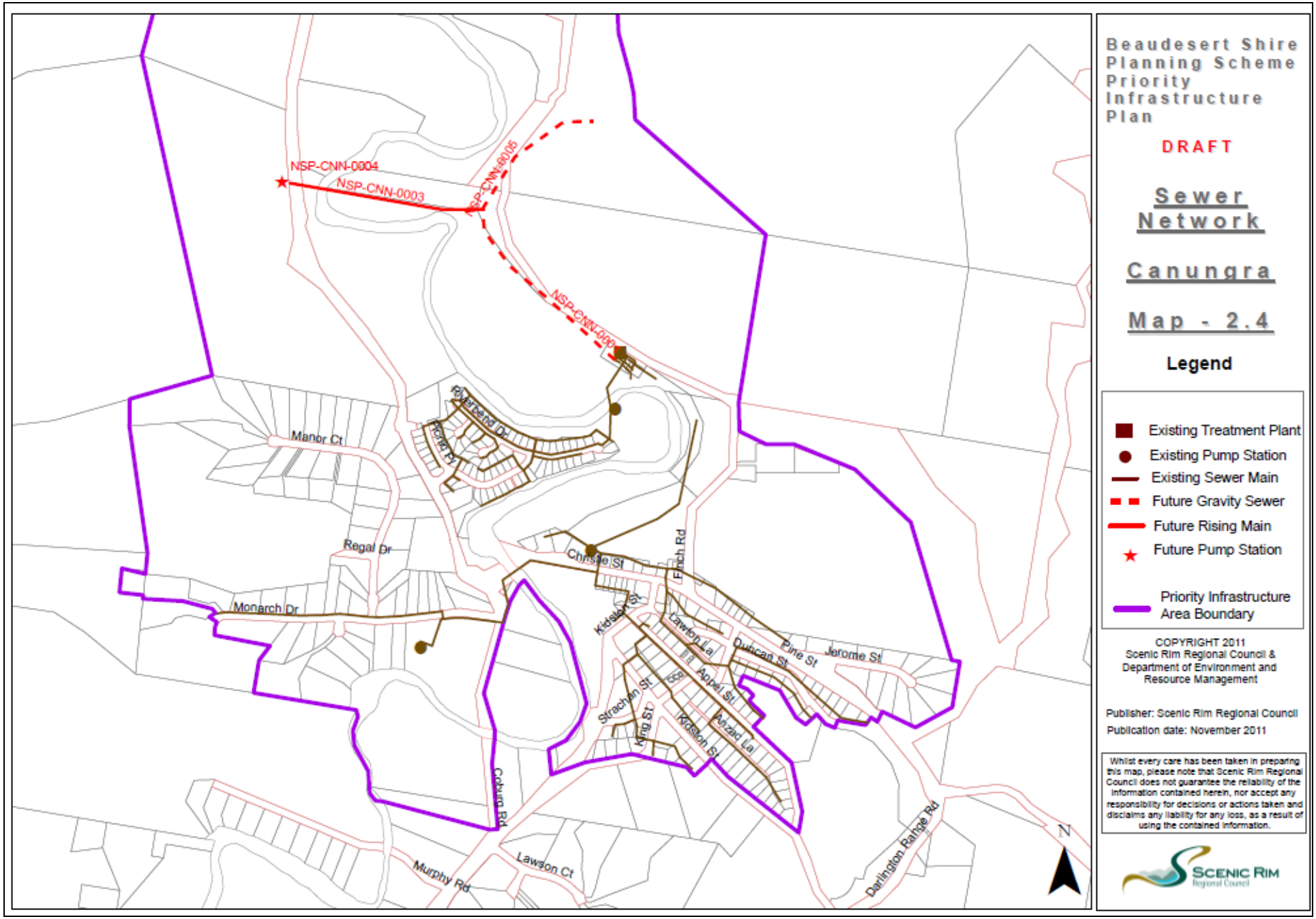
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NSP-CNN-0003
NSP-CNN-0005
NSP-CNN-0002
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Pond Pl
Manor Ct
Regal Dr
Monarch Dr
Christie St
Finch Rd
Kidston St
Lawson La
Outcast St
Pine St
Jerome St
Strachan St
King St
Appel St
Avizad La
Kidston St
Cobrun Rd
Murphy Rd
Lawson Ct
Darlington Range Rd
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Sewer Network
Canungra
Map - 2.4
Legend
Existing Treatment Plant
Existing Pump Station
Existing Sewer Main
Future Gravity Sewer
Future Rising Main
Future Pump Station
Priority Infrastructure Area Boundary
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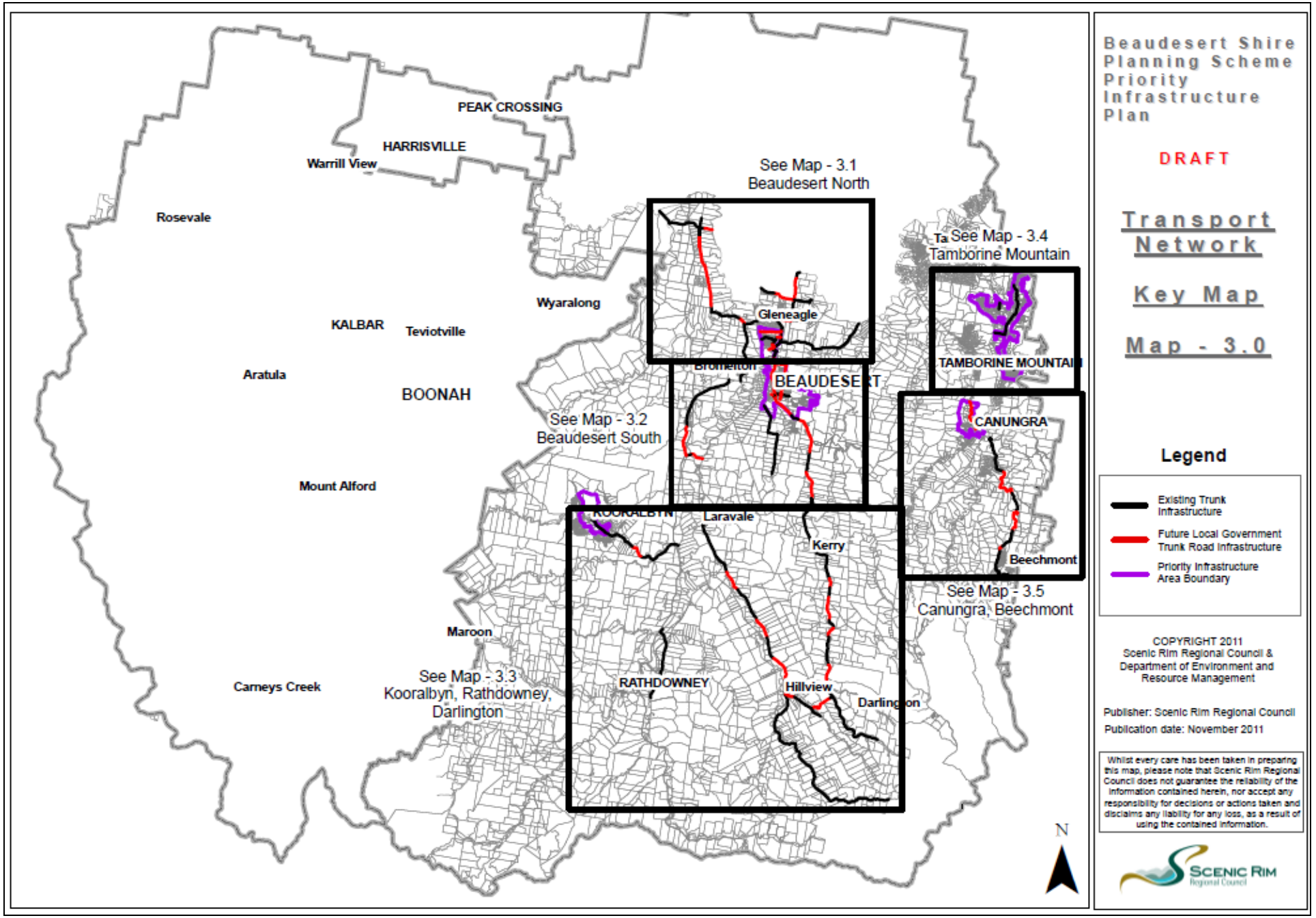

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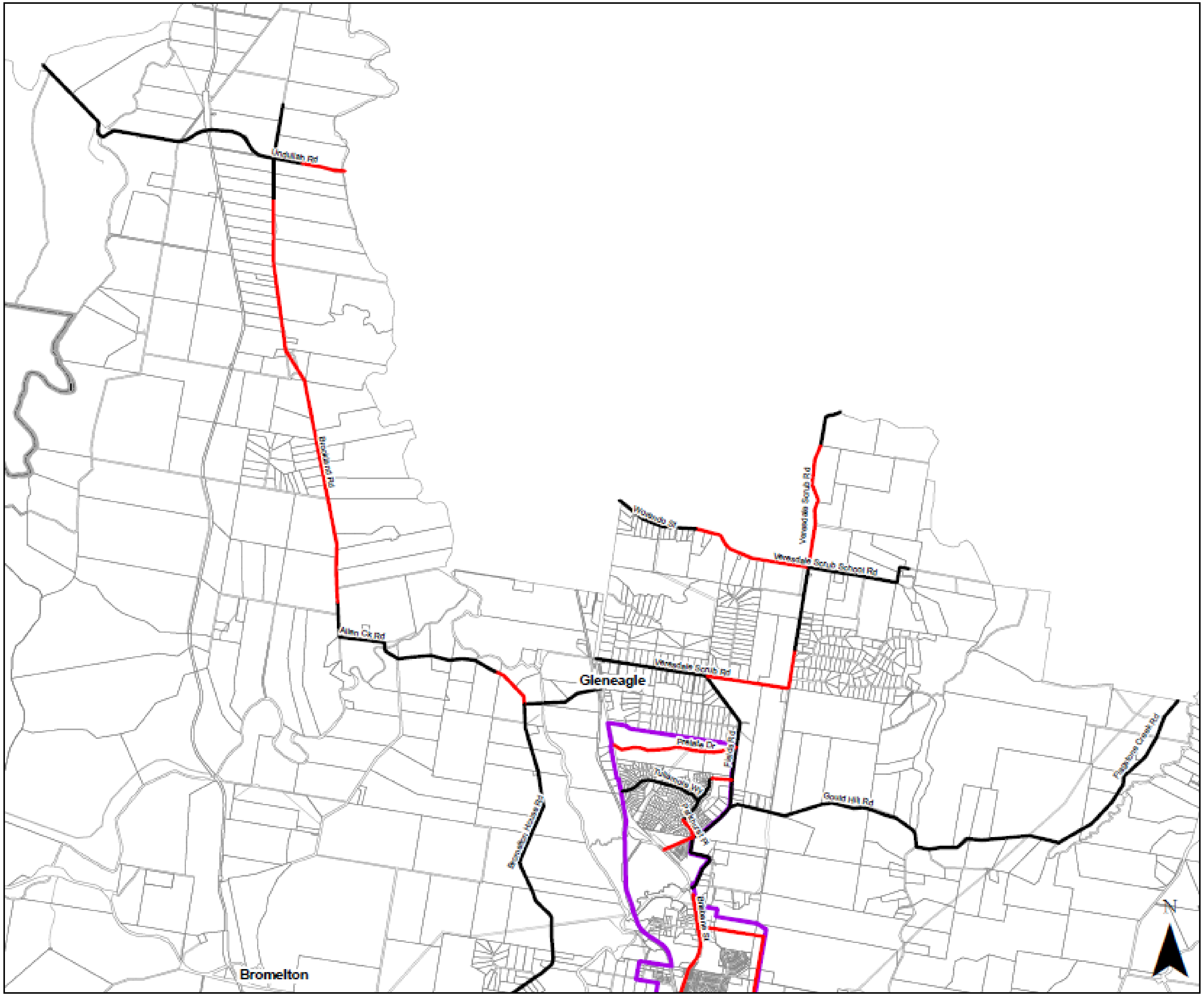

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Transport Network

Beaudesert North

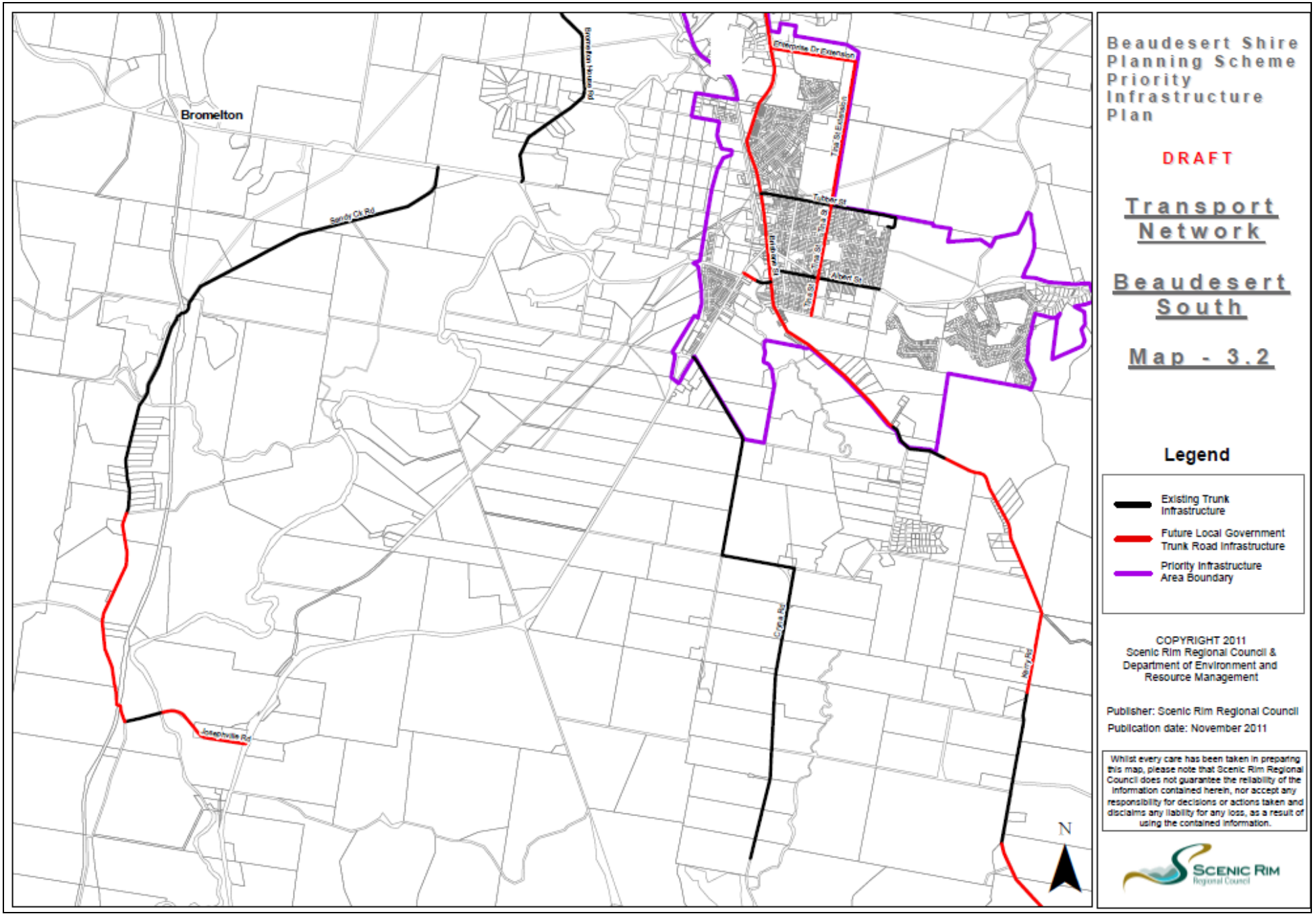
Map - 3.1

Legend

- Existing Trunk Infrastructure
- Future Local Government Trunk Road Infrastructure
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Beaudesert South

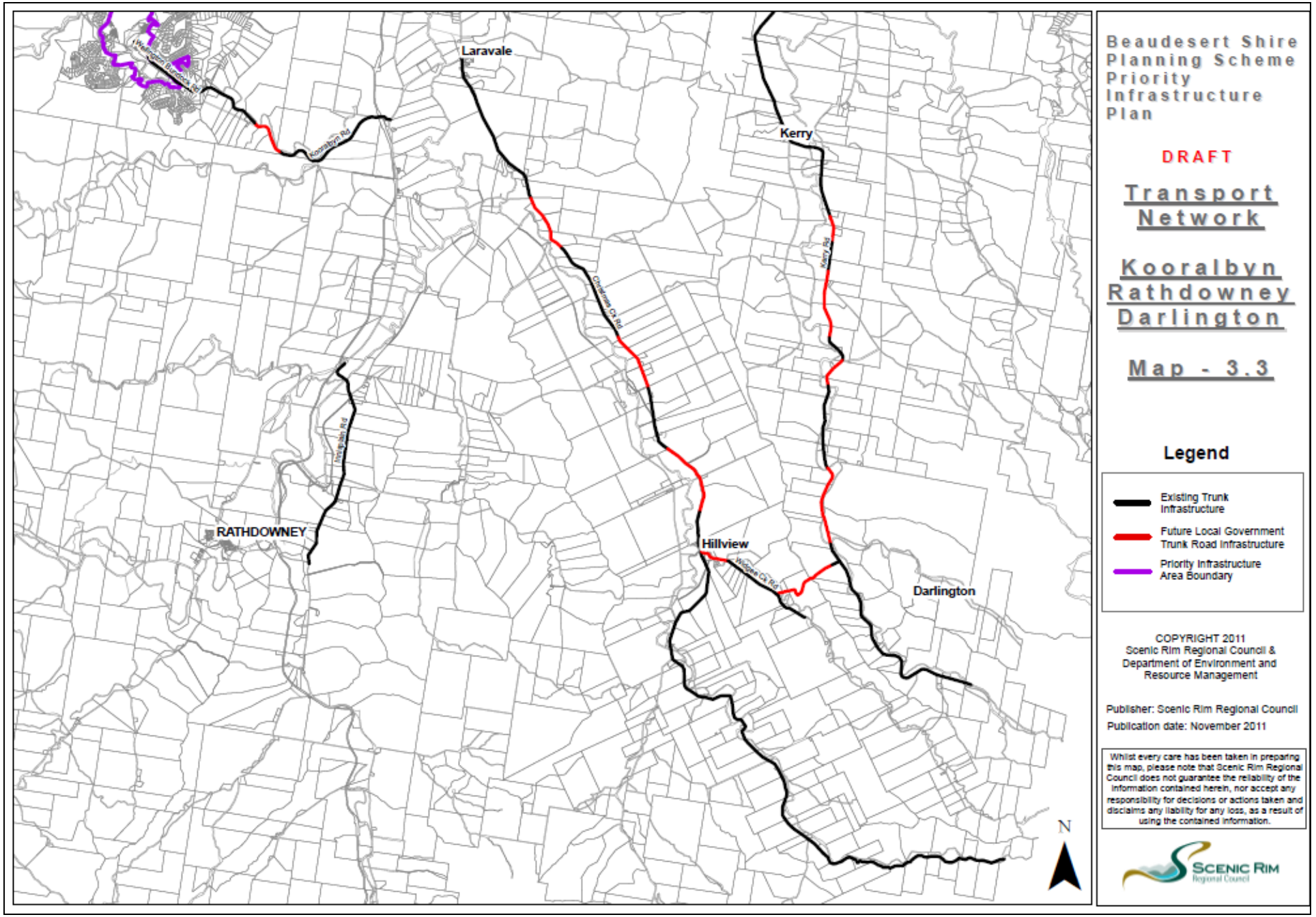
Map - 3.2

Legend

- Existing Trunk Infrastructure
- Future Local Government Trunk Road Infrastructure
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Kooralbyn Rathdowney Darlington

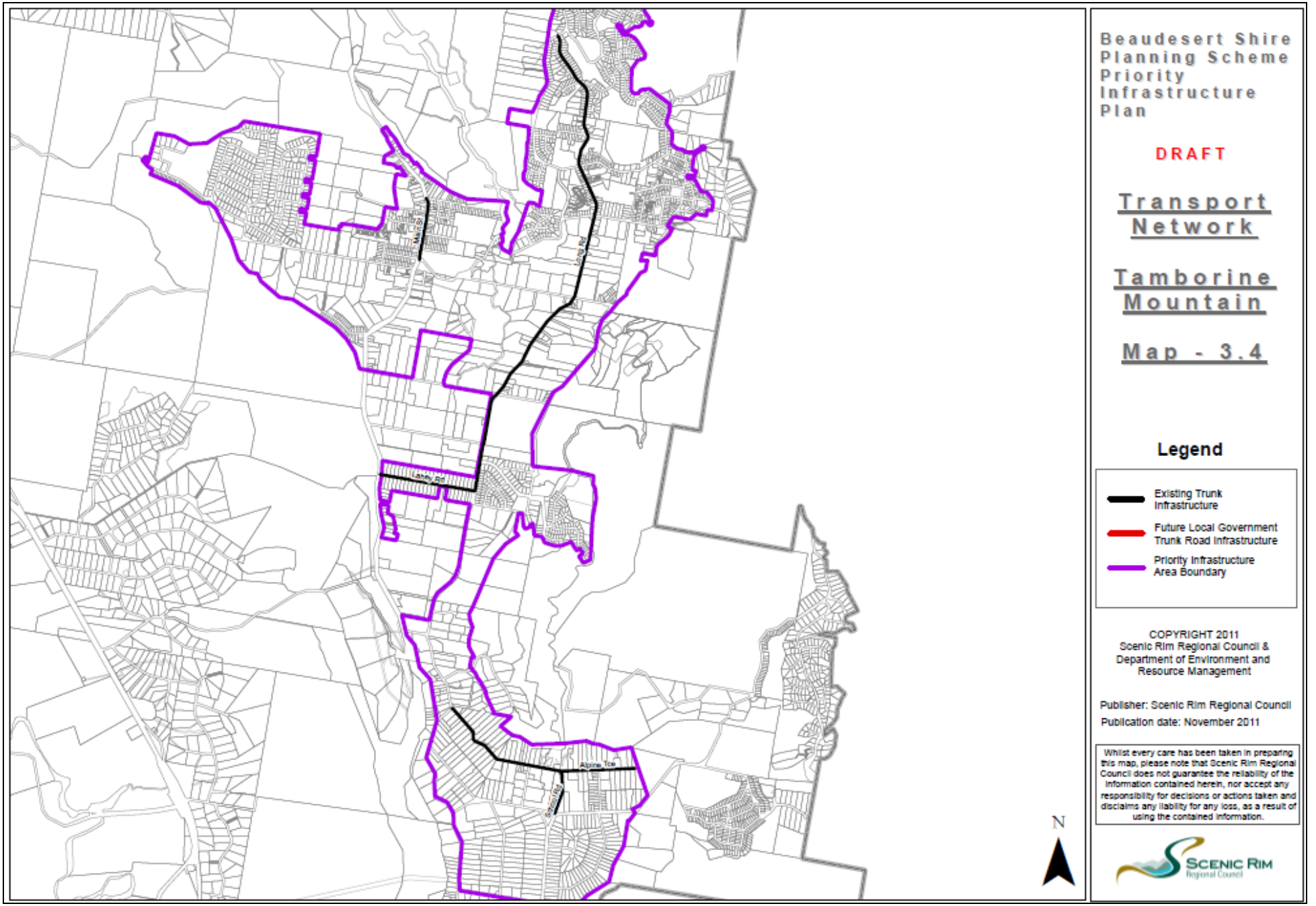
Map - 3.3

Legend

- Existing Trunk Infrastructure
- Future Local Government Trunk Road Infrastructure
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Tamborine Mountain

