Adopted Infrastructure Charges Resolution (Version No. 5)

July 2014

A) Introduction

1) *Sustainable Planning Act 2009*

   This is an adopted infrastructure charges resolution (resolution) made pursuant to section 648D of the *Sustainable Planning Act 2009* (Planning Act).

2) The resolution is to be read in conjunction with the following:

   a) the State Planning Regulatory Provision (adopted charges); and

   b) the applicable local planning instruments.

3) This resolution is attached to, but does not form part of the applicable local planning instruments.

4) The resolution has effect the day this resolution is published in a newspaper circulating generally in the area.

5) The purpose of the resolution is to assist with the implementation of the applicable local planning instruments by stating the following:

   a) An adopted infrastructure charge for the following trunk infrastructure networks:

      (i) Water network

      (ii) Wastewater network

      (iii) Transport network

      (iv) Parks network

      (v) Other matters relevant to an adopted infrastructure charge.

6) Definitions

   If a term is not defined in this resolution it will, unless the context otherwise requires, have the meaning given in the Planning Act.

   a) **Applicable local planning instrument** means the following*:*

      (i) *Beaudesert Planning Scheme 2007;*

      (ii) *Boonah Shire Planning Scheme 2006;*

      (iii) *Ipswich Planning Scheme 2006.*

   b) **Bedroom** means an area of a building or structure which*:*

      (i) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or

      (ii) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar area; or

      (iii) in the context of tourist park, 1 tent or caravan site is equivalent to 1 bedroom and 3 tents or caravan sites are equivalent to 3 bedrooms.

c) **Claimant** see Section F.

d) **Consumer Price Index** means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics.

e) **Infrastructure Offset** see Section F

f) **Net Developable Area** means the sum of the entire site area expressed in square metres and reduced by the area designated as undevelopable due to natural and physical constraints.

g) **Prescribed Amount** see Section G

h) **Serviced Premises** see Section G.

i) **Trunk Infrastructure Contribution** see Section F.

j) **Unused Infrastructure Offset** see Section G

B) Application of the resolution

1) This resolution applies to the entire local government area of Council. Priority infrastructure areas have been identified within the State Planning Regulatory Provision (adopted charges) which identifies the areas Council intends to accommodate future urban growth. All the priority infrastructure areas have been reproduced for convenience in Section T of this resolution.

2) Areas subject to the *State Development and Public Works Organisations Act 1971* (State Development Act) are included in this resolution. To the extent the State Development Act or any infrastructure agreement facilitates the charging for infrastructure contributions under a different regime, this resolution will not have effect. Otherwise, the adopted infrastructure charge will apply.

3) An adopted infrastructure charges notice may be triggered by:

   a) assessable development; or

   b) development compliance assessment.

4) The types of development that may trigger the issuing of an adopted infrastructure charges notice are:

   a) reconfiguring a lot;

   b) a material change of use; or

   c) carrying out of building work.

5) The development use type under an applicable local planning instrument as stated in columns 1, 2 and 3 of table 1 is included within the development use type stated in column 4 of table 1 for the purposes of this resolution.

Table 1
Planning scheme development use types to which the adopted infrastructure charges schedule apply.