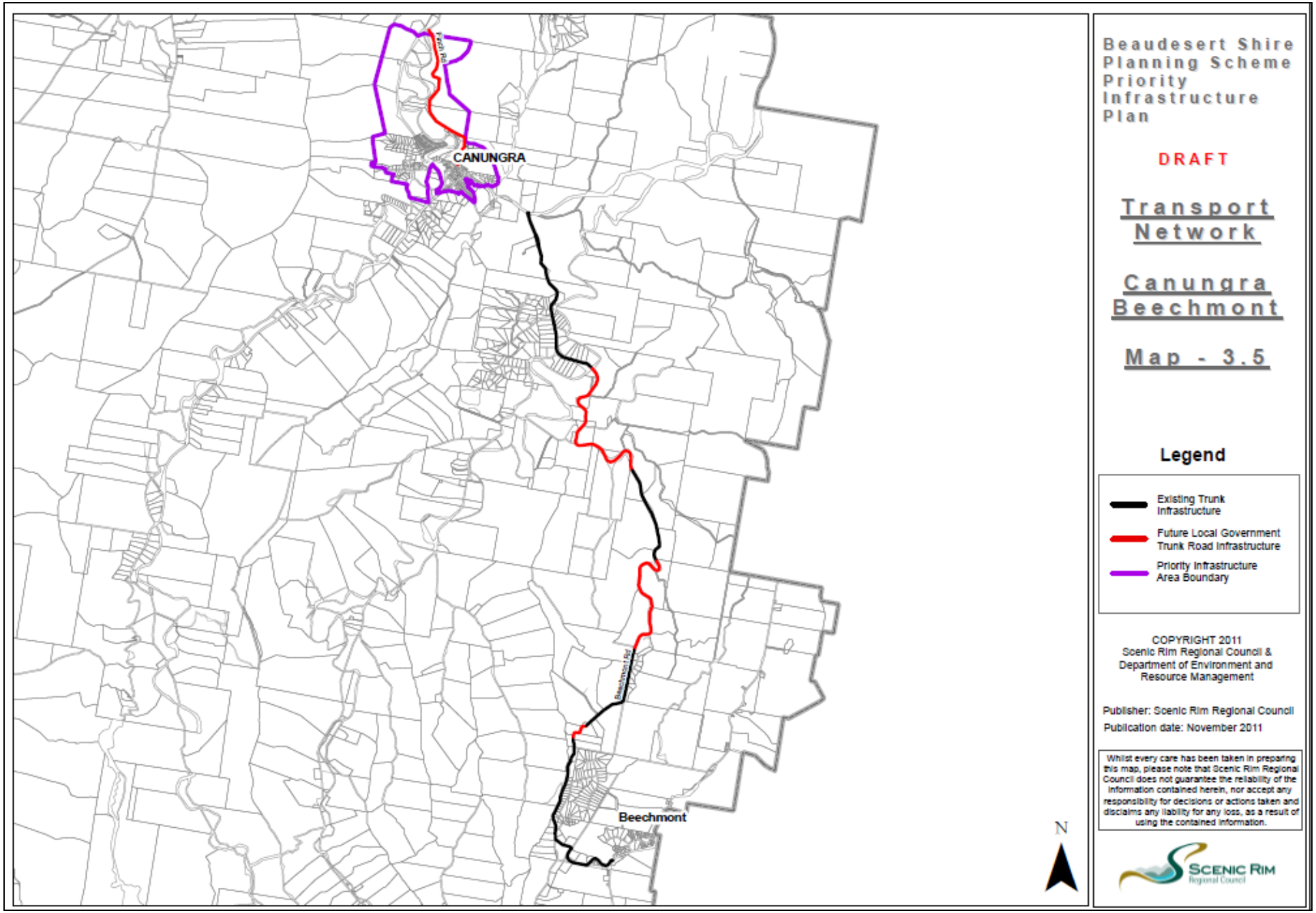
Map - 3.4

Legend

- Existing Trunk Infrastructure
- Future Local Government Trunk Road Infrastructure
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Canungra Beechmont

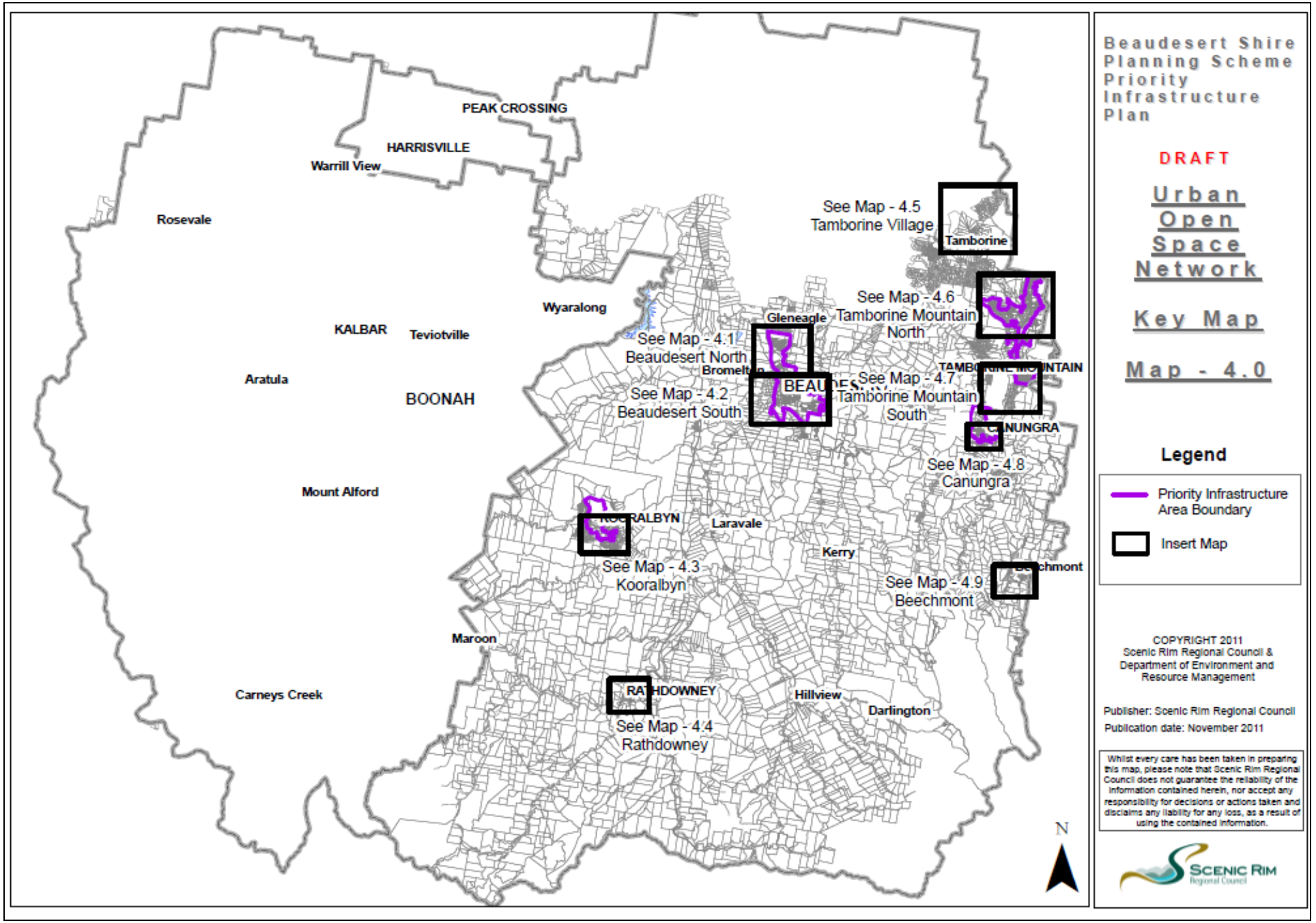
Map - 3.5

Legend

- Existing Trunk Infrastructure
- Future Local Government Trunk Road Infrastructure
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Key Map

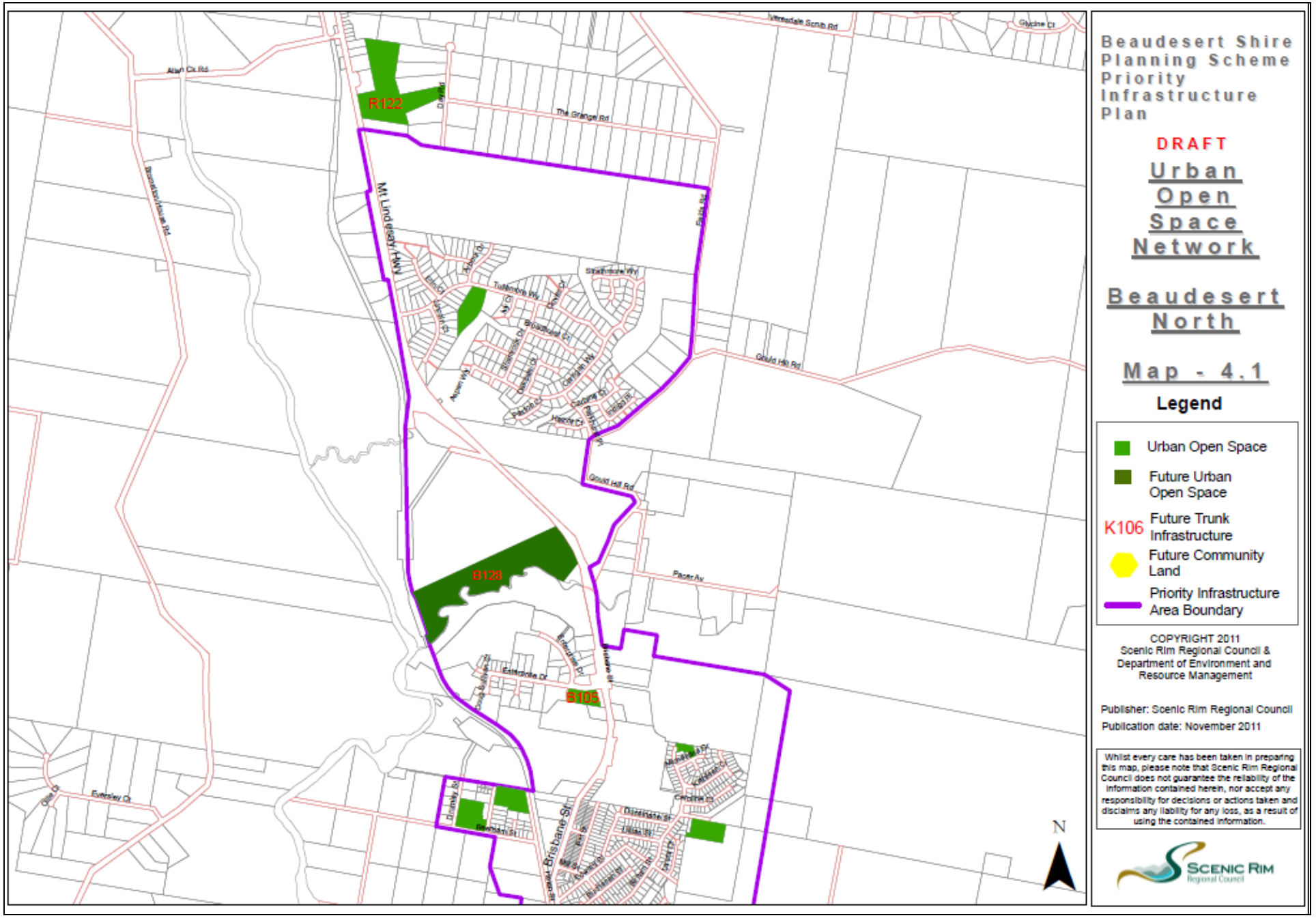
Map - 4.0

Legend

- Priority Infrastructure Area Boundary
- Insert Map

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Beaudesert North

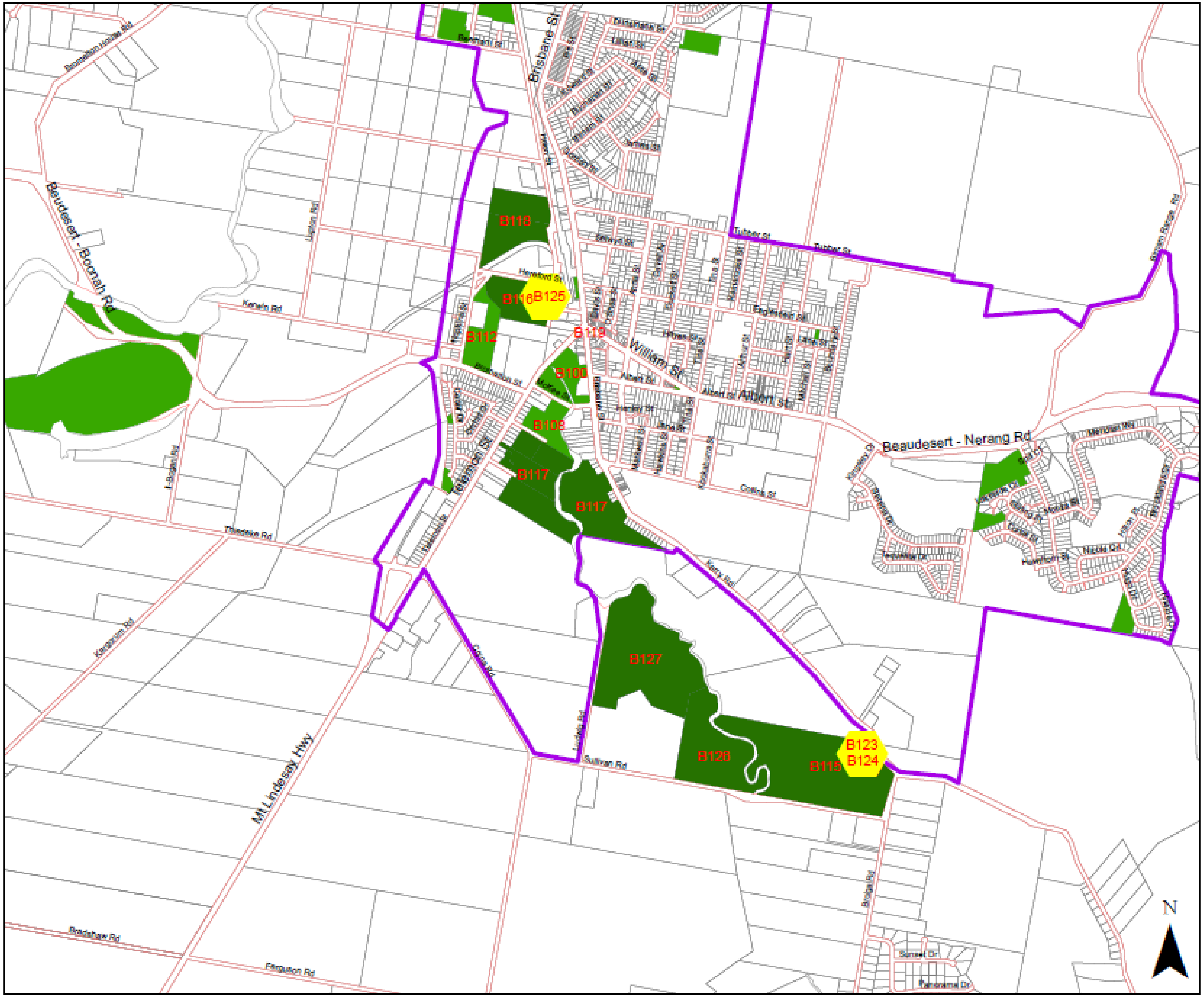
Map - 4.1

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Beaudesert South

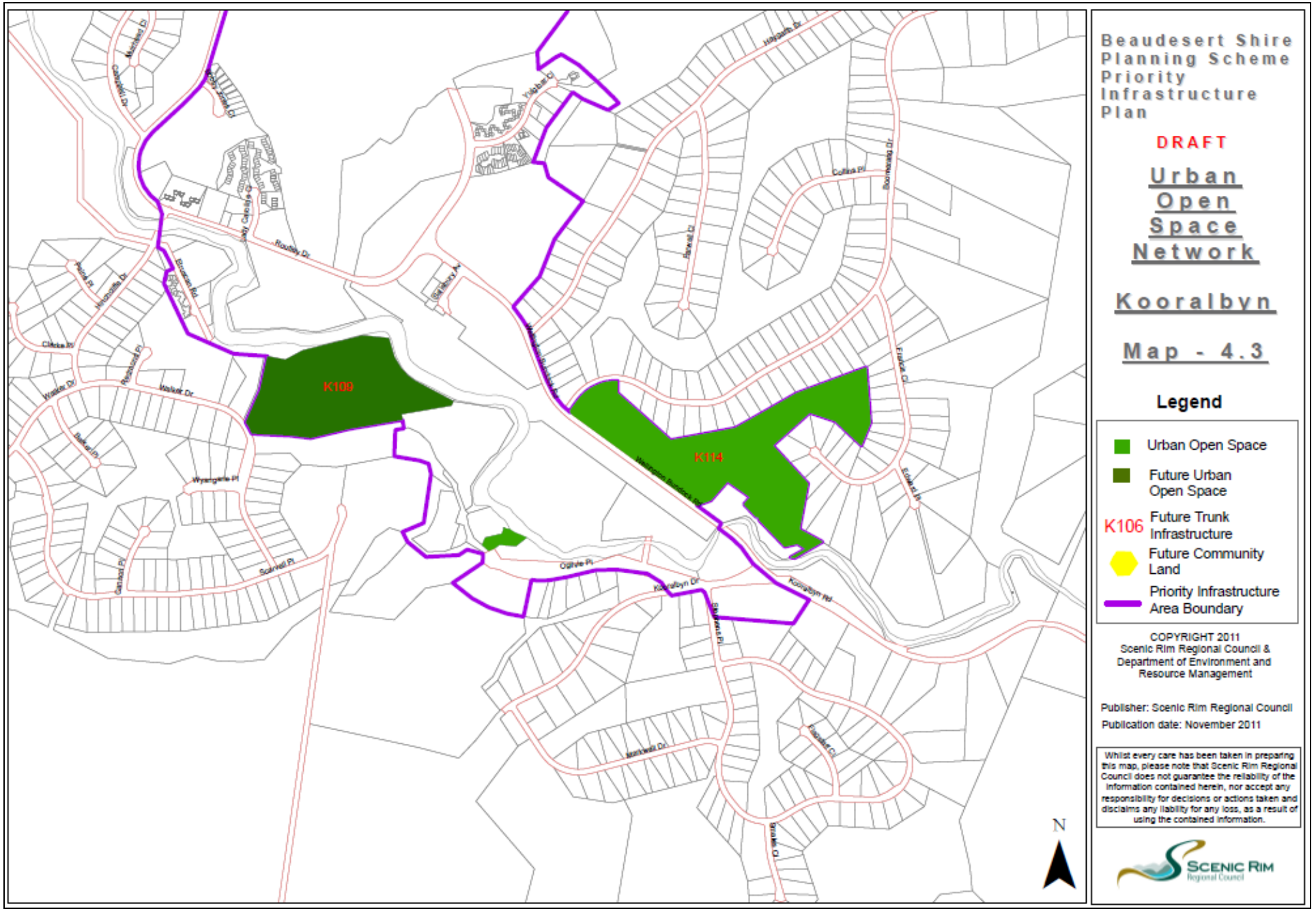
Map - 4.2

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

Scenic Rim Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Kooralbyn

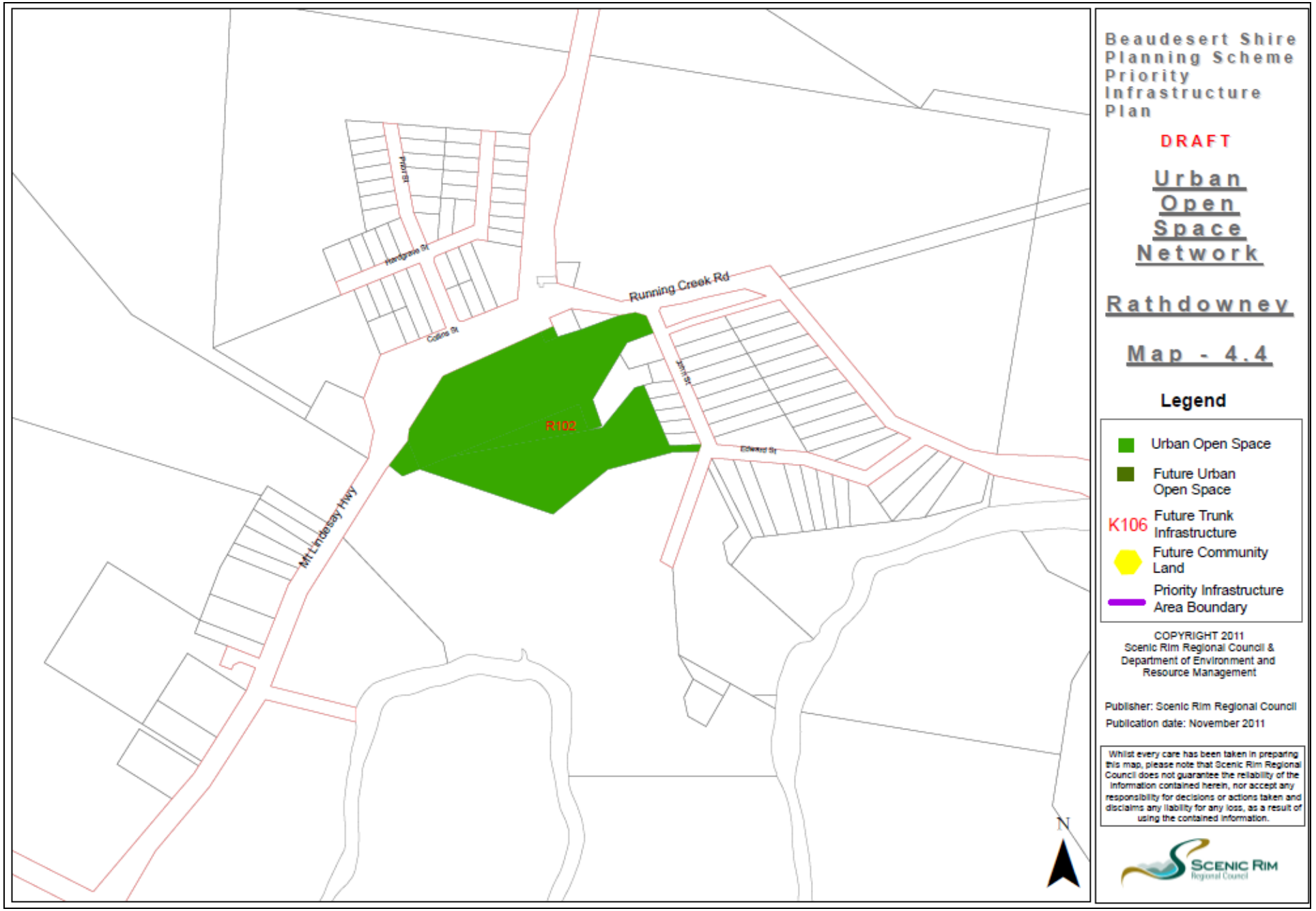
Map - 4.3

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Rathdowney

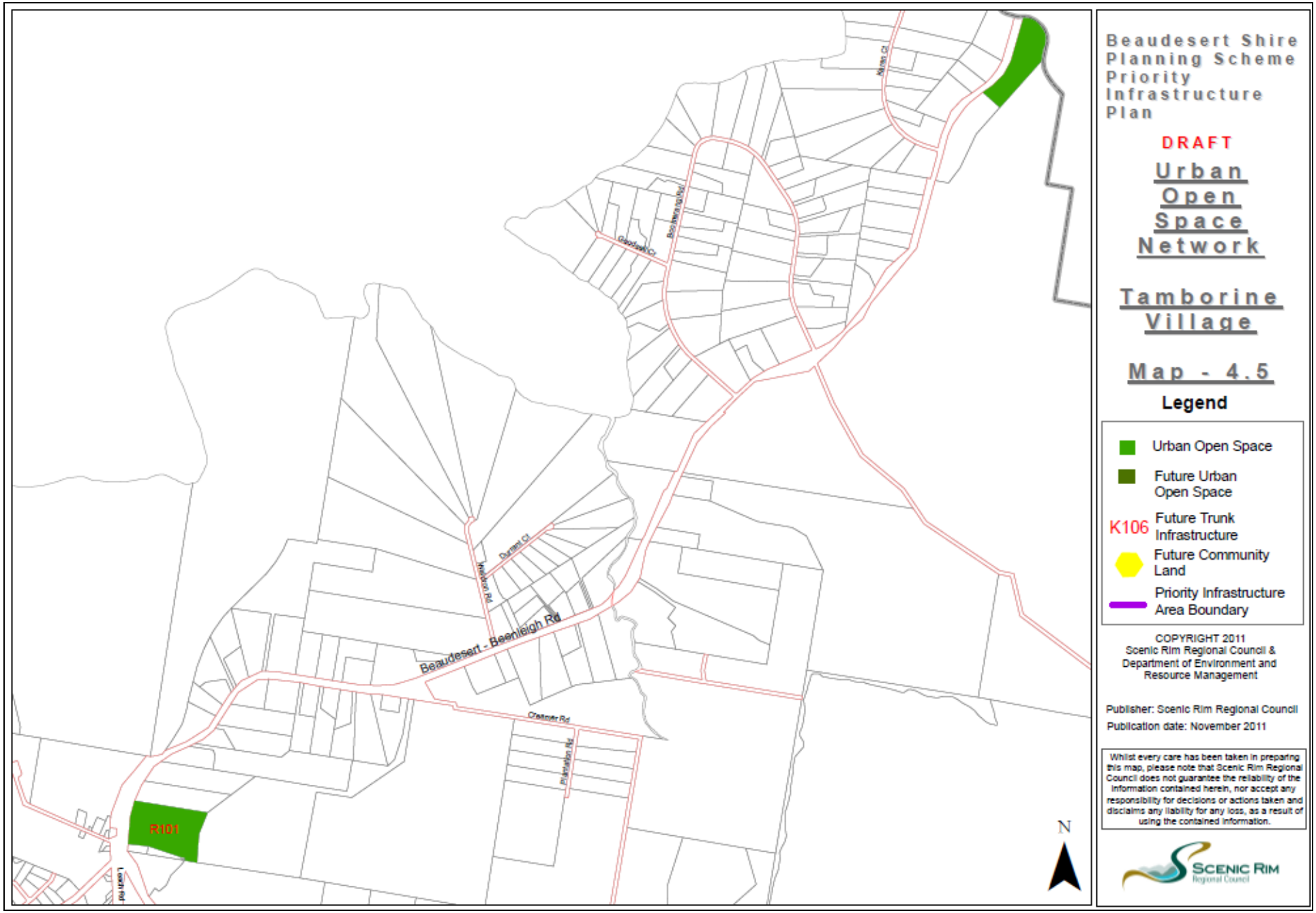
Map - 4.4

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Tamborine Village

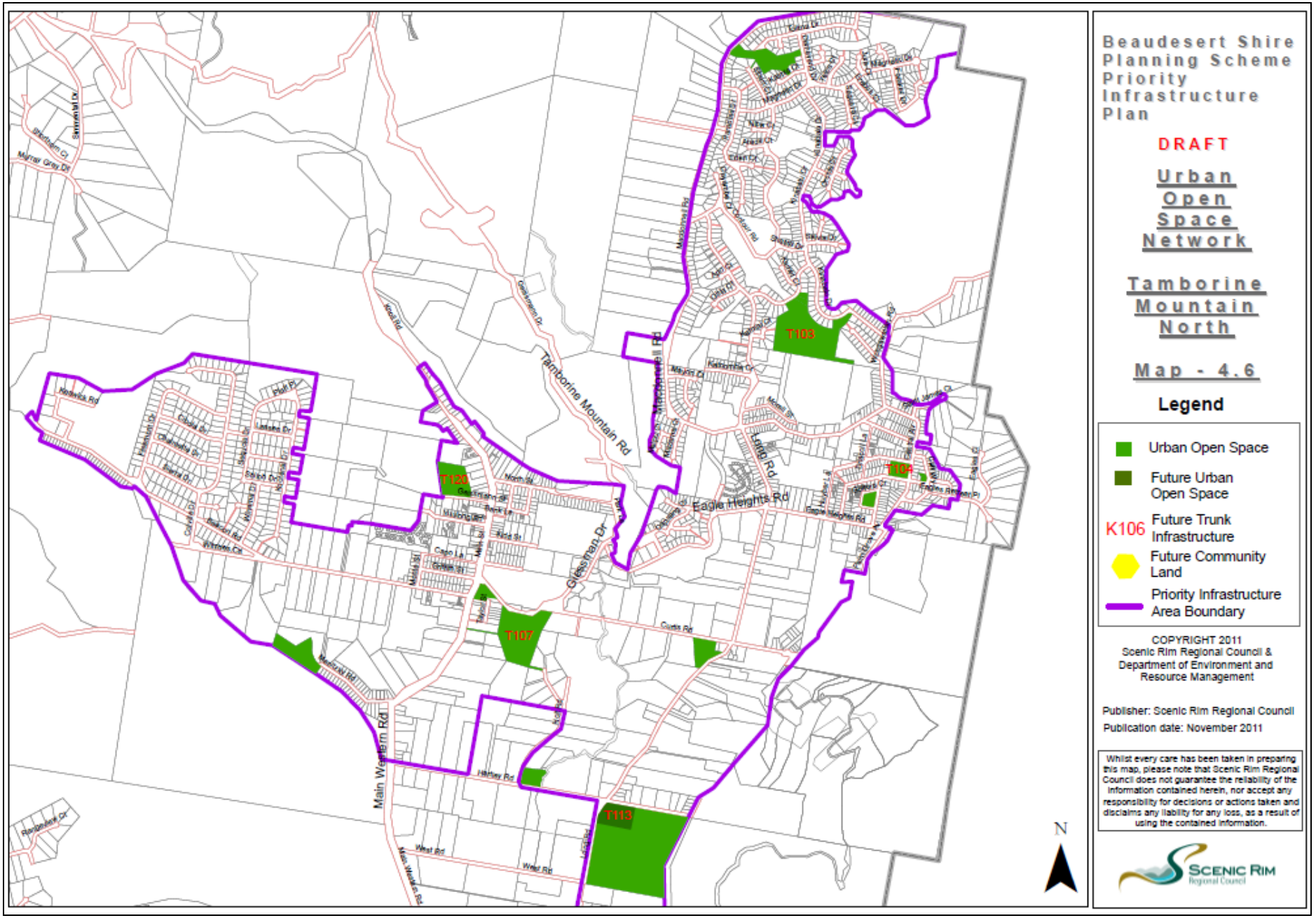
Map - 4.5

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Tamborine Mountain North

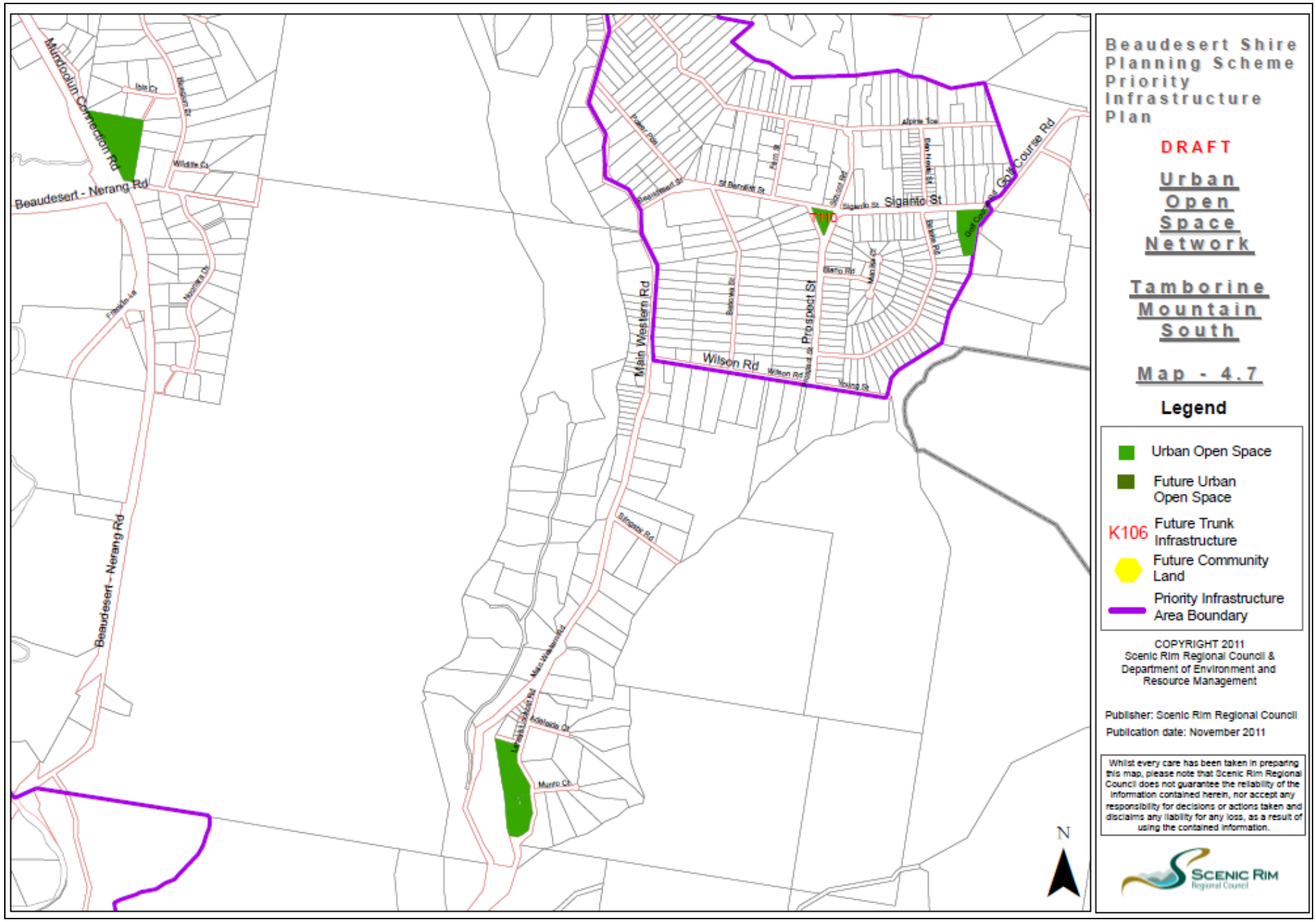
Map - 4.6

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

SCENIC RIM Regional Council


Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Tamborine Mountain South
Map - 4.7
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Future Community Land
Priority Infrastructure Area Boundary
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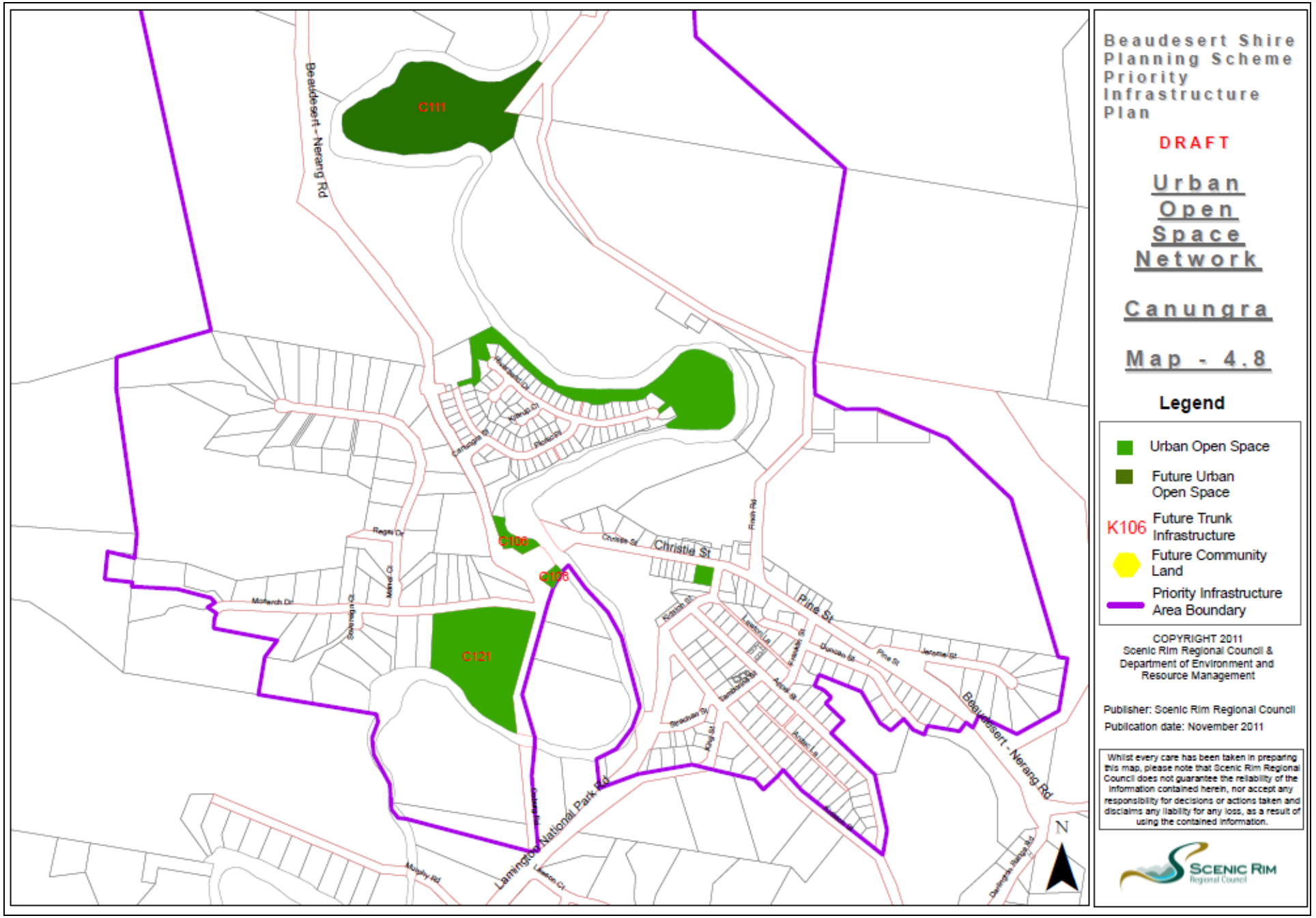
SCENIC RIM Regional Council
N
Beaudesert - Nerang Rd
Mundoolun Connection Rd
Main Western Rd
Wilson Rd
Prospect St
Siganto St
Golf Course Rd
K10


C111
C106
C106
C121
Beaudesert - Nerang Rd
Christie St
Pine St
Lamington National Park Rd
Beaudesert - Nerang Rd
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Canungra
Map - 4.8
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Future Community Land
Priority Infrastructure Area Boundary
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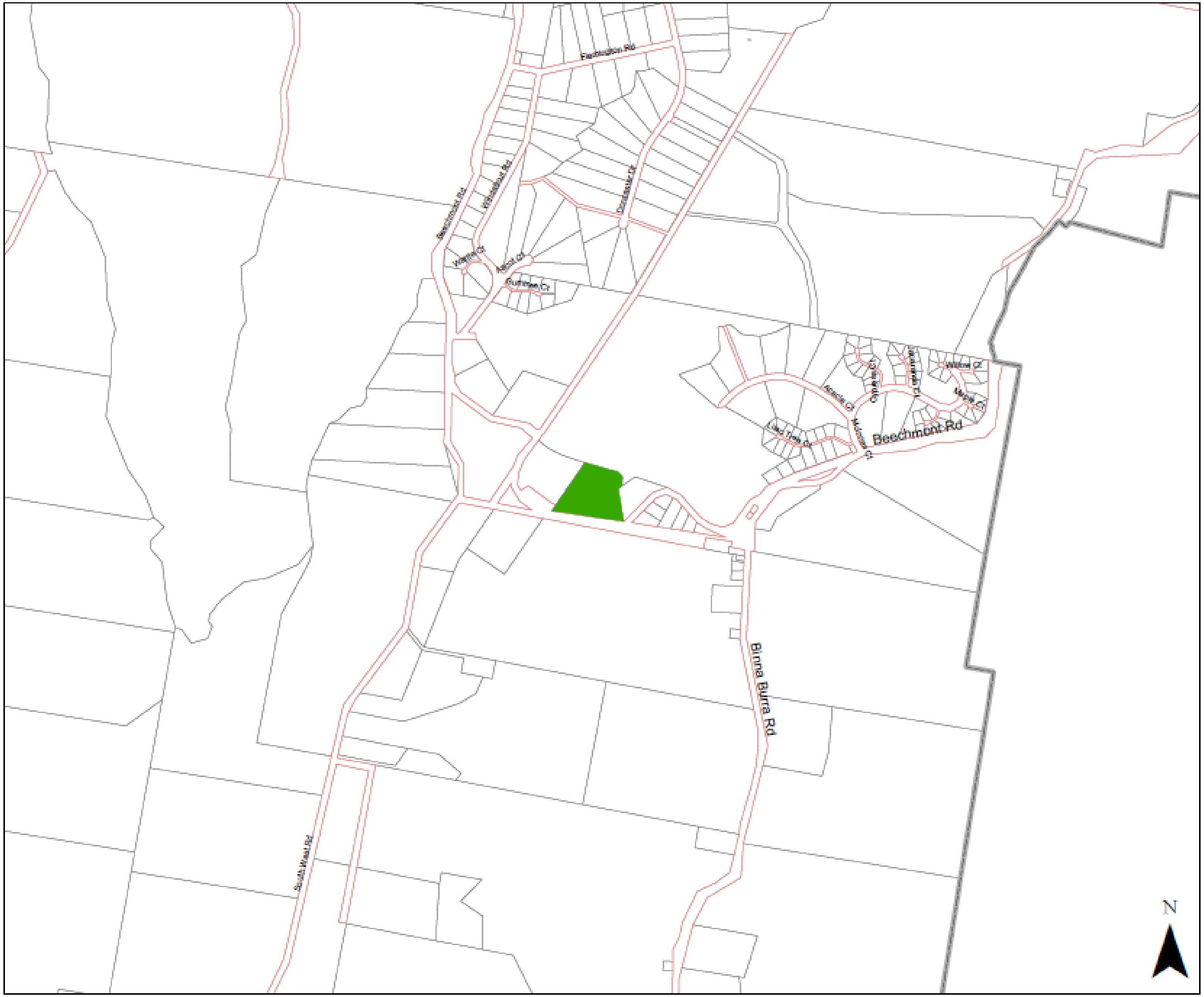


Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Beechmont

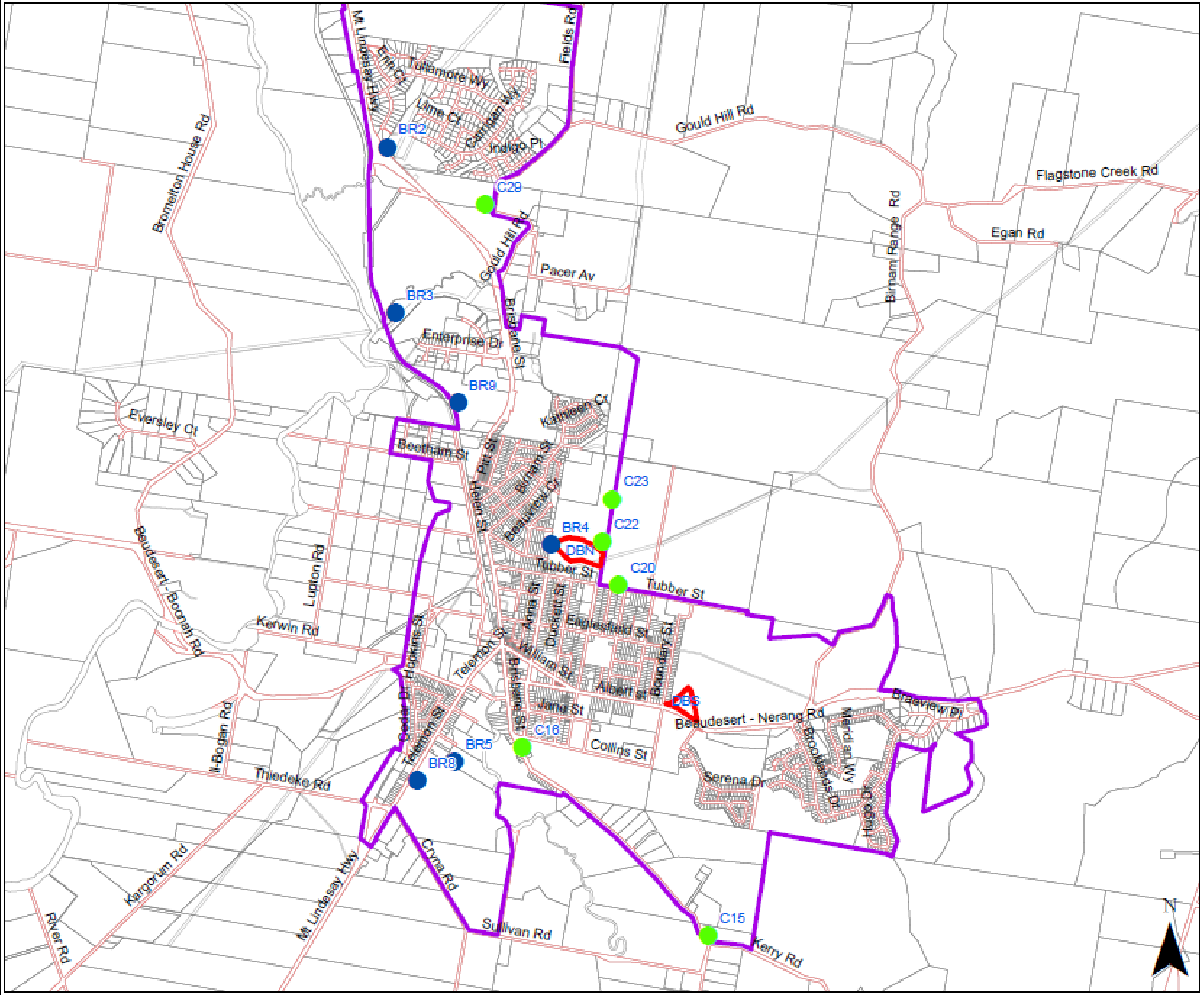
Map - 4.9

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
- Priority Infrastructure Area Boundary

Publisher: Scenic Rim Regional Council
Publication date: November 2011

Scenic Rim Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Stormwater Network

Beaudesert

Map - 5.0

Legend

- Future Bioretention Basin
- Future Culvert Augmentation
- Future Detention Basin

Publisher: Scenic Rim Regional Council
Publication date: November 2011

Scenic Rim Regional Council

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Appendix 3 Extrinsic Material

Appendix 3 Extrinsic Material

The documents identified in the following table assist in the interpretation of the PIP and are extrinsic material under the *Statutory Instruments Act 1992.* Copies of the documents are held at Scenic Rim Regional Council's Beaudesert office and will be made available for viewing on request.