Planning scheme use types - Beaudesert Shire Planning Scheme 2007	**Planning scheme use type - Boonah Shire Planning Scheme 2006**	**Planning scheme use type - Ipswich Council Planning Scheme 2006**	**Classes of development to which adopted infrastructure charges schedule apply**
Column 1	**Column 2**	**Column 3**	**Column 4**
Caretakers Residence; Dual Occupancy; House; Managers/Workers House; Medium Density Residential.	Caretakers Residence; House; Multiple Dwelling; Relatives' Accommodation.	Caretaker Residential; Single Residential; Dual Occupancy; Display Housing; Multiple Residential.	**Residential**
Bed and Breakfast; Motel; Tourist Cabins; Camping Ground.	Caravan Park; Host Home Accommodation; Motel; Tourist Cabins; Camping Ground.	Temporary Accommodation.	**Accommodation (short term)**
Aged Persons Accommodation; Caravan / Relocatable Home Park.			**Accommodation (long term)**
Funeral Premises; Public Worship.	Funeral Establishment.	Business Use (Funeral Premises); Community Use (Cemetery, Community Hall, Crematorium, Cultural Centre, Gallery, Library, Meeting Rooms, Museum, Place of Worship).	**Places of Assembly**
Retail Plant Nursery; Retail Showroom.	Plant Nursery; Bulk Supplies; Showroom.	Business Use (Bulky Goods Sales, Vehicle Sales Premises, Garden Centre, Farm Supply Outlet).	**Commercial (bulk goods)**
General Store; Shop; Shopping Centre; Produce Store; Convenience Restaurant; Food Establishment / Reception Centre Cottage Tourist. Tourist Business Tourist Facility	Shop; Food Premises. Tourist Facility	General Store; Shopping Centre; Business Use (Café, Fast Food Premises, Restaurant, Shop, Snack Bar, Takeaway Food Premises). Tourist Facility	**Commercial (retail)**
Commercial Activity.	Commercial Premises.	Business Use (Medical Centre, Office, Professional Office); General Store.	**Commercial (office)**
Child Care Facility; Educational Establishment.	Educational Establishment.	Community Use (Child Care Centre, School).	**Education facility**
Hotel / Club.	Hotel.	Business Use (Hotel).	**Entertainment**
Indoor Sports, Recreation and Entertainment.	Indoor Recreation.	Entertainment Use.	**Indoor sport and recreation facility**
Industry – General; Industry – Low Impact / Service; Warehouse / Storage Facility; Passenger Terminal; Service Station; Transport Terminal;	Industry - Medium Impact; Industry - Low Impact; Bulk Store; Warehouse; Service Station; Transport Depot.	General Industry; Service / Trades use; Business Use (Laundromat, Service Station).	**Industry**

Truck Depot.			
Industry – High.	Industry - High Impact.	Nuclear Industry; Special industry.	**High impact industry**
Commercial Ground Water Extraction; Agriculture; Animal Husbandry; Coursing or Trialling Track; Equestrian Activities; Forestry.	Aqua Culture – Minor; Wholesale Nursery; Agriculture; Animal Husbandry; Stables; Stock Sale Yard.	Plant Nursery (Wholesale); Agriculture; Animal Husbandry; Forestry.	**Low impact rural**
Aquaculture; Feedlot Farming; Intensive Agriculture; Piggery; Poultry Farm; Intensive Animal Husbandry.	Aqua Culture – Significant; Intensive Animal Industry.	Intensive Animal Husbandry.	**High impact rural**
Veterinary Surgery / Hospital; Corrective Institution; Community Care Centre; Hospital.	Community Facilities.	Community Use; Correctional Centre; Institutional Residential; Business Use (Veterinary Clinic); Community Use (Community Centre, Emergency Service Depot, Hospital, Senior Citizens Centre, Youth Centre).	**Essential services**
Market; Extractive Industry; Winery / Distillery; Outdoor Sports, Recreation and Entertainment; Cemetery; Landfill Activities; Utility – Local; Utility – Major.	Extractive Industries; Outdoor Recreation.	Recreation Use; Extractive Industry; Aviation Use; Wine Making; Minor Utility; Major Utility.	**Specialised uses**
Home Based Business (Category 1); Home Based Business (Category 2); Home Based Business (Category 3); Roadside Stall; Private Airstrip; Cattery; Kennel; Temporary Estate Sales Office; Public Park; Telecommunications Facility; Temporary Activity.	Domestic Animal Husbandry; Roadside Stall; Home Based Business (commercial based activity - 45m2 in area); Kennels & Catteries; Park; Telecommunications Facility; Utilities – Local; Utilities – Public.	Home Based Activity; Home Industry; Temporary Sales Office; Park; Night Court; Temporary Use; Car Park.	**Minor uses**

C) Adopted Infrastructure Charge

The methodology for calculating an adopted infrastructure charge for reconfiguring a lot is stated in table 2.

Table 2

Residential	Charge applicable is the residential 3 or more bedroom dwelling charge per allotment, in accordance with table 3 of this resolution.
Industry	Charge applicable is 25% site coverage of the net developable area at the industry charge in accordance with table 3 of this resolution.

Commercial (Retail)	Charge applicable is 25% site coverage of the net developable area at the commercial (retail) charge in accordance with table 3 of this resolution.
Commercial (Office)	Charge applicable is 25% site coverage of the net developable area at the commercial (office) charge in accordance with table 3 of this resolution.
Commercial (Bulk goods)	Charge applicable is 25% site coverage of the net developable area at the commercial (bulk goods) charge in accordance with table 3 of this resolution.