Title	Date	Author or Organisation who prepared the document	Other relevant information
Beaudesert, Canungra and Kooralbyn Constraints Mapping for Flood, Bushfire, Slope, Vegetation and Koala Habitats, Water Courses, Visual Sensitivity and Ecological Corridors.	2011	Tract Pty Ltd on behalf of Scenic Rim Regional Council	
Council 10 year capital works plans for Community Facilities and Parks and Roads and Footpaths	2011	Scenic Rim Regional Council	
Beaudesert Planning Scheme Area South – Planning Assumptions Report	2011	Norling Consulting Pty Ltd on behalf of Scenic Rim Regional Council	
Beaudesert Priority Infrastructure Plan – Water Cycle Management Infrastructure (Stormwater)	2011	Aurecon Pty Ltd on behalf of Scenic Rim Regional Council	
Scenic Rim Regional Council Priority Infrastructure Plan - Traffic and Transport Infrastructure Report	2011	Sinclair Knight Merz Pty Ltd on behalf of Scenic Rim Regional Council	
Scenic Rim Regional Council Priority Infrastructure Plan – Traffic Forecasts	2011	Veitch Lister Consulting on behalf of Scenic Rim Regional Council	
Scenic Rim Regional Council Urban Open Space – Final Draft Desired Service Standards (Final Draft Version 6a as at 07/01/2011).	2011	John Wood of JWCS on behalf of Scenic Rim Regional Council	
Scenic Rim Priority Infrastructure Plan – Community Facilities Concept Infrastructure Planning – Phase 3	2011	SGS Economics & Planning Pty Ltd on behalf of Scenic Rim Regional Council	
Beaudesert Urban Open Space – Response to PIP BD Package F (11/2010) and Order of Cost Estimates	2010	John Wood of JWCS on behalf of Scenic Rim Regional Council	
Schedule of Works for Parks and Community Facilities	2011	Scenic Rim Regional Council	
Beaudesert Locality Community and Parks Infrastructure Network 2011-2031	2011	SGS Economics & Planning Pty Ltd on behalf of Scenic Rim Regional Council	

Beaudesert Locality Community and Parks Infrastructure Network 2011-2016	2011	SGS Economics & Planning Pty Ltd on behalf of Scenic Rim Regional Council	
Beaudesert Locality Community and Parks Infrastructure Network 2017-2021	2011	SGS Economics & Planning Pty Ltd on behalf of Scenic Rim Regional Council	
Beaudesert Locality Community and Parks Infrastructure Network 2022-2026	2011	SGS Economics & Planning Pty Ltd on behalf of Scenic Rim Regional Council	
Beaudesert Locality Community and Parks Infrastructure Network 2026-2031	2011	SGS Economics & Planning Pty Ltd on behalf of Scenic Rim Regional Council	
Queensland Urban Utilities – Water and Sewerage Master Plans for Scenic Rim Regional Council, 2011.	2011	Queensland Urban Utilities	

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Part 2B: Administrative Planning Scheme Amendments to the *Beaudesert Shire Planning Scheme 2007*

Item 8: Amendment to Table of Contents to incorporate the PIP

Summary

Amendment to the Table of Contents to incorporate the PIP and remove Planning Scheme Policy 5 – Infrastructure Contributions.

Explanation

The new Priority Infrastructure Plan is proposed to be included as Schedule 7 in the planning scheme and the Table of Contents is to be updated accordingly. Further, the PIP requires the deletion of Planning Scheme Policy 5 – Infrastructure Contributions as the planning scheme is no longer required to determine developer charges in accordance with the SPRP (adopted charges).

Text amendments

In Table of Contents, page (TOC xix) include a new 'Schedule 7' and Appendix C and D and delete Planning Scheme Policy 5 as shown below:

Schedule 6 Major Development Areas

Part 1 Preliminary
Part 2 Major Development Areas

Schedule 7 Priority Infrastructure Plan

Appendix A Community Infrastructure Designations

Appendix B Property Descriptions as Identified in the Assessment Tables and Consistent Development Tables

Appendix C Priority Infrastructure Areas

Appendix D Plans for Trunk Infrastructure

Planning Scheme Policy 1 Building and Conservation Envelopes

Planning Scheme Policy 2 Specific Information the Local Government May Request

Planning Scheme Policy 3 Ecological Assessment Reporting

Planning Scheme Policy 4 Vegetation Management Plan

~~**Planning Scheme Policy 5 Infrastructure Contributions**~~

Planning Scheme Policy 6 Landscape Species

Planning Scheme Policy 7 Standards for Construction and Infrastructure

Planning Scheme Policy 8 Standard Drawings

Planning Scheme Policy 9 On-site Domestic Wastewater Management

Map amendments

Not applicable.

Item 9: Amendment to Infrastructure Overlay Code to include reference to the PIP

Summary

Amendment to the Infrastructure Overlay Code to include a reference to the PIP in regard to road provision.

Explanation

Future road provision is dealt with in the PIP and it is proposed to include a reference to the PIP in S9.2 of the Infrastructure Overlay Code.

Text amendments

In Chapter 4, Part 2, Table 4.2.8 Specific Outcomes and Prescribed Solutions for the Infrastructure Overlay Code, amend S9.2 to reference the PIP as shown below:

Future Transport Routes			
SO9	Development preserves opportunities for the future provision of roads along a future transport route.	S9.1 S9.2	Development other than for a fence is not located within land required for the future provision of a future transport route. Development provides for a corridor that provides sufficient room for the proposed road based on its role in the road hierarchy as outlined in Table 1.5E - Parameters for Road Design and Construction in *Planning Scheme Policy No.7 (Standards for Construction and Infrastructure) 2007* and *Schedule 7 Priority Infrastructure Plan.*

Map amendments

Not applicable.

Item 10: Amendment to Industry Use Code to reference the PIP

Summary

Amendment to the Industry Use Code to include a reference to the PIP relating to stormwater.

Explanation

Stormwater networks are dealt with in the PIP and it is proposed to include a reference to the PIP in S7.1 of the Industry Use Code regarding stormwater provisions.

Text amendments

In Chapter 5, Part 2, Table 5.2.40 Specific Outcomes and Prescribed Solutions for Industry, amend S7.1 to reference the PIP as shown below:

SO7	Development does not give rise to an increased risk to people's health, safety and general welfare.	S7.1	Development does not result in on-site ponding of stormwater; does not provide any opportunities for mosquito breeding and complies with *Part 5 – Standards for Stormwater of Planning Scheme Policy 7* and *Schedule 7 Priority Infrastructure Plan.*
		S7.2	Development provides that all activities that produce contaminants are conducted within a roofed and bunded area.

Map amendments

Not applicable.

Item 11: Amendment to Construction and Infrastructure Work Code to reference the PIP

Summary

Amendment to the Construction and Infrastructure Work Code to reference the PIP and remove references to Planning Scheme Policy 5 (Infrastructure Contributions).

Explanation

Standards for infrastructure are included in the PIP and various amendments to the Construction and Infrastructure Work Code to reference the PIP are proposed to be included in various prescribed solutions where relevant. Existing references to the redundant Planning Scheme Policy 5 are also proposed to be deleted.

Text amendments

1. In Chapter 5, Part 3, Table 5.3.8 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S5.1 as shown below:

Services			
SO5	Development contributes toward the provision of Trunk Infrastructure.	S5.1	Development contributes towards the provision of Trunk Infrastructure ~~*in accordance with Planning Scheme Policy 5 (Infrastructure Contributions)*~~ prior to the establishment of the use. *Note: Credits may apply for prior development. The existence of credits should be confirmed with Council. (E.g. for a residential Lot normally one equivalent tenement {ET} credit would exist.)*

2. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S27.3 as shown below:

Quality			
SO27	The stormwater network is designed to improve stormwater quality or minimise stormwater quality deterioration.	S27.1	Development provides stormwater quality improvement devices on all car parking areas with a capacity greater than 10 vehicles.
		S27.2	Development provides for the control of stormwater quality through the provision of features designed to reduce contaminants such as excess nutrients and petrochemicals.
		S27.3	Development is undertaken in accordance with the standards in *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7*

	Priority Infrastructure Plan.

3. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S53.2 to delete reference to Planning Scheme Policy 5 as shown below:

Effluent Reuse and Recycling			
SO53	Effluent reuse or recycling is provided where the development is of sufficient scale to economically support the scheme or the Local Government has determined that the development site is to be part of a common reuse or recycling scheme.	S53.1	Development provides, in suitable areas, the infrastructure necessary to support a reuse or recycling scheme.
		S53.2	Development provides for effluent reuse or recycling where~~:~~ ~~(a)~~discharges from a wastewater treatment plant are able to be economically reused~~; or~~. ~~(b)wastewater quantities from the development exceed those specified in *Planning Scheme Policy 5 (Infrastructure Charges).*~~

4. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S86.1 as shown below:

Safety			
SO86	The road network shall be designed to maximise vehicular, pedestrian, cycle and other transport network user safety.	S86.1	Development provides a transport network designed in accordance with the standards in *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.*

5. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S125.1 as shown below:

Contributions to Trunk Infrastructure			
SO125	Development provides for the collective provision of Trunk Infrastructure.	S125.1	No Solution is prescribed. ~~Development contributes towards Trunk Infrastructure through the payment of charges in accordance with *Planning Scheme Policy 5 (Infrastructure Charges).*~~

6. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend SO154 and S154.2 and SO155 and S155.1 as shown below:

Parks			
Standards of Service			
SO154	Development provides local recreation space for residents ~~or contributes towards the provision of local recreation space~~.	S154.1 ~~S154.2~~	Development provides local recreation space in accordance with the standards in *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.* ~~Development contributes towards the provision of local recreation space where such space can not be provided within the development in accordance with *Planning Scheme Policy 5 (Infrastructure Contributions).*~~
SO155	Development provides ~~contributes towards the collective provision of~~ district and regional recreation space for residents.	S155.1	Development provides ~~contributes towards the provision of~~ district and regional recreation space in accordance with *Planning Scheme Policy ~~5 (Infrastructure Contributions).~~7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.*

7. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S158.1 and S159.1 as shown below:

Land Suitability			
SO158	Development provides that recreation space provided is suitable for the purpose.	S158.1	Development provides local recreation space in accordance with the standards in *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.*
Locational Equity			
SO159	Development provides that recreation space provided is located to be accessible to users.	S159.1	Development provides local recreation space in accordance with the standards in *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.*

8. In Chapter 5, Part 3, Table 5.3.9 Specific Outcomes and Prescribed Solutions for Construction and Infrastructure, amend S161.1 as shown below:

Recreation Trails			
SO161	Development provides that recreation trails are provided where identified in the Infrastructure Overlay to a safe standard.	S161.1	Development provides recreation trails in accordance with the standards in *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.*

Map amendments

Not applicable.

Item 12: Amendment to Parking and Servicing Work Code to remove references to cash in lieu of undersupply of car parking

Summary

Amendment to the Parking and Servicing Work Code to remove references to car parking contributions.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges). Therefore, an amendment to the Parking and Servicing code is required to remove the provisions for a monetary contribution in lieu of car parking.

Text amendments

1. In Chapter 5, Part 3, Parking and Servicing code, amend note (7) in Terms and Abbreviations as shown below:

~~*(7) Where the required amount of off street car and service vehicle parking cannot be provided the Local Government may accept a monetary contribution in lieu of parking at the rate set in a Planning Scheme policy.*~~

2. In Chapter 5, Part 3, Table 5.3.16 Specific Outcomes and Prescribed Solutions for Parking and Servicing for Code and Impact Assessable Development, amend SO1 as shown below:

Parking Provision Rates	
SO1 Development provides for sufficient vehicle parking on-site to meet the demand likely to be generated by the development having regard to— (a) any existing parking facilities on the site and the premises they service; and (b) the feasibility of physically providing parking on-site; and (c) the hours of operation of the proposed use and the opportunity for sharing parking spaces with other uses; and (d) the availability of public parking in the surrounding area; and ~~(e) the content of any Planning Scheme policy or infrastructure Charges Plan dealing with monetary contributions in lieu of providing on-site parking; and~~ (e) existing and future traffic conditions in the surrounding area.	S1.1 Development provides for on-site vehicle parking spaces in accordance with Table 5.3.15A (Car and Service Vehicle Parking). S1.2 Development provides that all off-street parking areas are constructed and available for use before the use commences.

Map amendments

Not applicable.

Item 13: Amendment to Reconfiguring a Lot Code to remove reference to dedication of open space to local government

Summary

Amendment to the Reconfiguring a Lot Code to remove the provision for the dedication of open space to the local government.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges). Therefore, an amendment to the Reconfiguring a Lot Code is required to remove the provisions for the dedication of land to the local government for open space.

Text amendments

In Chapter 5, Part 4, Table 5.4.6 Specific Outcomes and Prescribed Solutions for Reconfiguring a Lot, amend S12.1 as shown below.

Open Space	
SO12 Development provides for sufficient Open Space to meet the needs of the likely occupiers of the proposed allotments and to mitigate any adverse visual or other impacts of likely land use changes resulting from the development.	S12.1 Development provides local and trunk parkland in accordance with *Planning Scheme Policy 7 (Standards for Construction and Infrastructure)* and *Schedule 7 Priority Infrastructure Plan.* ~~that 10% of the area of the land to be subdivided is dedicated to the Local Government for open space purposes.~~

Map amendments

Not applicable.

Item 14: Amendment to incorporate the Priority Infrastructure Plan as Schedule 7 in the planning scheme

Summary

Include the Priority Infrastructure Plan as Schedule 7 in the planning scheme.

Explanation

The PIP has been prepared for inclusion as Schedule 7 in the planning scheme as per Part 2a of this amendment package.

Text amendments

1. In the divider front for Schedules, include new Schedule 7 Priority Infrastructure Plan as shown below:

Schedule 7 Priority Infrastructure Plan

2. In Schedules, include new Schedule 7 – Priority Infrastructure Plan (refer to Part 2a)

Map amendments

Not applicable.

Item 15: Amendment to Planning Scheme Policies to delete Planning Scheme Policy 5

Summary

Amendment to Planning Scheme Policies to delete Planning Scheme Policy 5, remove all references to PSP5 and contributions and include references to the PIP.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges) and infrastructure requirements are dealt with by the PIP. The deletion of Planning Scheme Policy 5 – Infrastructure Contributions and appropriate reference to the PIP is therefore required.

Text amendments

1. In Planning Scheme Policies – divider front, delete Planning Scheme Policy 5 as shown below:

~~**Planning Scheme Policy 5**~~
~~Infrastructure Contributions~~

2. In Planning Scheme Policy 2, Specific Information the Local Government May Request, include a reference to Schedule 7 Priority Infrastructure Plan as shown below:

> ***NOTE:***
>
> *(a) A Catchment Plan, showing the total Catchment, and the Sub Areas used in the calculations, is also to be submitted.*
>
> *(b) Such plan is to show finished surface contours.*
>
> *(c) Any additional calculations in support of overland flow path capacities, weir flows over kerbs, flood fill studies, etc are to be submitted.*
>
> *(d) If the downstream system is not capable of carrying the increased discharge, measures are to be proposed to -*
>
> *(i) ensure that the downstream system is capable of carrying the intended discharge(which may include upgrading the~~w~~ existing downstream system); or*
>
> *(ii) indicate the method of detention of stormwater on the site.*
>
> *(e) For details regarding a Water Quality Management Plan refer to Planning Scheme Policy 7* and *Schedule 7 Priority Infrastructure Plan.*

3. Remove all of Planning Scheme Policy 5 – Infrastructure Contributions.

3. In Planning Scheme Policy 7 – Standards for Construction and Infrastructure, amend 15.1.2 to read as follows:

15.1.1 Provision of Local Recreation Space

~~(1)~~Development provides for local recreation space in accordance with the standards outlined in Table 1.7A - Local Recreation Space Requirements.

~~(2)Where a development can not provide local recreation space that meets the requirements in Table 1.7A - Local Recreation Space Requirements then the development shall contribute towards the collective provision of local recreation space in accordance with Planning Scheme Policy 5 (Infrastructure Contributions).~~

Map amendments

Not applicable.

Item 16: Amendment to include Priority Infrastructure Area Maps and Plans for Trunk Infrastructure as Appendices C and D

Summary

Amendment to include PIP maps and plans as Appendices C and D in the planning scheme.

Explanation

The new PIP is accompanied by Priority Infrastructure Area Maps and Plans for Trunk Infrastructure. It is proposed that these be included as new Appendices C and D in the planning scheme.

Text amendments

1. In divider front for Appendices, include new appendices C and D as follows:

Appendix C Priority Infrastructure Areas
Appendix D Plans for Trunk Infrastructure

2. Include new Appendices C and D (refer to Part 2a of this amendment package).

Map amendments

Not applicable.

Part 3A: Priority Infrastructure Plan for the *Ipswich Planning Scheme 2006* (as amended February 2008)

SCHEDULE 7 - PRIORITY INFRASTRUCTURE PLAN

Part 1

1. Preliminary

1.1 Sustainable Planning Act 2009
The priority infrastructure plan has been prepared in accordance with the Sustainable Planning Act 2009.

1.2 Purpose
The purpose of this priority infrastructure plan is the following:

a) To integrate and coordinate land use planning and infrastructure planning;
b) To ensure that trunk infrastructure is planned and provided in an efficient and orderly manner.

1.3 Structure
The priority infrastructure plan is structured as follows:

Part 1- Priority infrastructure plan

1. Preliminary
2. Application of priority infrastructure plan
3. Planning assumptions
4. Priority infrastructure area
5. Desired standards of service
6. Schedule of works
7. Plans for trunk infrastructure;

Part 2- Appendix

1. Priority infrastructure area
2. Plans for trunk infrastructure maps
   - Water network
   - Transport network
   - Urban Open Space network
3. Extrinsic Material

1.4 Definitions
A term, unless the context otherwise requires, will have the meaning given in the Planning Act.

2. Application of priority infrastructure plan

2.1 Purpose
This priority infrastructure plan states the basis for the following:

a) A condition the local government may impose for the following:
   (i) necessary trunk infrastructure;
   (ii) additional trunk infrastructure costs;

2.2 Conditions the local government may impose for necessary trunk infrastructure

The local government may impose under section 649 (Conditions local government may impose for necessary trunk infrastructure) of the Sustainable Planning Act 2009, a condition for the supply of necessary trunk infrastructure if:

a) existing trunk infrastructure necessary to service the premises is not adequate and trunk infrastructure adequate to service the premises is identified in this priority infrastructure plan; or

b) trunk infrastructure to service the premises is necessary, but is not yet available and is identified in this priority infrastructure plan; or

c) trunk infrastructure identified in this priority infrastructure plan is located on the premises.

2.3 Conditions the local government may impose for additional trunk infrastructure costs

The local government may impose under section 650 (Conditions local government may impose for additional infrastructure costs) of the Sustainable Planning Act 2009 a condition requiring the payment of additional trunk infrastructure costs only if the development:

a) is:
   (i) inconsistent with the assumptions about the type, scale, location or timing of future development stated in this priority infrastructure plan;
   (ii) for premises completely or partly outside the priority infrastructure area; and

b) would impose additional trunk infrastructure costs on the infrastructure provider after taking into account either or both of the following:
   (i) infrastructure charges, regulated infrastructure charges or adopted infrastructure charges levied for the development;
   (ii) trunk infrastructure supplied or to be supplied by the applicant or person who requests compliance assessment under division 4 to 6 of the Sustainable Planning Act 2009.

2.4 Development inconsistent with assumptions about future development

Development is inconsistent with the assumptions about:

a) the type and location of development, if the type of development as identified in table 3.3, is not planned to occur in the location as identified in the priority infrastructure area; or

b) the scale of development, if the density and demand of the development of the premises exceeds the planned density and demand for the development of the premises as stated in tables 3.4-3.7; or

c) the timing of development, if the development results in trunk infrastructure being supplied earlier than planned for in the schedule of works for trunk infrastructure as stated in tables 6.1-6.4 of this priority infrastructure plan.

3. Planning Assumptions

3.1 Purpose

The planning assumptions state the following:

a) the existing and projected population and employment for the planning scheme area;

b) the assumptions about the type, scale, location and timing of residential and non-residential development which are used to derive the demand for a trunk infrastructure network, giving a consistent basis for the planning of the trunk infrastructure network and the determination of the priority infrastructure area.

3.2 Population, dwellings, employment and non-residential floorspace

The existing and projected population for residential development within and outside the priority infrastructure area is stated in section 3.8.

The existing and projected dwellings for residential development within and outside the priority infrastructure area are stated in section 3.9.

The existing and projected employment for non-residential development within and outside the priority infrastructure area is stated in section 3.10.

The existing and projected non-residential floor space for non-residential development within and outside the priority infrastructure area is stated in section 3.11.

The distribution and timing of future development (residential dwellings and non-residential floor space) to accommodate projected population and employment growth have been estimated based on the following factors:

- existing level of development
- physical constraints on the land
- land use planning provisions of the planning scheme
- current development applications and approvals
- development trends
- cost efficient provision of infrastructure
- average occupancy rate projections
- average floor space conversion rates
- commercial demand
- demographic trends
- potential uptake rate for developable land
- workforce trend
- non-residential vacancy rates
- regional development and economic objectives

Table 3.1

Residential development	**Average occupancy rate (persons/dwelling)**				
	2006	**2011**	**2016**	**2021**	**2026**
Single dwelling	2.7	2.7	2.65	2.6	2.6
Multiple dwelling	1.5	1.5	1.5	1.5	1.5
Other dwelling	1.7	1.7	1.7	1.7	1.7

3.3 Time periods

The planning assumptions have been prepared for the following time periods to align with the Australian Bureau of Statistics (ABS) census years:

- 2006-2011
- 2011-2016
- 2016-2021
- 2021-2026

3.4 Existing level of development

The existing residential and non-residential development has been estimated at the base date being the 30 June 2006.

3.5 Development potential of land

Developable land identified for urban uses is the land in the priority infrastructure area which is not affected by the following constraints:

- flood inundation
- water courses or corridors
- ecological corridors
- visual sensitivity areas above 120-140RL
- remnant and high value regrowth
- high bush fire hazard
- core koala habitats
- slope greater than 25%

3.6 Planned densities

The planned density has been determined to reflect the realistic intensity of development having regard to the land use planning provisions of the planning scheme, site constraints and development trends.

Table 3.2

Planning scheme area identification	Development type	Planned density	
		Residential development (du/ha)	Non-residential development (plot ratio)
Township Business	Single dwelling Multiple dwelling Other dwelling Commercial office Commercial retail Community Industry	9	.5
Township Character Mixed Use	Single dwelling Multiple dwelling Other dwelling Commercial office Commercial retail Community	9	.5
Township Character Housing	Single dwelling Multiple dwelling Other dwelling	9	0
Township Residential	Single dwelling Multiple dwelling Other dwelling	9	0
Special Uses	Community	0	.4

3.7 Development type

Table 3.3 shows the relationship between the residential and non-residential development types and the corresponding planning scheme use types.

Table 3.3

Development type	Planning scheme use type
Residential	
Single dwelling	Single Residential
Multiple dwelling	Multiple Residential, Dual Occupancy
Other dwelling	Caretaker Residential

Non-residential	
Commercial office	Business Use
Commercial retail	Business Use, General Store, Shopping Centre, Entertainment Use, Tourist Facility
Community	Community Use
Industry	General Industry, Services Trades Use
Other	Agriculture, Forestry, Intensive Animal Husbandry, Plant Nursery, Wine Making

3.8 Existing and projected population

Table 3.4

Locality	Category	Existing and projected population				
		2006	2011	2016	2021	2026
Harrisville	Single dwelling	372	415	473	542	614
	Multiple dwelling	6	7	7	8	14
	Other dwelling	15	17	19	21	25
	Total	393	439	499	571	653
Peak Crossing	Single dwelling	256	279	310	346	400
	Multiple dwelling	0	0	3	6	10
	Other dwelling	11	12	13	14	18
	Total	265	291	326	366	428
Total PIA	Single dwelling	628	694	783	888	1,014
	Multiple dwelling	6	7	10	14	24
	Other dwelling	26	29	32	35	43
	Total	660	730	825	937	1,081
Total outside PIA	Single dwelling	611	664	730	800	874
	Multiple dwelling	0	0	0	0	0
	Other dwelling	0	0	0	0	0
	Total	611	664	730	800	874
Total planning scheme area	Single dwelling	1,239	1,358	1,513	1,688	1,888
	Multiple dwelling	6	7	10	14	24
	Other dwelling	26	29	32	35	43
	Total	1,271	1,394	1,555	1,737	1,955

3.9 Existing and projected dwellings

Table 3.5

Locality	Category	Existing and projected dwellings				
		2006	2011	2016	2021	2026
Harrisville	Single dwelling	138	154	178	208	236
	Multiple dwelling	4	4	4	6	10
	Other dwelling	9	10	11	11	12
	Total	151	168	193	225	258
Peak Crossing	Single dwelling	95	103	117	133	154
	Multiple dwelling	0	0	3	5	7
	Other dwelling	5	5	6	8	11
	Total	100	108	126	146	172
Total PIA	Single dwelling	233	257	295	341	390

	Multiple dwelling	4	4	7	11	17
	Other dwelling	14	15	17	19	23
	Total	251	276	319	371	430
Total outside PIA	Single dwelling	226	246	275	308	336
	Multiple dwelling	0	0	0	0	0
	Other dwelling	0	0	0	0	0
	Total	226	246	275	308	336
Total planning scheme area	Single dwelling	459	503	570	649	726
	Multiple dwelling	4	4	7	11	17
	Other dwelling	14	15	17	19	23
	Total	477	522	594	679	766

3.10 Existing and projected employment

Table 3.6

Locality	Category	Existing and projected employees				
		2006	2011	2016	2021	2026
Harrisville	Commercial office	34	40	45	51	59
	Commercial retail	30	33	38	43	49
	Community	28	32	36	42	49
	Industry	24	26	30	34	39
	Other	0	0	0	0	0
	Total	116	131	149	170	196
Peak Crossing	Commercial office	20	22	25	28	32
	Commercial retail	17	18	21	23	27
	Community	15	16	21	22	26
	Industry	13	15	16	18	21
	Other	0	0	0	0	0
	Total	65	71	83	91	106
Total PIA	Commercial office	54	62	70	79	91
	Commercial retail	47	51	59	66	76
	Community	43	48	57	64	75
	Industry	37	41	46	52	60
	Other	0	0	0	0	0
	Total	181	202	232	261	302
Total outside PIA	Commercial office	20	21	23	26	28
	Commercial retail	32	35	38	42	46
	Community	12	13	15	16	18
	Industry	27	29	32	35	39
	Other	147	160	175	192	210
	Total	238	258	283	311	341
Total planning scheme area	Commercial office	74	83	93	105	119
	Commercial retail	79	86	97	108	122
	Community	55	61	72	80	93
	Industry	64	70	78	87	99
	Other	147	160	175	192	210
	Total	419	460	515	572	643

3.11 Existing and projected non-residential floorspace

Table 3.7

Locality	Category	Existing and projected non-residential floor space (m²)				
		2006	2011	2016	2021	2026
Harrisville	Commercial office	680	800	900	1,020	1,180
	Commercial retail	750	825	950	1,075	1,225
	Community	1,820	2,080	2,340	2,730	3,185
	Industry	2,640	2,860	3,300	3,740	4,290
	Other	0	0	0	0	0
	Total	5,890	6,565	7,490	8,565	9,880
Peak Crossing	Commercial office	400	440	500	560	640
	Commercial retail	425	450	525	575	675
	Community	975	1,040	1,365	1,430	1,690
	Industry	1,430	1,650	1,760	1,980	2,310
	Other	0	0	0	0	0
	Total	3,230	3,580	4,150	4,545	5,315
Total PIA	Commercial office	1,080	1,240	1,400	1,580	1,820
	Commercial retail	1,175	1,275	1,475	1,650	1,900
	Community	2,795	3,120	3,705	4,160	4,875
	Industry	4,070	4,510	5,060	5,720	6,600
	Other	0	0	0	0	0
	Total	9,120	10,145	11,640	13,110	15,195
Total outside PIA	Commercial office	400	420	460	520	560
	Commercial retail	800	875	950	1,050	1,150
	Community	780	845	975	1,040	1,170
	Industry	2,970	3,190	3,520	3,850	4,290
	Other	-	-	-	-	-
	Total	4,950	5,330	5,905	6,460	7,170
Total planning scheme area	Commercial office	1,480	1,660	1,860	2,100	2,380
	Commercial retail	1,975	2,150	2,425	2,700	3,050
	Community	3,575	3,965	4,680	5,200	6,045
	Industry	7,040	7,700	8,580	9,570	10,890
	Other	-	-	-	-	-
	Total	14,070	15,475	17,545	19,570	22,365

3.12 Existing and projected demand

The demand units planned for residential and non-residential premises are expressed as units per town within the PIA. For residential premises this is determined by the amount of persons per household and for non-residential this is determined by the amount of employees per m².

The existing and projected demand for the development of premises on the 5 infrastructure networks is stated in tables 3.8 - 3.11.

3.13 Water Network Demand

Table 3.8

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Harrisville/Peak	1,046	1,107	1,200	1,618

Crossing				
Total PIA	1,046	1,107	1,200	1,618
Total outside PIA	0	0	0	0
Total planning scheme area	1,046	1,107	1,200	1,618

3.14 Transport Network Demand

Table 3.9

Locality	Total vehicle trip ends 2031		Growth
	2006	2031	per annum
Total planning scheme area	1,327	2,179	34

3.15 Urban Open Space Network Demand

Table 3.10

Locality	Planning Horizon (EP)			
	2011	2016	2021	2026
Harrisville	459	521	597	682
Peak Crossing	302	338	380	444
Total PIA	761	859	977	1,126
Total outside PIA	371	407	447	488
Total planning scheme area	1,132	1,266	1,424	1,614

3.16 Stormwater Network Demand

Table 3.11

Locality	Planning Horizon (impervious m²)			
	2011	2016	2021	2026
Harrisville	106,371	122,277	142,466	163,105
Peak Crossing	67,337	78,429	90,258	106,380
Total PIA	173,708	200,706	232,724	269,485

4. Priority Infrastructure Area

4.1 Purpose

The priority infrastructure area (PIA) identifies the area the local government gives priority to provide trunk infrastructure for urban development up to 2026.

4.2 Determination of the priority infrastructure area

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

4.3 Priority infrastructure area map
The PIA is shown in appendix 1, priority infrastructure area.

5. Desired Standards of Service

5.1 Purpose
The desired standard of service for a trunk infrastructure network is the standard of performance stated in the extrinsic material. The key standards of service for each network are stated in this section.

5.2 Water supply network
The desired standard of service for the water supply network is as follows:

a) ensure drinking standards complies with the national health and medical research Council Australian Drinking Water Guidelines for colour, turbidity and microbiology;

b) collect, store, treat and convey potable water from a source to a consumer in accordance with the Water Act 2000 and the Water Supply (Safety and Reliability) Act 2008;

c) minimise non-revenue water loss;

d) design the water supply network in accordance with the following:

(i) all water supply shall be designed in accordance with the latest distributor-retailer (Queensland Urban Utilities) standards;
(ii) an average day consumption is 230/EP/day;
(iii) a minimum and maximum supply pressure of 210 kPa and 1CPA kPa at each property boundary; or
(iv) fire flow for residential of 15 l/s for industrial and commercial development of 30 1/s p/secs.

e) design a recycled water system to meet the Water Supply (Safety and Reliability)Act 2008.

5.3 Stormwater network
The primary aim of an urban stormwater management system is to ensure stormwater generated from developed catchments causes minimal nuisance, danger and damage to people, property and the environment.

(1) Drainage and flood management
The Desired Standards of Service are:

(a) Collect and convey stormwater volumes for both major (100 year) and minor (10 year) flood events from existing and future land use in a manner that protects life and does not cause nuisance or inundation of habitable rooms.

(b) Design the stormwater network to comply with Council's adopted standards identified in the planning scheme, which generally accord with the Queensland Urban Drainage Manual.

(c) Design road crossing structures to provide an appropriate level of flood immunity for a minimum 50 year flood event and provide a level of immunity for local stormwater drainage systems for a minimum 10 year flood event.

(2) Water quality management

The Desired Standards of Service are:

(a) Environmental Values for water are the qualities of water that make it suitable for supporting aquatic ecosystems and human water uses. These EVs need to be protected from the effects of pollution, waste discharges and deposits to ensure healthy aquatic ecosystems and waterways that are safe for community use (EPA 2007).

The environmental values of receiving waters within the Scenic Rim Regional Council are:

(i) Protection of aquatic ecosystems
(ii) Suitability for human consumer
(iii) Suitability for secondary contact recreation (eg boating)
(iv) Suitability for visual (no contact) recreation
(v) Protection of cultural and spiritual values, including Traditional
(vi) Owner values of water
(vii) Suitability for stock watering

(b) For the Environmental Values identified within the Scenic Rim LGA, Water Quality Objectives (WQOs) have been determined by the EPA. The proposed design objectives for management of stormwater quality are outlined in table 5.1 below.

Summary of design objectives for management of stormwater quality, operational (post construction) phase of development.

Table 5.1

Region	**Minimum reductions in the mean annual loads from unmitigated development (%)**			
South East Queensland	Suspended Solids (TSS)	Total Phosphorous (TP)	Total Nitrogen (TN)	Gross Pollutants > 5 mm
	80	60	45	90

The above objectives are based on the South East Queensland Regional Plan 2009-2031 Implementation Guideline No. 7 WSUD.

5.4 Transport network

The desired standard of service for the local road network is as follows:

a) Provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.

b) Design the road network to comply with the following levels of service:

For roads and intersections the levels of service are categorised into 6 levels, from A to F, with level A best and level F the worst traffic conditions. The desired level of service is D and in some circumstances E.

Levels of Service definition for road links

Table 5.2

Level of Service	**Description**
A (max V/C 33%)	Condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
B	Zone of stable flow and drivers still have reasonable freedom to select their

(max V/C 50%)	desired speed and to manoeuvre within the traffic stream although the level of comfort and convenience is a little less than with level of service A.
C (max V/C 65%)	Also in the zone of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The level of comfort and convenience declines noticeably at this level.
D (max V/C 80%)	Close to the limit of stable flow and is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
E (max V/C 100%)	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
F (max V/C > 100%)	The zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs and queuing and delays result.

Source: Austroads (1999)

Levels of service definitions for intersections

Table 5.3

Level of Service	**Control delay per vehicle (d), including geometric delay [seconds]**	
	Signals and roundabouts	**Stop signs and give-way (yield) signs**
A	d ≤ 10	d ≥ 5
B	10 < d ≤ 20	5 < d ≤ 10
C	20 < d ≤ 30	10 < d ≤ 20
D	30 < d ≤ 40	20 < d ≤ 30
E	40 < d ≤ 60	30 < d ≤ 45
F	60 < d	45 < d

Source: Highway Capacity Manual (2000)

The desired standard of service for the pathway network is to provide bike paths and footpaths with a safe and convenient network that encourages walking and cycling as acceptable alternative modes.

The key planning principles underpinning strategic bicycle and pedestrian planning relate to accessibility to key destinations/attractors, aesthetics and amenity of facilities, and the ability to use them safely. These key principles are:

a) Connectivity – defined as the directness of links and the density of connections in path or road network. The better the connectivity between origins and destinations, the better the accessibility (that is the ability to reach desired goods, services and activities).

b) Amenity – refers to the attractive and fit-for-purpose design of footpaths, bike paths and bike lanes to encourage their use. It also includes the provision of appropriate signage, trip end facilities and traffic management features for an appropriate speed environment.

c) Safety – refers to visibility, clearance from obstacles and security (such as lighting, surveillance) of trip end facilities, paths and lanes. Includes education of cyclists on the use of suitable equipment.

d) Generally, for trips of less than two kilometres walking is a viable mode of transport and for trips of up to 5km cycling is a viable alternative to the car. However, a range of factors determine this choice such as trip purpose, the level of fitness and age of the person undertaking the trip, weather, safety, and availability and physical condition of the pedestrian and cycle infrastructure.

e) Typically, there are six groups of pedestrians and cyclists:
   (i) School children;
   (ii) Parents with prams;
   (iii) Disabled and elderly;
   (iv) Recreational and tourist walkers and cyclists;
   (v) Commuter and utility walkers and cyclists; and
   (vi) Sports cyclists

(f) Each of these groups has different fitness and skill levels, and road safety awareness which require different facility standards. The desired standards of service for walking and cycling are outlined in the following tables.

Desired standards of service for pedestrians
Table 5.4

Facility	Major collector	Sub-arterial	Arterial	Highway
Footpath on one or both sides of the street	√	Unsuitable	Unsuitable	Unsuitable
Footpath on both sides of the street	√*	√	√	Unsuitable
Controlled crossing	√	Unsuitable	Unsuitable	Unsuitable
Traffic signals	√*	√	√	√
Grade separated crossing	n/a	n/a	√	√

* For routes with inexperienced cyclists and children, and near schools, shops and recreational facilities.
√ required to achieve desired standard

Desired standards of service for cycling
Table 5.5

Facility	Major collector	Sub-arterial / distributor	Arterial	Highway
Shared on-road or wide shoulder	Unsuitable	Unsuitable	Unsuitable	Unsuitable
Shared footpath	√	√	√	Unsuitable
Dedicated on-road cycle lane	√√	Unsuitable	Unsuitable	Unsuitable
Off-road cycle path	√*	√*	√√	Unsuitable
Controlled crossing	√*	Unsuitable	Unsuitable	Unsuitable

Traffic signals	√*	√	√	√
Grade separated crossing	n/a	n/a	√	√

* For routes with inexperienced cyclists and children, and near schools, shops and recreational facilities.
√ Facility is suitable but not essential for cycle use.
√√Facility is required for cycle use

The desired standard of service for the public transport network is as follows:

a) New urban development is designed to achieve safe and convenient walking distance to existing or potential bus stops, or existing or proposed demand responsive public transport routes.

b) More than 90% of residents in urban areas have access to public transport within 800m.

5.5 Community purpose network

The desired standard of service for urban open space is as follows:

a) A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.

b) Public parks will be located to ensure adequate pedestrian, cycle and vehicle access

c) Public parks will be provided to a standard that supports a diverse range of recreational, sporting and health-promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope and has an acceptable level of flood immunity.

d) Public parks contain a range of embellishments to complement the type and purpose of the park.

e) Maximise opportunities to collocate recreational parks in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.

Recommended levels of provision of land for recreation, sport and linear parks
Table 5.6

Predominant Land Use	Recreation Parks[16]	Sports Parks [17]	Linear Parks[18]	Total*
Town Residential[19]	1.6 ha / 1000	1.5 ha / 1000	1.5 ha / 1000	4.6 ha / 1000
Medium Density / Apartments[20]	1.6 ha / 1000	1.5 ha / 1000	1.5 ha / 1000	4.6 ha / 1000
Business Centres & Industrial Areas[21]	0.25 ha / 1000	Nil	0.5 ha /1000	0.75 ha / 1000
Rural & Park Residential[22]	0.25 ha / 1000	2 ha / 1000	Nil	2.25 ha / 1000
Note: It is assumed that 0.2 ha /1000 will be required for the provision of community facilities. Thus the total amount of land required will be 4.8 ha / 1000, the maximum permitted by DIP.				

Recommended distribution of parks depending on the predominant land use
Table 5.7

Park Hierarchy	Typical Population Served	Predominant Land Use	
		Town/Residential/ Medium Density/Industrial	Rural/Rural Settlement
Regional	150,000+	Usually within 50km	Usually within 50km
Council-wide	50,000+	Usually within 15km	Usually within 30km
District	5,000-15,000+	Usually within 5km	Usually within 15km
Local	500-2,500+	Usually within 0.5km	NA

Suggested size of sport and recreation parks
Table 5.8

16 “Recreation Parks” refers to public open space areas that are used for social, cultural and informal recreational activities that people undertake in their leisure time.

17 “Sport Parks” refers to public open space areas that are used predominantly for competitive, organised activities that people undertake in their leisure time.

18 “Linear Parks” are public open space areas that provide linkage between features for pedestrians, cyclists and in some cases horses.

19 “Town Residential” refers to those localities with a concentration of residential lots with housing densities of 5 or more dwellings per ha.

20 “Medium Density / Apartments” refers to those localities with a concentration of buildings containing multiple dwellings of 4 or more stories high and densities of 15+ dwellings per ha.

21 “Business Centres & Industrial ” refers to those localities with a concentration of commercial and/or industrial buildings or uses catering for more than 1000 workers

22 “Rural & Park Residential” refers to those lands outside a city or town where population densities are often much lower than 5 dwellings per ha. Usually the allocation for parkland is added to the open space provision in the nearest town / village, so it has capacity to cater for the population it actually services.

* The figures in the table 4.7 are recommended as the benchmarks for measuring the adequacy of provision of recreation and sport parkland to cater for average requirements for communities, visitors or employees, depending on the predominant land use. These figures do not include any allowance for the provision of land for environmental, conservation or waterway related purposes because such lands are managed for a specific purpose and limit the types of public activity that are permitted.

Park type	Desired park areas		
	Local	District-wide	Council-wide
Recreation parks	0.5-1.0ha	5-10ha	10-40+ha
Sports parks	NA	5-10ha	10-20+ha
Linear parks	Minimum 15 m preferable, may be narrower when associated with a waterway or environmental corridor.		

Typical embellishments for the urban open space network
Table 5.9

Embellishment type	Recreation Park		Sports Park	Linear park
	Local	District	District	
Roads (internal)	x	√	√	x
Parking	x	√	√	x
Fencing/bollards	√	√	√	√
Tracks (unformed)	x	x	x	√
Paths (formed)	x	√	x	√
Landscape rehabilitation	√	√	√	x
Landscape enhancement	x	x	x	√
Lighting	x	√	√	√
Toilets	x	√	√	x
Seating	√	√	√	√
Shelter/shade structure	√	√	√	√
Play facilities	√	√	√	x
Tap/bubbler	√	√	√	√
BBQ facilities	x	√	x	x
Rubbish Bins	x	√	√	√
Boat/canoe launching	x	√	x	x
Change rooms	x	x	√	x
Sporting fields	x	x	√	x
Irrigation	x	x	x	x
Fitness Equipment	x	√	x	√
Skate bowl	x	√	x	x
Basketball Court	x	√	√	x
Tennis Court	x	x	√	x
Information (signage)	√	√	√	√

Provide an accessible and affordable network of community facilities that:

(a) meets the needs of current and future residents and visitors;

(b) supports a range of community services commensurate with the size and density of each facilities catchment;

(c) is distributed to maximise opportunities for the most effective and efficient delivery of services.