1) Should the use of the newly created allotment be inconsistent with the infrastructure charges applied under table 2 pursuant to a development approval for reconfiguring a lot, the further collection or refund of infrastructure charges will be determined prior to the issue of a development permit for building works.

2) In the event that a development application for reconfiguring a lot is a:

   a) mixed use non–residential development; or

   b) the use is inconsistent to the categories in table 2; or

   c) the use of individual allotments is not identified;

   d) the highest of the infrastructure charges of this resolution included in table 2 will be applied.

3) The agreed proportion of Council's adopted infrastructure charge for a material change of use or building work is stated in column 2 of table 3.

4) The agreed proportion with Queensland Urban Utilities of an adopted infrastructure charge for a material change of use or building work is stated in column 3 of table 3.

5) Council will continue collecting infrastructure charges on behalf of Queensland Urban Utilities until 30 June 2013.

6) Upon receiving a development application for a specialised use, Council will determine the most appropriate class of development from table 1 and if approved, apply the charge in accordance with table 3.

7) This resolution determines that the Scenic Rim Regional Council 'Register of Fees and Charges' is the current and correct infrastructure charge that will be applied to development.

8) This resolution allows the adopted infrastructure charge to increase by an amount representing the increase in the consumer price index for the period starting on the day the charge is levied and ending on the day the charge is paid, in accordance with section 648D (10) of the Planning Act. However the adopted infrastructure charge payable is not to exceed the maximum adopted charge the local government could have levied for the development at the time the charge is paid.

9) An adopted infrastructure charge is payable in accordance with section 648H of the Planning Act. Despite this a person may enter into a written agreement with Council about paying the charge at a different time or supplying infrastructure instead of paying all or part of the charge.

Table 3

Development for which an adopted infrastructure charge may apply	**Local Government agreed proportion of adopted infrastructure charges**	**QUU agreed proportion of adopted infrastructure charges**	**Local Government agreed proportion of adopted infrastructure charges for stormwater network (non-residential only)**	**Part of Local Government Area applicable**
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**
Residential use class				
Residential 3 or more bedroom dwelling	$13,250 per dwelling unit	$12,500 per dwelling unit	N/A	Beaudesert Shire Planning Scheme Area.
Residential 3 or more bedroom dwelling	$12,720 per dwelling unit @**2013/2014** parity with Beaudesert planning scheme charges, per dwelling unit	$12,000 per dwelling unit	N/A	Boonah Shire Planning Scheme Area.
Residential 3 or more bedroom dwelling	$12,720 per dwelling unit @**2013/2014** parity with Beaudesert planning scheme charges per dwelling unit	$5,000 per dwelling unit	N/A	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Residential 1 or 2 bedroom dwelling	$9,750 per dwelling unit	$8,800 per dwelling unit	N/A	Beaudesert Shire Planning Scheme Area.
Residential 1 or 2 bedroom dwelling	$7,210 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit	$8,800 per dwelling unit	N/A	Boonah Shire Planning Scheme Area.
Residential 1 or 2 bedroom dwelling	$9,010 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit	$3,500 per dwelling unit	N/A	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Accommodation (short term) (1 or 2 bedroom dwelling) (3 or more bedroom	$4,880 per dwelling unit $6,730 per dwelling unit	$4,400 per dwelling unit $6,250 per dwelling unit	N/A	Beaudesert Shire Planning Scheme Area.

Development for which an adopted infrastructure charge may apply	Local Government agreed proportion of adopted infrastructure charges	QUU agreed proportion of adopted infrastructure charges	Local Government agreed proportion of adopted infrastructure charges for stormwater network (non-residential only)	Part of Local Government Area applicable
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**
dwelling)				
Accommodation (short term) (1 or 2 bedroom dwelling) (3 or more bedroom dwelling)	$3,600 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit $5,220 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit	$4,400 per dwelling unit $6,000 per dwelling unit	N/A	Boonah Shire Planning Scheme Area.
Accommodation (short term) (1 or 2 bedroom dwelling) (3 or more bedroom dwelling)	$4,510 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit $6,250 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit	$1,750 per dwelling unit $2,500 per dwelling unit	N/A	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Accommodation (long term) (1 or 2 bedroom dwelling) (3 or more bedroom dwelling)	$9,750 per dwelling unit $13,250 per dwelling unit	$8,800 per dwelling unit 12,500 per dwelling unit	N/A	Beaudesert Shire Planning Scheme Area.
Accommodation (long term) (1 or 2 bedroom dwelling)	$7,210 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit	$8,800 per dwelling unit	N/A	Boonah Shire Planning Scheme Area.

Development for which an adopted infrastructure charge may apply	Local Government agreed proportion of adopted infrastructure charges	QUU agreed proportion of adopted infrastructure charges	Local Government agreed proportion of adopted infrastructure charges for stormwater network (non-residential only)	Part of Local Government Area applicable
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**
(3 or more bedroom dwelling)	$12,720 per dwelling unit @**2013/2014** Parity with Beaudesert planning scheme charges per dwelling unit	$12,000 per dwelling unit		
Accommodation (long term) (1 or 2 bedroom dwelling) (3 or more bedroom dwelling)	$9,010 per dwelling unit @**2013/14** Parity with Beaudesert planning scheme charges per dwelling unit $12,720 per dwelling unit @**2013/2014** Parity with Beaudesert planning scheme charges per dwelling unit	$3,500 per dwelling unit $5,000 per dwelling unit	N/A	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Non-residential use class				
Places of Assembly	$55 per m² of GFA	$15 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Places of Assembly	$55 per m² of GFA	$5 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Commercial (bulk goods)	$110 per m² of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Commercial (bulk goods)	$110 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure

Development for which an adopted infrastructure charge may apply	Local Government agreed proportion of adopted infrastructure charges	QUU agreed proportion of adopted infrastructure charges	Local Government agreed proportion of adopted infrastructure charges for stormwater network (non-residential only)	Part of Local Government Area applicable
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**
				network.
Commercial (retail)	$150 per m² of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Commercial (retail)	$150 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Commercial (office)	$110 per m² of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Commercial (office)	$110 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Education facility	$110 per m² of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Education facility	$110 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Entertainment	$170 per m² of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Entertainment	$170 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Indoor sport and recreation facility	$150 per m² of GFA, court rates at $15 per m² of GFA	$50 per m² of GFA, court rates $5 per m² of area	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Indoor sport and recreation facility	$163 per m² of GFA, court rates at $16 per m²	$17 per m² of GFA, court rates $2 per m² of area	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no

Development for which an adopted infrastructure charge may apply	Local Government agreed proportion of adopted infrastructure charges	QUU agreed proportion of adopted infrastructure charges	Local Government agreed proportion of adopted infrastructure charges for stormwater network (non-residential only)	Part of Local Government Area applicable
Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**
				sewer infrastructure network.
Industry	$20 per m²of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Industry	$20 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
High impact industry	$30 per m² of GFA	$40 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
High impact industry	$43 per m² of GFA	$13 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Low impact rural	Nil charge			
High impact rural	$20 per m² of GFA (excludes poultry farms which are charged $5 per m² of GFA)	Nil charge	N/A	Entire Local Government Area.
Essential services	$110 per m²of GFA	$30 per m² of GFA	$10 per impervious m²	Beaudesert and Boonah Shire Planning Scheme Areas.
Essential services	$110 per m² of GFA	$10 per m² of GFA	$10 per impervious m²	Boonah Shire or Ipswich Planning Scheme Area which has no sewer infrastructure network.
Specialised uses	To be determined at time of assessment			
Minor uses	Nil charge			

D) Allocation of adopted infrastructure charge

Table 4 states how the adopted infrastructure charge of the local government is to be allocated to a trunk infrastructure network for the purpose of determining an offset.

Table 4

Infrastructure network	Outside PIA boundary		Inside PIA boundary	
	Residential use class	**Non-residential use class**	**Residential use class**	**Non-residential use class**
Transport	83%	100%	59%	76%
Stormwater	0%	0%	18%	24%
Parks	17%	0%	23%	0%

E) Credits and discounts

1) A credit for a premises is an amount which is the greater of the following:

   a) for an existing lawful use, the amount stated for the adopted infrastructure charges in column 2, 3 and 4 of table 3; and

   b) where the premises is not subject to an existing lawful use and is located in a residential zone, the corresponding residential amount stated in column 2 and 3 of table 3.