Rate of Land Provision

Table 5.10

Infrastructure type	Rate of Provision (1 x per population) – Community Facilities					
	Local		District		Regional	
	Min	Max	Min	Max	Min	Max
Multi-purpose Hall/Community Centre	6,000	10,000				
Public Pool	6,000	10,000				
Information Centre	10,000	20,000				
Branch Library			15,000	30,000		
Youth Facility			15,000	30,000		
Multi-purpose community centre/Neighbourhood Centre			20,000	30,000		
Performing Arts/Exhibition/Convention Centre					50,000	120,000
Art Gallery					30,000	150,000
Central Library					30,000	150,000
Museum					30,000	120,000
Civic Centre					30,000	120,000
Cemetery					50,000	200,000

Size of Community Land

Table 5.11

Infrastructure type	Minimum Size (m²) – Community Facilities					
	Local		District		Shire/Regional	
	Land Area	GFA	Land Area	GFA	Land Area	GFA
Community Centre/Multi-purpose Hall	5,000m²	600-800m²				
Information Centre	Co-location with other uses (office space/ shop front etc); or minimum lot size as per the planning scheme	100m²				
Public Pool	5,000m²	25m pool				
Youth Centre	Requirements vary significantly in size from facility to facility. A minimum floor area of 600-1,000 m² should be considered for a district level facility. The site may be large enough to contain recreational uses (5,000-10,000 m²) or adjoin open space. Local facilities can be as small as a house (e.g. 200 m² on a small site). Office space or shop fronts are other models.					
Cemetery	as required by facility capacity					
Library			For a branch Library, the minimum amount of public floor space provided			

		should be 150 m², with requirements between 37 and 43 m² per 1,000 population.			
Multi-purpose community centre		10,000m²	1,000m²		
Indoor Leisure Centre		2,000 – 5,000m²	1,000 – 2,000m²		
Performing Arts Space	Guidance should be sought from Arts Queensland on requirements for arts and cultural facilities. Minimum site area requirements may be around 3,000m² but will depend on the type of facility and its' capacity for performances.				
Art Gallery	As opportunity arises				
Central Library*				Between 37 m² and 49 m² per 1,000 population, with higher floor space to people ratios for smaller populations. Additional to this are areas for staff training, and meeting rooms. Area requirements for processing and storage of items required for additional sites include 50m² per mobile library (does not include housing and parking requirements of the vehicle)	
Civic/Cultural Centre				15,000 m²	2,000-5,000 m²

* State Library Building Standards of QUEENSLAND provide detailed floor space requirements, and must be observed to attract capital subsidy for facilities.

6. Schedule of works

6.1 Purpose

The schedule of works identifies the proposed trunk infrastructure network upgrades to service the assumed development at the desired standards of service stated in the PIP.

The included schedule of works for future infrastructure identify the estimated establishment cost of each asset, the planned date of completion and are cross referenced and identified in the plans for trunk infrastructure.

The schedule of works for trunk infrastructure is identified in tables 6.1 – 6.4.

6.2 Water Network

Table 6.1 identifies the future water trunk infrastructure upgrades to service assumed growth.

Table 6.1

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
P93470	1.2	Pipe	2016	$634,473
U4180	1.2	Pump Station	2026	$333,826
P109040	1.2	Pipe	2026	$322,826
P109050	1.1	Pipe	2026	$421,498
P109060	1.1	Pipe	2026	$159,546
P109070	1.1	Pipe	2026	$357,442
P109080	1.1	Pipe	2026	$301,816
P109090	1.1	Pipe	2026	$499,579
P108720	1.2	Pipe	2026	$795,065

6.3 Transport Network

Table 6.2 identifies the future transport trunk infrastructure upgrades to service assumed growth.

State roads were included in all transport modelling which resulted in the following schedule however any intended upgrades to State roads will only be disclosed as part of the State Governments infrastructure strategy.

Table 6.2
Future Local Government Trunk Road Upgrades

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Road	Chainage				
Kalbar-Peak Crossing Road	14700-16040	2.0	Realignment/ upgrade	2011	$1,000,000
Mutdapilly-Churchbank Weir Road	75-1060	2.0	Realignment/ upgrade	2015	$250,000
Mutdapilly-Churchbank Weir Road	75-1060	2.0	Realignment/ upgrade	2016	$500,000
Peak Crossing-Churchbank Weir Road	1200-4890	2.0	Realignment/ upgrade	2022	$2,500,000
Mutdapilly-Churchbank Weir Road	75-4300	2.0	Realignment/ upgrade	2023	$2,500,000

Table 6.3 identifies the future trunk footpath infrastructure upgrades to service assumed growth.

Table 6.3
Future Local Government Trunk Footpath Upgrades

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Hall Street	N/A	Footpath	2014	$100,000

6.4 Urban Open Space Network

Table 6.4 identifies the future Urban Open Space trunk infrastructure upgrades to service assumed growth.

Table 6.4

Identification		Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2012	$8,000
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2013	$50,000
Harrisville Memorial Park	H101	3.1	Embellishment	2013	$15,000
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2014	$12,000
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2016	$12,000
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2018	$13,000
New district sports park, Hayes Park, Harrisville	H102	3.1	Acquisition of land	2021	-

6.5 Stormwater Network

Table 6.5 identifies the future stormwater trunk infrastructure upgrades to service assumed growth.

Table 6.5

Identification	Map reference	Future trunk infrastructure	Planned date of completion	Establishment cost
Mutdapilly-Churchbank Weir Rd	N/A	Culvert augmentation	2012	$120,000
Mutdapilly-Churchbank Weir Rd	N/A	Culvert augmentation	2013	$120,000

7 Plans for trunk infrastructure

7.1 Purpose

The plans for trunk infrastructure identify the existing trunk infrastructure and the future trunk infrastructure intended to service the assumed development at the desired standards of service.

The plans for trunk infrastructure are shown in Appendix 2, plans for trunk infrastructure.

7.2 Trunk infrastructure network system and items

Table 7.1 broadly outlines the trunk infrastructure networks, systems and items covered by the PIP.

Table 7.1

Trunk infrastructure network	Typical Item	List of Trunk Infrastructure
Transport network	Major roads being either a trunk collector or having some regional significance and provided by the local government. Within a road, land and work for an associated intersection, traffic lights, lighting, bridges, culverts, kerb and channel local road drainage, swales, pedestrian pathways and cycleways but excluding services for other infrastructure providers.	Kalbar-Peak Crossing Road Middle Road Mutdapilly-Churchbank Weir Road Peak Crossing-Churchbank Weir Road
Urban Open Space network	Land, work and standard embellishments for informal recreation and sport.	Goodman Park, Peak Crossing Harrisville Memorial Park Lions Rotary Park, Harrisville Peak Mountain View Park, Peak Crossing
Stormwater	Natural waterways Overland flow paths and channels (natural and constructed). Piped drainage, manholes, inlets and outlets when inside the priority infrastructure area. Culverts when on the trunk road network. Wetland. Riparian corridor.	

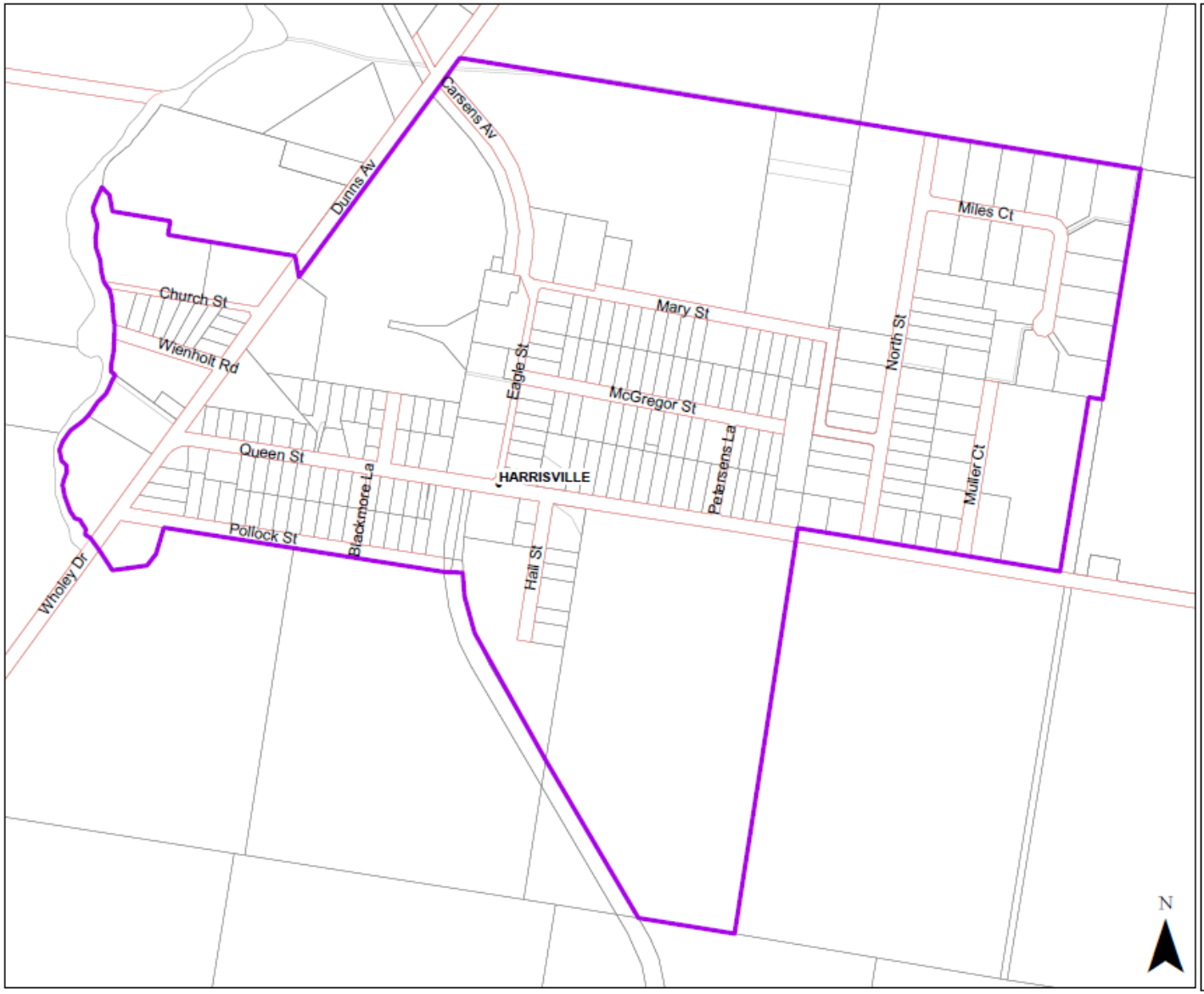
	Bank stabilisation, erosion protection and revegetation. Detention and retention facility.	
Water supply network	Non-Drinking Water Treatment Plant. Reservoir and storage facility. Pump station. Rechlorination facility. Distribution main with a nominal diameter of 200 mm or greater. Associated monitoring system. Fire hydrants and other fittings on trunk mains. Pressure reducing valves and pressure gauges	

Appendix 1 Priority infrastructure area

Appendix 2 Plans for trunk infrastructure maps

Appendix 3 Extrinsic material

Appendix 1 Priority infrastructure area maps



Ipswich Planning Scheme Priority Infrastructure Plan

DRAFT

Priority Infrastructure Area

Harrisville

Legend

Priority Infrastructure Area Boundary

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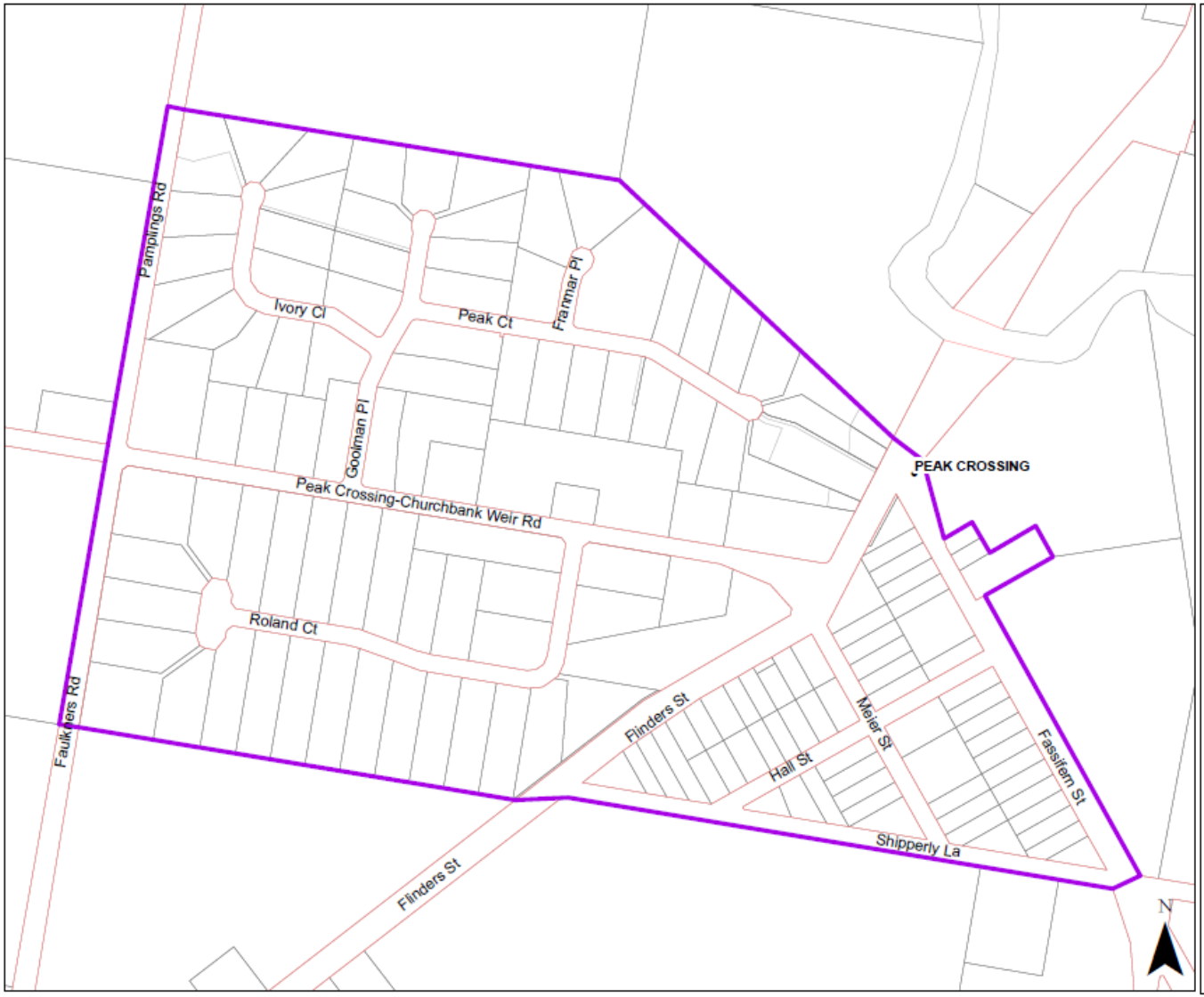
Publication date: November 2011

SCENIC RIM Regional Council



Ipswich Planning Scheme Priority Infrastructure Plan

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Priority Infrastructure Area

Peak Crossing

Legend

Priority Infrastructure Area Boundary

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Publication date: November 2011

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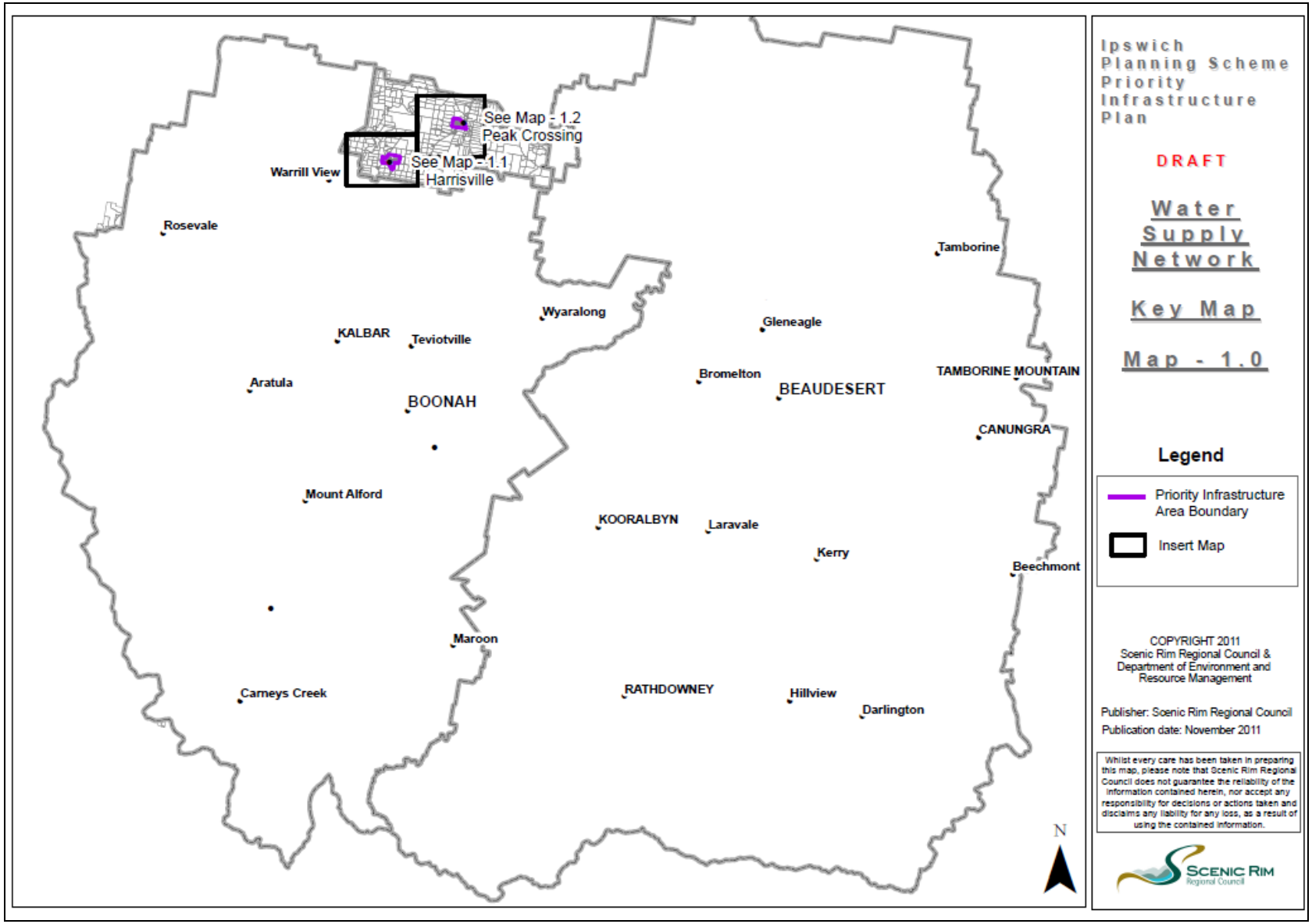
Appendix 2 Plans for trunk infrastructure maps


See Map - 1.2
Peak Crossing
See Map - 1.1
Harrisville
Warrill View
Rosevale
Tamborine
Wyaralong
Gleneagle
KALBAR
Teviotville
Aratula
Bromelton
BEAUDESERT
TAMBORINE MOUNTAIN
BOONAH
CANUNGRA
Mount Alford
KOORALBYN
Laravale
Kerry
Beechmont
Maroon
Carneys Creek
RATHDOWNEY
Hillview
Darlington
N
Ipswich Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Key Map
Map - 1.0
Legend
Priority Infrastructure Area Boundary
Insert Map
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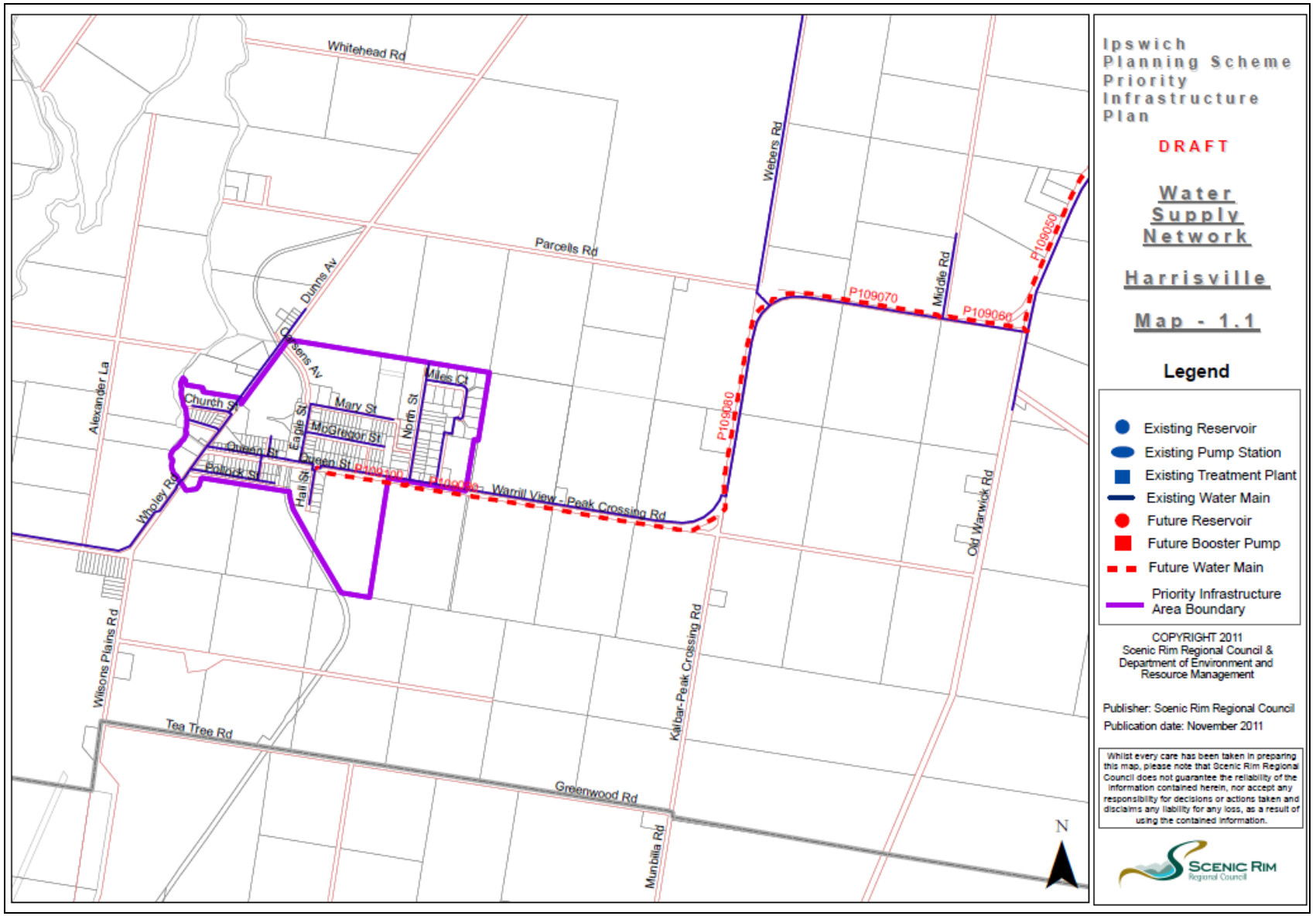
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Parcells Rd
Webers Rd
Middle Rd
Dunns Av
Owens Av
Alexander La
Church St
Mary St
McGregor St
Queen St
Pollard St
Eagle St
Hall St
Norm St
Miles Ct
Wholey Rd
Warrill View - Peak Crossing Rd
P109070
P109060
P109050
P109080
P109090
P109100
Old Warwick Rd
Kalbar-Peak Crossing Rd
Wilsons Plains Rd
Tea Tree Rd
Greenwood Rd
Munbilla Rd
N
Ipswich Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Harrisville
Map - 1.1
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
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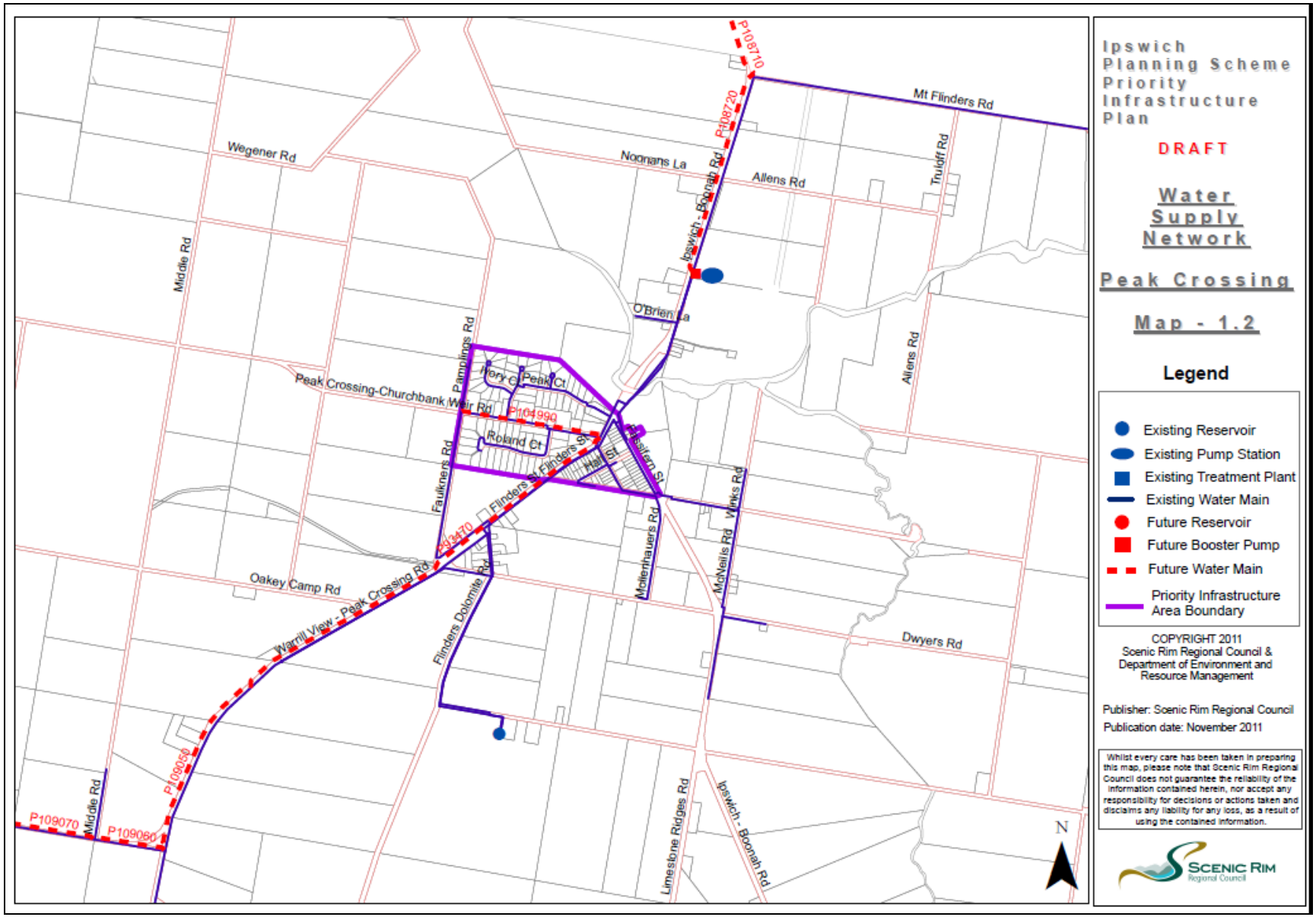

Ipswich Planning Scheme Priority Infrastructure Plan

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Water Supply Network

Peak Crossing

Map - 1.2

Legend

- Existing Reservoir
- Existing Pump Station
- Existing Treatment Plant
- Existing Water Main
- Future Reservoir
- Future Booster Pump
- Future Water Main
- Priority Infrastructure Area Boundary

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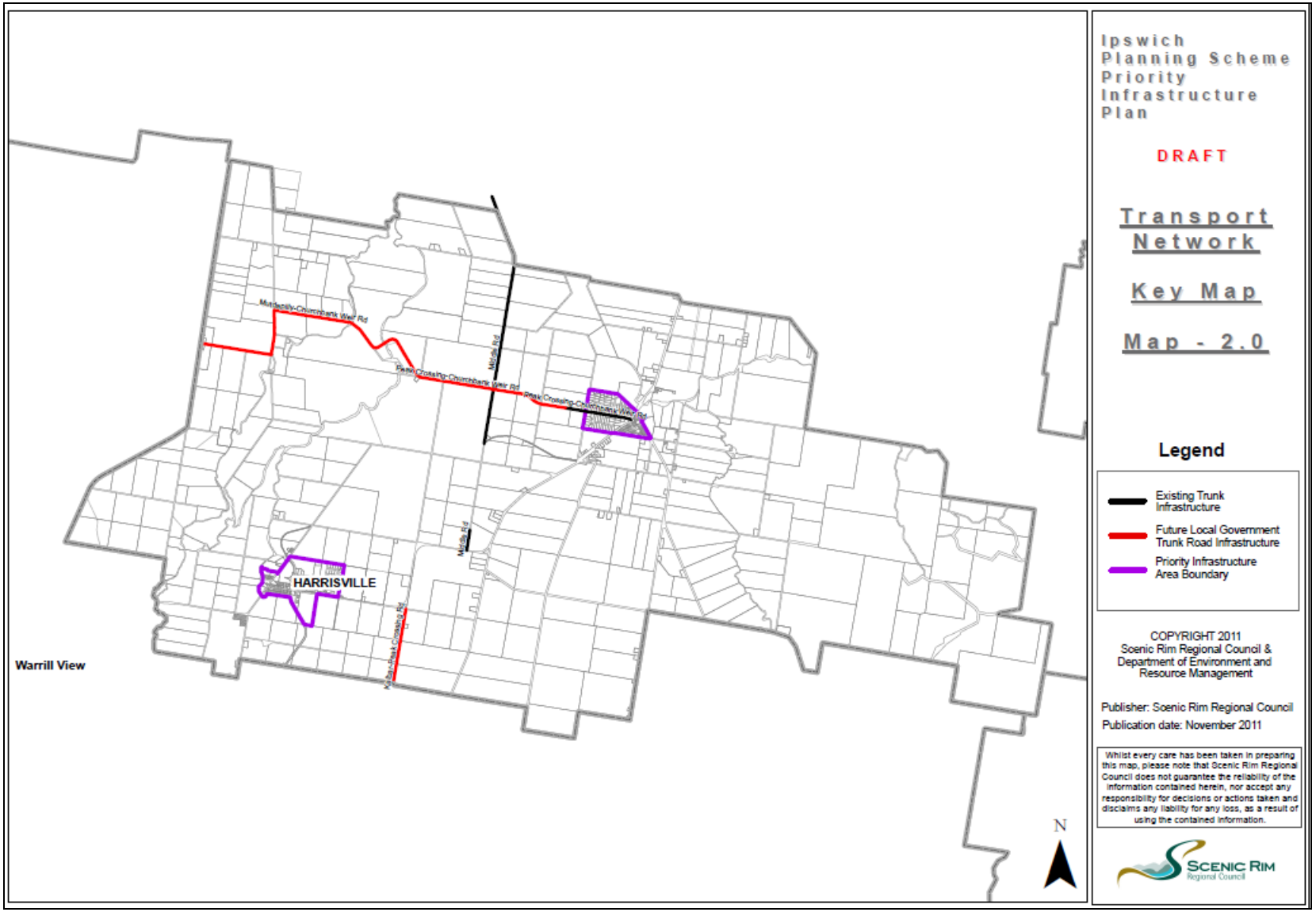
Ipswich
Planning Scheme
Priority
Infrastructure
Plan
DRAFT
Transport
Network
Key Map
Map - 2.0
Legend
Existing Trunk Infrastructure
Future Local Government Trunk Road Infrastructure
Priority Infrastructure Area Boundary
HARRISVILLE
Warrill View
Mutdapilly-Churchbank Weir Rd
Peak Crossing-Churchbank Weir Rd
Middle Rd
Peak Crossing Rd
N
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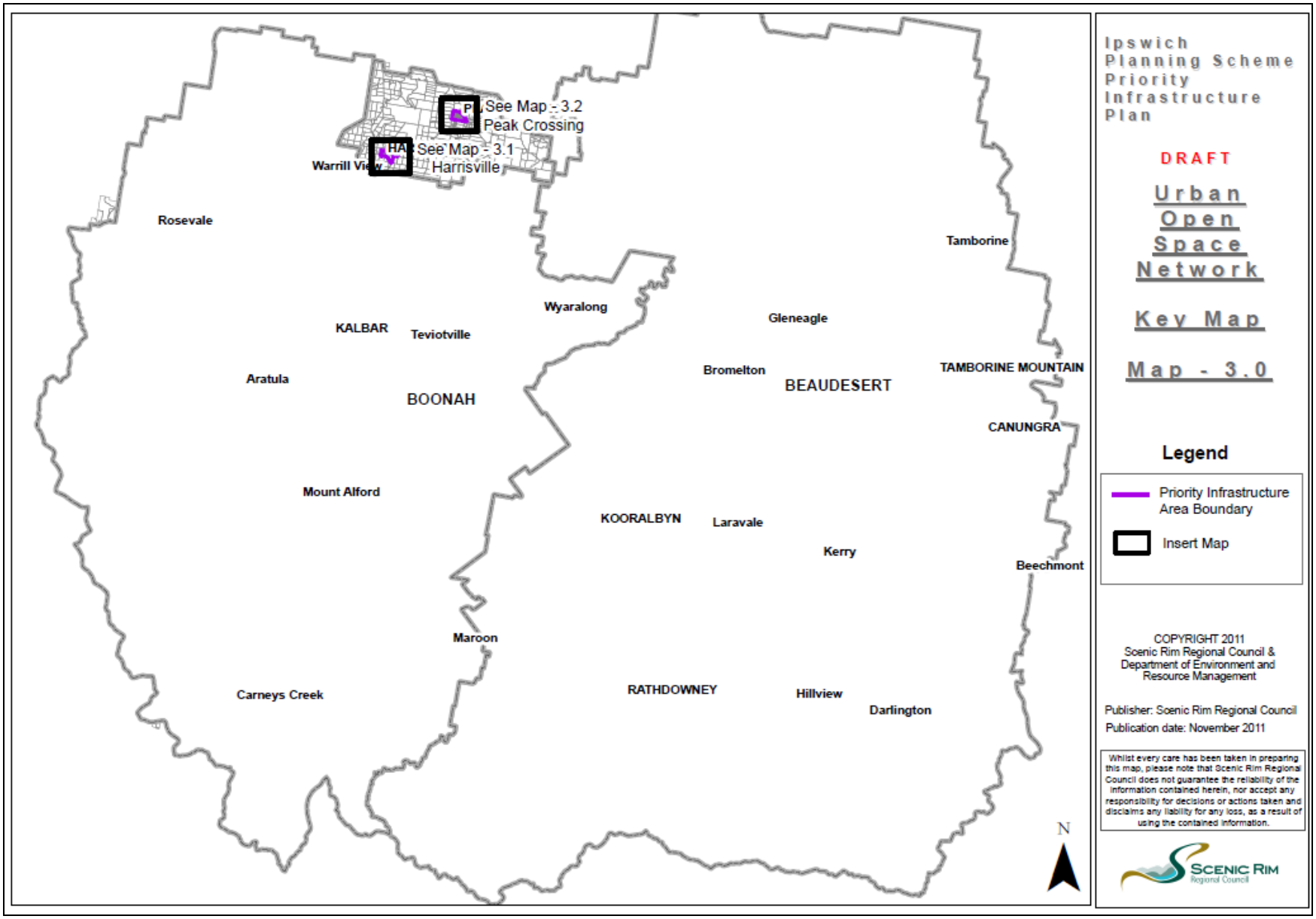
See Map - 3.2
Peak Crossing
See Map - 3.1
Harrisville
Warrill View
Rosevale
Tamborine
Wyaralong
KALBAR
Teviotville
Gleneagle
Aratula
BOONAH
Bromelton
BEAUDESERT
TAMBORINE MOUNTAIN
CANUNGRA
Mount Alford
KOORALBYN
Laravale
Kerry
Beechmont
Maroon
Carneys Creek
RATHDOWNEY
Hillview
Darlington
N
Ipswich Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Key Map
Map - 3.0
Legend
Priority Infrastructure Area Boundary
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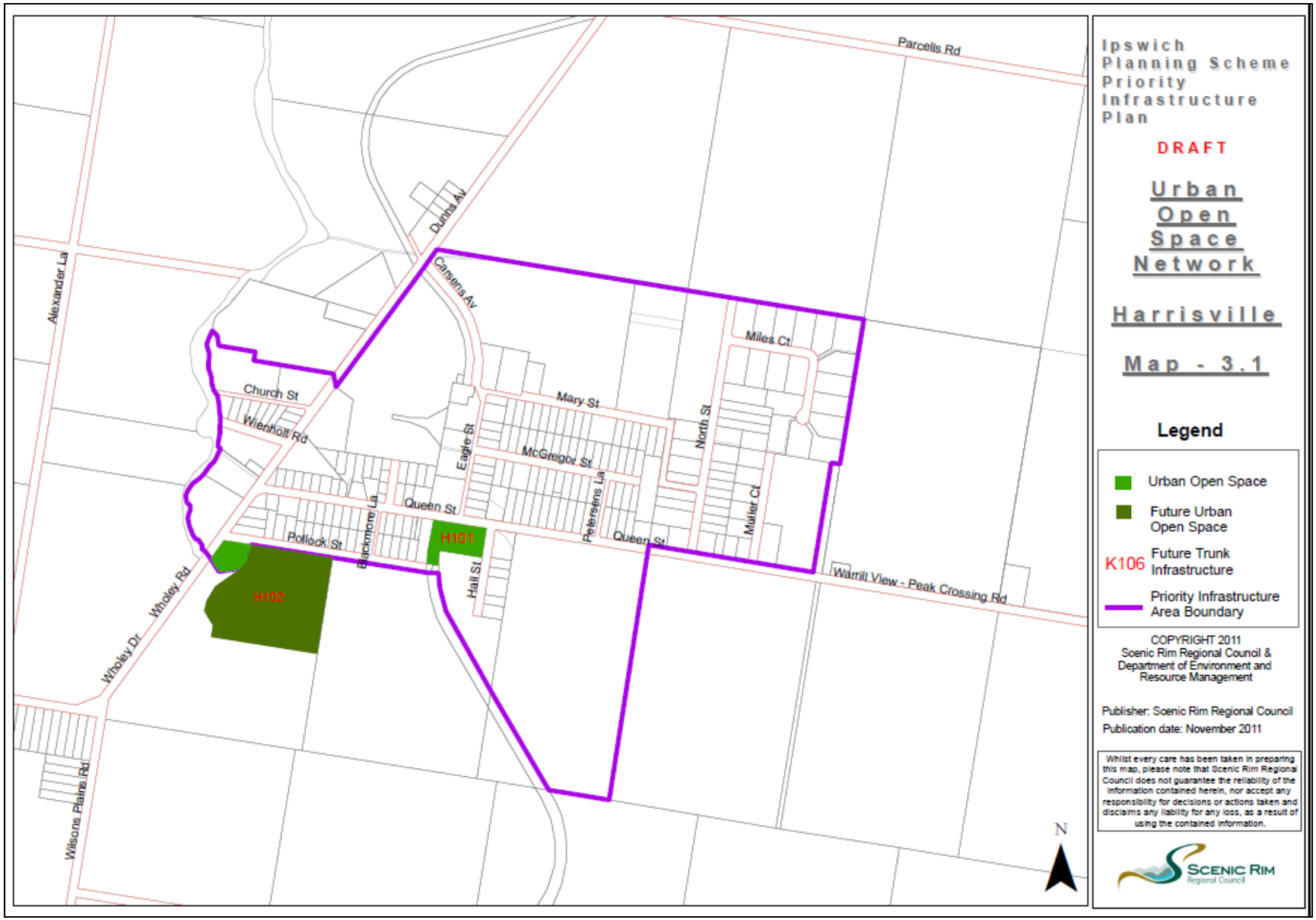
Parcells Rd
Dunns Av
Carsens Av
Alexander La
Church St
Wienholt Rd
Mary St
Miles Ct
North St
Eagle St
McGregor St
Petersens La
Queen St
Pollock St
Blackmore La
H101
H102
Hall St
Muller Ct
Warrill View - Peak Crossing Rd
Wholey Dr
Wholey Rd
Wilsons Plains Rd
N
Ipswich Planning Scheme Priority Infrastructure Plan
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Urban Open Space Network
Harrisville
Map - 3.1
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Priority Infrastructure Area Boundary
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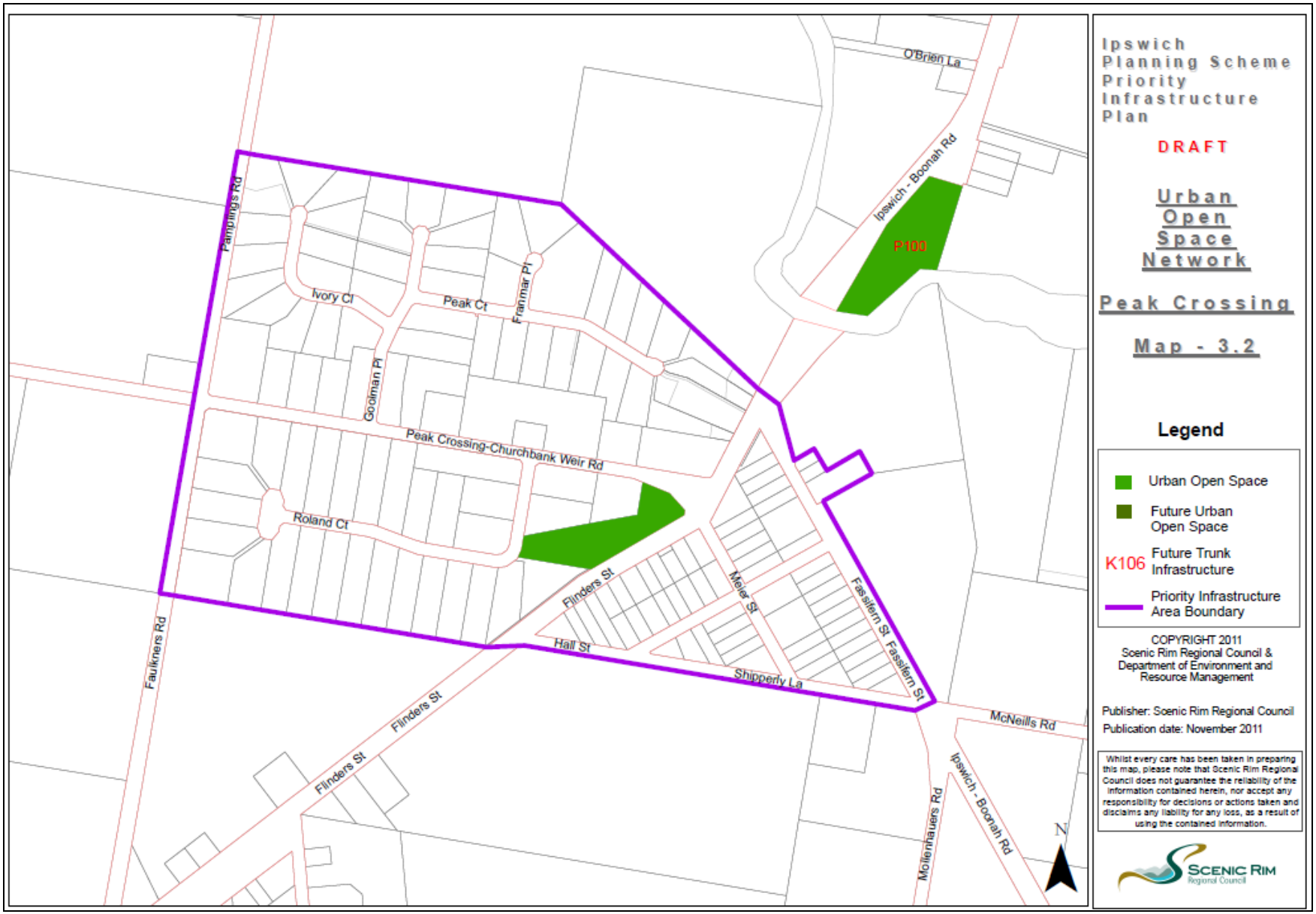

Ipswich Planning Scheme Priority Infrastructure Plan

DRAFT

Urban Open Space Network

Peak Crossing

Map - 3.2

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Priority Infrastructure Area Boundary

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Appendix 3 Extrinsic material

Appendix 3 Extrinsic Material

The documents identified in the following table assist in the interpretation of the PIP and are extrinsic material under the *Statutory Instruments Act 1992.* Copies of the documents are held at Scenic Rim Regional Council's Beaudesert office and will be made available for viewing on request.

Title	Date	Author or Organisation who prepared the document	Other relevant information
10 Year Capital Works Plans Public Conveniences – 10 year upgrade program	2011	Scenic Rim Regional Council	
Park Buildings and Furniture – 10 year upgrade program	2011	Scenic Rim Regional Council	
Playgrounds – 10 year upgrade program	2011	Scenic Rim Regional Council	
Roads – 10 year upgrade program	2011	Scenic Rim Regional Council	
Footpaths – 10 year upgrade program	2011	Scenic Rim Regional Council	
Scenic Rim Regional Council Urban Open Space – Final Draft Desired Service Standards (Final Draft Version 6a as at 07/01/2011).	2011	Prepared by John Wood of JWCS	
Queensland Urban Utilities – Water and Sewerage Master Plans for Scenic Rim Regional Council, 2011.	2011	Queensland Urban Utilities	

Part 3B: Administrative Planning Scheme Amendments to the *Ipswich Planning Scheme 2006* (as amended February 2008)

Item 17: Amendments to zones to include reference to the PIP

Summary

Amendment to zone codes to reference the PIP in relation to infrastructure standards.

Explanation

The PIP deals with standards for infrastructure. References to the PIP are therefore proposed to be included in the probable solutions of various zones that deal with infrastructure standards.

Text amendments

1. In Volume 1, Part 9, Division 4 – Township Residential Zone, 9.9 Effects of Development – General, amend (9) to include a reference to the PIP as shown below:

(9) Probable Solutions – for sub-section (8)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

2. In Volume 1, Part 9, Division 5 – Township Character Housing Zone, 9.14 Effects of Development – General, amend (7) to include a reference to the PIP as shown below:

(7) Probable Solutions – for sub-section (6)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

3. In Volume 1, Part 9, Division 7 – Stables Residential Investigation Zone, 9.24 Effects of Development – General, amend (7) to include a reference to the PIP as shown below:

(7) Probable Solutions – for sub-section (9)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

4. In Volume 1, Part 9, Division 8 – Township Business Zone, 9.29 Effects of Development – General, amend (22) to include a reference to the PIP as shown below:

(22) Probable Solutions – for sub-section (21)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

5. In Volume 1, Part 9, Division 9 – Showgrounds, Sport, Recreation, Service Trades and Trotting Zone, 9.33 Effects of Development – General, amend (7) to include a reference to the PIP as shown below:

(7) Probable Solutions – for sub-section (6)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

6. In Volume 1, Part 9, Division 10 – Special Uses Zone, 9.37 Effects of Development - General, amend (5) to include a reference to the PIP as shown below:

(5) Probable Solutions – for sub-section (4)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

7. In Volume 1, Part 10, Division 4 – Rural A (Agricultural) Zone, 10.9 Effects of Development - General, amend (4) as shown below:

(4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

8. In Volume 1, Part 10, Division 4 – Rural B (Pastoral) Zone, 10.13 Effects of Development within Sub Areas, amend (4) as shown below:

(4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

9. In Volume 1, Part 10, Division 4 – Rural C (Rural Living) Zone, 10.18 Effects of Development within Sub Areas, amend (4) as shown below:

(4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

10. In Volume 1, Part 10, Division 7 – Rural D (Conservation) Zone, 10.22 Effects of Development - General, amend (4) as shown below:

(4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

11. In Volume 1, Part 10, Division 8 – Rural E (Special Land Management) Zone, 10.26 Effects of Development - General, amend (4) as shown below:

(4) Probable Solutions – for sub-section (3)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

12. In Volume 1, Part 10, Division 9 – Special Uses Zone, 10.30 Effects of Development - General, amend (5) as shown below:

(5) Probable Solutions – for sub-section (4)

Infrastructure is provided to the standards stated in Planning Scheme Policy 3—General Works and Schedule 11 – Priority Infrastructure Plan.

Map amendments

Not applicable.

Item 18: Removal of reference to Planning Scheme Policy 5 in the Showgrounds, Sport, Recreation, Service Trades and Trotting Zone

Summary

Remove reference to Planning Scheme Policy 5 in the Showgrounds, Sport, Recreation, Service Trades and Trotting Zone.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges). As a result, Planning Scheme Policy 5 – Infrastructure, becomes redundant. Any references to the policy are therefore proposed to be deleted.

Text amendments

In Volume 1, Part 9, Division 9 – Showgrounds, Sport, Recreation, Service Trades and Trotting Zone, Table 9.11, and the assessment category for 'Service Trades Use' as shown below:

Column 1 Defined use or use class[60]	Column 2 Assessment category[61]	Column 3 Relevant assessment criteria[62]—applicable code if development is self-assessable or requires code assessment
Service Trades Use	Exempt, if— (a) located within an existing building approved or lawfully used for a service trades or business use; and (b) operating between the hours of 6.00 a.m. and 10.00 p.m.; and (c) the requisite number of parking spaces are provided for the use in accordance with Table 12.9.1 of the Parking Code (Part 12, division 9); and ~~(d) infrastructure contributions have been paid or unused infrastructure credits (including deemed credits) apply at an equivalent rate for the proposed use in accordance with the provisions of Planning Scheme Policy 5—Infrastructure.~~ Code Assessable otherwise.	Township Areas Code (Part 9)—particularly the specific outcomes for the Showgrounds, Sport, Recreation, Service Trades and Trotting Zone (division 9) Commercial and Industrial Code (Part 12, division 7) Parking Code (Part 12, division 9)

Map amendments

Not applicable.

Item 19: Removal of Appendix H: Land Dedications for Public Parks

Summary

Removal of Appendix H: Land Dedications for Public Parks.

Explanation

All types of infrastructure contributions (including land dedications) are dealt with by the SPRP (adopted charges). Appendix H is therefore proposed to be deleted from the planning scheme.

Text amendments

In Volume 2, Part 12 Table of Contents, delete the reference to land dedications under Division 5 as shown below:

~~Appendix H: Land Dedications for Public Parks .....12-54~~

Map amendments

Not applicable.

Item 20: Amendments to Reconfiguring a Lot Code to reflect the new PIP

Summary

Amendments to the Reconfiguring a Lot Code to reference the PIP and remove redundant references to other infrastructure charging or dedication provisions.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges). Amendments to the Reconfiguring a Lot Code are therefore required to appropriately reflect the PIP and remove any redundant references to charging or the dedication of land.

Text amendments

1. In Volume 2, Part 12, Division 5, Table 12.5.1 Specific Outcomes and Probable Solutions for Minor Subdivisions, amend Specific Outcome and Probable Solution 5 as shown below:

Public Open Space **(5)** ~~Linear and Waterside Parks~~ Future parklands are provided in the general locations as outlined in ~~Map 6.2 of Planning Scheme Policy 5—Infrastructure~~. Schedule 11 Priority Infrastructure Plan.	**Public Open Space** **(5)** In those lot reconfigurations adjoining a river or creek system where it is proposed that ~~linear or waterside~~ future parkland be secured— (a) land dedications are provided (and are indicated on the Plan of Subdivision); and (b) the lot layout aligns the parkland reserve along the river or creek edge; **NOTE 8** ~~(1) Where land is dedicated which forms part of the adopted open space system, an infrastructure credit will apply as outlined Planning Scheme Policy 5—Infrastructure.~~ ~~(2) Where the value of the land to be dedicated exceeds the public parks infrastructure contribution obligation associated with the reconfiguration, the applicant is entitled to cash reimbursement of the infrastructure credit as outlined in Planning Scheme Policy 5—Infrastructure.~~ (~~3~~1) Land below the 1 in 10 Average Recurrence Interval (ARI) is considered to represent a primary drainage function and is not to be included in any public parks infrastructure credit calculations unless the land is stable, useable and free from encumbrances to provide public recreation uses. (~~4~~2) Where the proposed open space does not immediately adjoin existing open space or land in the process of being dedicated as open space it may be necessary to include in the dedication the provision of access easements (either temporary or permanent) to the proposed open space. (c) the extent of the parkland correlates with the adopted flood level or is a minimum width of 30 metres (measured from the banks of the watercourse) or as much in addition to the 30 metres to achieve at least a 10 metre width with slopes less than 1 in 20 (5%) to enable construction of a walking/bicycle path and to facilitate maintenance; (d) the land is stable and useable for recreation and pedestrian/cycle movement, within the broader functions of drainage, conservation and visual amenity; (e) the land is not constrained by encumbrances from providing public recreation uses.

2. In Volume 2, Part 12, Division 5, Table 12.5.1 Specific Outcomes and Probable Solutions for Minor Subdivisions, amend Probable Solution 6 as shown below:

Frontage Works and Utilities **(6)** The existing, dedicated street fronting or gaining access to the proposed reconfigured lot is constructed to the specifications outlined in Planning Scheme Policy 3—General Works for the type of street classification fronting the proposed lot.	**Frontage Works and Utilities** **(6)** ~~Where frontage works to an existing, dedicated street, fronting or gaining access to the proposed reconfigured lot are required, they are based on the provision of 'external works' as outlined in Planning Scheme Policy 5—Infrastructure.~~ There are no recommended probable solutions for this specific outcome as each situation requires an individual approach.

3. In Volume 2, Part 12, Division 5, Table 12.5.2 Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, delete note 8 (3) as shown below:

(6) **For major subdivisions**, the road system is located so that it provides routes which are more convenient for external traffic than the residential or commercial/industrial street network.	**(6)** The road network is generally located as outlined in Map 4 of Schedule 7. **NOTE 8** (1) Refer to Map 4 of Schedule 7 for the general location of Designated Roads (both existing and future). (2) Where a Designated Road traverses a development site, refer to the locational design requirements of Section 6 'The Road System' of Queensland Streets to ensure that the most satisfactory location is obtained in respect of both planning and engineering requirements. ~~(3) Where a developer provides land for the purpose of the road system or constructs trunk roadworks infrastructure, an infrastructure credit is to apply as outlined in Planning Scheme Policy 5—Infrastructure.~~

4. In Volume 2, Part 12, Division 5, Table 12.5.2 Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, delete note 12 (5) as shown below:

Column 1 Specific Outcomes	Column 2 Probable Solutions
NOTE 12 (1) **For major subdivisions**, incorporating multiple residential uses, the street network is to be considered under two scenarios, namely— (a) (i) Where multiple residential uses are 'dispersed' within residential areas, they are to be treated as standard residential development using a generation rate of 6.5 trips per dwelling. (ii) Preferably such uses will be located adjacent to the Road or Trunk Collector Street system (i.e. 'downstream' of the conventional residential areas). (iii) Multiple residential uses may have direct access to Trunk Collector Streets, subject to appropriate detailed design of access and sound attenuation measures. (b) Where multiple residential uses are 'concentrated' within medium/higher density localities (e.g. adjacent to major public transport facilities or a Town Centre) the specific provisions relating to multiple residential uses (i.e. Section 10 of Queensland Streets) apply. (2) **For major subdivisions**, Trunk Collectors are part of the 'Street System' and hence the swale drain option as outlined in Queensland Streets is not considered appropriate as this design standard is to be used to typify the 'Traffic Route' status of the road system. (On the other hand, Internal Connecting Roads will generally be rural in character so the swale drain option may be utilised.) (3) In certain situations the local government may require the street system within a development to be upgraded in hierarchy or relocated or redesigned so that it is capable of serving other land within the vicinity of the development. (4) In these cases, the specific location of the street is to be a major consideration in the design of the lot layout to ensure that the most satisfactory location is obtained in respect of both planning and engineering requirements. ~~(5) **For major subdivisions**, where a developer provides land for the purpose of an industrial collector or trunk collector street or constructs the industrial collector or trunk collector street to also serve other premises in the vicinity, the developer is entitled to infrastructure credit as outlined in Planning Scheme Policy 5—Infrastructure.~~	

5. In Volume 2, Part 12, Division 5, Table 12.5.2 Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, amend Note 23 as shown below:

	NOTE 23 (1) The Local Government will determine those design features and street components, based on the street components specified in Appendices D, E, F and G. ~~and the provision of 'external works' as outlined in Planning Scheme Policy 5—Infrastructure, that are to apply where—~~ ~~(a) an existing, dedicated street, fronting or gaining access to the proposed reconfigured lot is required; or~~ ~~(b) a new street is proposed to be constructed along the common boundary of land in two or more ownerships.~~ (2) The verge width may need to be increased when required to allow space for larger-scale landscaping, utility services, future carriageway widening, retaining walls, cycle paths, footpaths or dual use paths. (3) In residential streets the verge width may also need to be increased to allow space for noise attenuation works, indented parking and to enable adequate width to be maintained around slow points. (4) Where street grades in excess of 12% (residential) or 6% (commercial or industrial) are proposed, the number of lot frontages to that section should be limited. (5) Where frontage to steep grades is proposed, the feasibility of gaining safe property access/egress is to be demonstrated. (6) The location, design and construction of frontage and streetworks are to be in accordance with the requirements and specifications outlined in Planning Scheme Policy 3—General Works.

6. In Volume 2, Part 12, Division 5, Table 12.5.2 Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, amend Specific Outcome 26 as shown below:

Public Open Space **(26)** Parks— (a) are provided in the general locations as outlined in ~~Map 6.2 of Planning Scheme Policy 5—Infrastructure~~ Schedule 11 Priority Infrastructure Plan and Map 1 in Schedule 7; (b) provide opportunities for casual surveillance; (c) are, with the exception of linear or waterside parkland, easily visible from the street; (d) are located away from excessive noise; (e) are located and designed in accordance with the desired standards of service for each recreation setting outlined in Planning Scheme Policy ~~5—Infrastructure.~~ 3 – General Works and Schedule 11 Priority Infrastructure Plan. **NOTE 26** As an aid in determining whether parkland dedications could be required for any proposed lot reconfiguration the explanatory note detailed in Appendix H should be used.	**Public Open Space** **(26)** (a) Where a Land Use Concept Master Plan, Town Centre Concept Plan, Open Space Master Plan or other Plan of Development exists, public open space is provided in accordance with that plan. (b) In those lot reconfigurations where it is proposed that parkland be secured— (i) land dedications are provided (and are indicated on the Plan of Subdivision); and (ii) the areas of public open space are appropriate for their intended purpose; and **NOTE 27** Reference should be made to the issues outlined in the section entitled 'criteria for on-site land dedication' in Appendix H – Land Dedications for Public Parks. (iii) the land is not constrained by encumbrances from providing public recreation uses; and

7. In Volume 2, Part 12, Division 5, Table 12.5.2 Specific Outcomes and Probable Solutions for Moderate and Major Subdivisions, amend Note 29 as shown below:

	E 29 ~~(1) Where land is dedicated which forms part of the adopted open space system, an infrastructure credit will apply as outlined in Planning Scheme Policy 5—Infrastructure.~~ ~~(2) Where the value of the land to be dedicated exceeds the public parks infrastructure contribution obligation associated with the reconfiguration, the applicant is entitled to cash reimbursement of the infrastructure credit as outlined in Planning Scheme Policy 5—Infrastructure.~~ (~~3~~1) Land below the 1 in 10 Average Recurrence Interval (ARI) is considered to represent a primary drainage function and is not to be included in any public parks infrastructure credit calculations unless the land is stable, useable and free from encumbrances to provide public recreation uses. (~~4~~2) Where the proposed open space does not immediately adjoin existing open space or land in the process of being dedicated as open space it may be necessary to include in the dedication the provision of access easements (either temporary or permanent) to the proposed open space.

8. In Volume 2, Part 12, Division 5, Table 12.5.3 Specific Outcomes and Probable Solutions for Minor Rural Subdivisions, amend Probable Solution (6) as shown below:

Frontage Works and Utilities **(6)** The existing, dedicated street fronting or gaining access to the proposed reconfigured lot is constructed to the specifications outlined in Planning Scheme Policy 3—General Works for the type of street classification fronting the proposed lot.	**Frontage Works and Utilities** **(6)** ~~Where frontage works to an existing, dedicated street, fronting or gaining access to the proposed reconfigured lot are required, they are based on the provision of 'external works' as outlined in Planning Scheme Policy 5—Infrastructure.~~ There are no recommended probable solutions for this specific outcome as each situation requires an individual approach.

9. In Volume 2, Part 12, Division 5, Table 12.5.4 Specific Outcomes and Probable Solutions for Moderate Rural Subdivisions, amend Note 10 as shown below:

(15) The design of each type of street conveys the street's primary function and the street reserve width is sufficient to cater for all street functions, including— (a) safe and efficient movement of all users; (b) provision for stationary vehicles; (c) provision for passing; (d) location, construction and maintenance of public utilities (including guideposts, guard fencing, etc); (e) provision for batters, retaining walls or other structures; (f) provision for drainage; and (g) provision of clearances to property boundaries.	**(15)** (a) The following street components for each type of street are as specified in Appendix K— (i) carriageway widths; (ii) verge widths; (iii) street reserve widths; (iv) kerb type; (v) boundary clearances; and (vi) longitudinal gradients. **NOTE 10** (1) The Local Government will determine those design features and street components, based on the street components specified in Appendix K. ~~and the provision of 'external works' as outlined in Planning Scheme Policy 3—General Works, that are to apply where—~~ ~~(a) an existing dedicated street fronting or gaining access to the proposed reconfigured lot is required; or~~ ~~(b) a new street is proposed to be constructed along the common boundary of land in two or more ownerships.~~ (2) Within the Stables Residential Investigation Zone any new street or existing dedicated street fronting or gaining access to a proposed lot is to be bitumen sealed. (3) Where street grades in excess of 16% are proposed, the number of lot frontages to that section should be limited. (4) Where frontage to steep grades is proposed, the feasibility of gaining safe property access/egress is to be demonstrated. (5) The location, design and construction of frontage and streetworks are to be in accordance with the requirements and specifications outlined in Planning Scheme Policy ~~5—Infrastructure.~~3 – General Works.

11. In Volume 2, Part 12, Division 5, Reconfiguring a Lot Code, delete Appendix H: Land Dedications for Public Parks.

Map amendments

Not applicable.

Item 21: Removal of Part 13 - Infrastructure

Summary

Deletion of Part 13 – Infrastructure as now covered by the new PIP.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges). The PIP replaces all aspects of Part 13 – Infrastructure of the planning scheme. Its removal from the planning scheme is therefore required.

Text amendments

In Volume 2, delete Part 13 Infrastructure, including Table of Amendments

Map amendments

Not applicable.

Item 22: Amendments to the Table of Contents to incorporate the PIP

Summary

Amendments to the Table of Contents to incorporate the PIP.

Explanation

The new PIP is proposed to be included in the planning scheme as Schedules 11 – 13. Amendments to the table of contents are therefore required to reflect the new parts.

Text amendments

In Schedules to the Planning Scheme – Table of Contents, insert:

Table of Contents

Map amendments

Not applicable.

Item 23: Incorporation of Priority Infrastructure Plans as Schedules 11 - 13

Summary

Incorporation of the new PIP as Schedules 11-13 of the planning scheme.

Explanation

It is proposed that the new PIP and associated maps and plans be included as schedules 11-13 of the planning scheme.

Text amendments

In Schedules to the Planning Scheme, include the PIP as follows:

Schedule 11 – Priority Infrastructure Plan
Schedule 12 – Priority Infrastructure Area
Schedule 13 – Plans for Trunk Infrastructure

(Refer to Part 3a of this amendment package)

Map amendments

Not applicable.

Item 24: Amendment to Planning Scheme Policy 3 to reference the PIP

Summary

Amendment to Planning Scheme Policy 3 to reference the PIP and remove references to Planning Scheme Policy 5 – Infrastructure.

Explanation

The new PIP deals with all aspects of infrastructure requirements. Any references to Planning Scheme Policy 5 therefore require replacement with a reference to the PIP.

Text amendments

1. In Volume 2, Planning Scheme Policy 3 – General Works, Part 3, amend 3.1.1 (3) and Note 3.1.1C as shown below:

(3) The typical population densities for the various land uses within the City, and hence the anticipated design flows, is detailed in ~~Planning Scheme Policy 5 – Infrastructure.~~ Schedule 11 Priority Infrastructure Plan.

NOTE 3.1.1C

Populations are to be determined using the population densities for the various land uses as detailed in ~~Planning Scheme Policy 5 – Infrastructure.~~ Schedule 11 Priority Infrastructure Plan. Council may provide growth projections generated from Council's Population Modeller where this information may impact on the staging and sizing of infrastructure being designed.

2. In Volume 2, Planning Scheme Policy 3 – General Works, Part 3, amend 3.1.5 as shown below:

3.1.5 Industrial and Commercial Trade Waste Discharges

(1) Design sewage flows from industrial and commercial areas is to be based on the equivalent populations nominated in ~~Planning Scheme Policy 5 – Infrastructure.~~ Schedule 11 Priority Infrastructure Plan.

3. In Volume 2, Planning Scheme Policy 3 – General Works, Part 3, amend Note 3.1.6B as shown below:

NOTE 3.1.6B

(1) In general, the minimum velocity criteria does not apply to velocities in very short rising mains.

(2) Although there is no specific requirement for variable speed drive pumps (VSDs) for pumping stations, these may be required in the last pumping station before the wastewater centre to assist in reducing flow variation to the treatment facility.

(3) For sizing of components in the planning phase, the land densities outlined in ~~Planning Scheme Policy 5 – Infrastructure~~ Schedule 11 Priority Infrastructure Plan should be used.

3. In Volume 2, Planning Scheme Policy 3 – General Works, Part 3, amend Table 3.1.3 as shown below:

Item	Criteria	Adopted Value
1	Populations	Refer ~~Planning Scheme Policy 5 – Infrastructure~~ Schedule 11 Priority Infrastructure Plan Refer Council Population Model for growth projections

4. In Volume 2, Planning Scheme Policy 3 – General Works, Part 4, amend Note 4.1.1E as shown below:

NOTE 4.1.1E

Planned densities and demand in residential and non-residential localities ~~Equivalent Persons (EP) and Non Residential Units (NRU) for the various land use zones~~ are detailed in ~~Planning Scheme Policy 5 – Infrastructure.~~ Schedule 11 Priority Infrastructure Plan.

5. In Volume 2, Planning Scheme Policy 3 – General Works, Part 4, amend Notes for Table 4.1.1 as shown below:

Notes for Table 4.1.1—

1. Planned densities and demand in residential and non-residential localities ~~Equivalent Persons (EP) and Non Residential Units (NRU)~~ are to be in accordance with ~~the provisions of Planning Scheme Policy 5 – Infrastructure~~ Schedule 11 Priority Infrastructure Plan.

6. In Volume 2, Planning Scheme Policy 3 – General Works, Part 4, amend Table 4.1.4 as shown below:

Table 4.1.4: Water Supply Planning Guidelines

Item No	Criteria	Preferred Method
1	**Population**	~~Planning Scheme Policy 5 – Infrastructure~~ Schedule 11 Priority Infrastructure Plan Council's Population Model
2	**Water Consumption**	Refer Table 4.1.1
3	**Infrastructure Requirements**	Refer also DNR Guidelines
	(a) Reservoir Supply Mains	MDMM
	(b) Reservoir Storage	3 x (MD – MDMM)
	(c) Pump Stations	20 hour operation
	(d) Reticulation	Maximum Hour
	(e) Fire Fighting	DNR TB No. 3/1997
4	**Residual Pressure**	Refer Table 4.1.1
5	**Fire Fighting Requirements**	Refer Section 4.1.6

7. In Volume 2, Planning Scheme Policy 3 – General Works, Part 8, delete Note 8.3.2A as shown below:

8.3.2 Roadworks

(1) All urban roads are to be constructed with concrete kerb and channel and asphaltic concrete surfacing, together with associated works for the full length of all property frontages.

~~**NOTE 8.3.2A**~~

~~Refer to Planning Scheme Policy 5—Infrastructure for further details regarding Connecting Works, Internal Works and External Works.~~

8. In Volume 2, Planning Scheme Policy 3 – General Works, Part 14, delete the following definitions as shown below:

~~**"Accelerated Trunk Infrastructure Agreement"** means an agreement made pursuant to division 8 of Planning Scheme Policy 5—Infrastructure.~~

~~**"Connecting Works Trunk Infrastructure Agreement"** means an agreement made pursuant to division 8 of Planning Scheme Policy 5—Infrastructure.~~

~~**"Trunk Infrastructure Agreement"** means an agreement made pursuant to division 8 of Planning Scheme Policy 5—Infrastructure.~~

Map amendments

Not applicable.

Item 25: Removal of Planning Scheme Policy 5 - Infrastructure

Summary

Removal of Planning Scheme Policy 5 – Infrastructure from the Planning Scheme.

Explanation

All types of infrastructure contributions are dealt with by the SPRP (adopted charges). Planning Scheme Policy 5 should be removed as it deals with infrastructure contributions. The removal of the policy from the planning scheme is therefore required.

Text amendments

Delete Planning Scheme Policy 5 – Infrastructure from the Schedules of the planning scheme.

Map amendments

Not applicable.

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