2) A credit will only be applied in respect of an existing lawful use or development in existence at the time the development application is made.

3) A credit will be calculated in the same manner in which the adopted infrastructure charge is calculated under this resolution.

4) An adopted infrastructure charge for a material change of use involving an intensification of an existing lawful use or building work in existence at the time the development application is made will only be levied on the part of the development which is subject to the intensification.

5) A credit will not be applied under this resolution for any reason other than the existence of a lawful use of the premises or development the subject of the development application, at the time the development application is made. This means that a credit will not be applied for previous infrastructure contributions paid or trunk infrastructure provided unless the use or development is in existence at the time the development application is made.

6) Upon approval of a secondary dwelling, caretaker's residence, manager/workers house, relative's accommodation or dual occupancy when located outside the PIA, a 25% discount should be applied to the Local Government agreed proportion of the adopted infrastructure charges identified in column 2 of table 3.

7) Any site within the local government area that is not planned to be serviced by a water supply or waste water service will not be charged that proportion of the adopted infrastructure charge in accordance with table 3.

F) Infrastructure Offset

1) An offset applies where the local government has for a trunk infrastructure network:

   a) Required the following (trunk infrastructure contribution):

(i) the supply of work for trunk infrastructure in a condition of a development approval, compliance permit or compliance certificate; or

(ii) the giving of part of the land the subject of a development application; and

b) Levied an adopted infrastructure charge in an adopted infrastructure charges notice or a negotiated adopted infrastructure charges notice for the same premises.

2) A claim for an infrastructure offset can occur when the person bound to provide the trunk infrastructure contribution and the adopted infrastructure charge for the development under the Planning Act (claimant) gives notice in the prescribed form to the local government which states the following:

a) That the claimant proposes to supply the trunk infrastructure contribution;

b) That the claimant seeks an offset for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (infrastructure offset);

c) The claimants estimate of the following:

(i) The planned market estimate of the land as a trunk infrastructure contribution;

(ii) The pre-market estimate of the supply of work as a trunk infrastructure contribution;

(iii) The value of the infrastructure offset for the trunk infrastructure contribution.

3) The Local Government is to give notice in the prescribed form to the claimant which states the following:

a) Whether an infrastructure offset is applicable or not;

b) If an infrastructure offset is not applicable, the reason;

c) If an infrastructure offset is applicable, the value of the infrastructure offset.

4) The planned market estimate of land is the average of 2 independent land valuator's and 2 local real estate agents.

5) The pre-market estimate of the supply of work is the estimate expressed in dollars of the design and construction of the work:

a) including the following:

(i) the cost of planning and designing the work;

(ii) the cost of survey and site investigation for the work;

(iii) a cost under a construction contract for the work;

(iv) a portable long service leave payment for a construction contract;

(v) an insurance premium for the work;

(vi) a local government inspection fee for the commencement and end of the maintenance period for the work;

(vii) the cost of an approval for the work;

b) excluding the following:

(i) a cost of carrying out temporary infrastructure;

(ii) a cost of carrying out other infrastructure which is not part of the trunk infrastructure contribution;

(iii) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (i) and (ii);

(iv) a part of the trunk infrastructure contribution provided by the local government or a person other than the person seeking the infrastructure offset;

(v) a cost to the extent that GST is payable and an input tax credit can be claimed for the work.

6) The pre-market estimate of the supply of work is to be verified by a report by a suitably qualified quantity surveyor to be commissioned by the council and paid for by the claimant.

7) The council is to give a copy of the quantity surveyor's report to the claimant within 10 days of receiving it.

8) The Council will provide the claimant with an offset equal to the lesser of the actual cost of constructing the trunk infrastructure contribution or the figure of the pre-market estimate verified by the quantity surveyor.

9) The local government is to calculate the amount of the value of the infrastructure offset by indexing the value of the infrastructure offset in accordance with the consumer price index from the date of the notice given, to the date that the infrastructure offset is to be offset against an infrastructure charge.

10) The local government is to offset the amount of the value of an infrastructure offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates, if the trunk infrastructure contribution is supplied for the development by the claimant in accordance with the applicable prescribed approval.

G) Refund relating to trunk infrastructure

1) A refund relating to trunk infrastructure can apply when there is:

a) An unused infrastructure offset for a trunk infrastructure contribution; or

b) The provision of additional trunk infrastructure costs where the local government has for a trunk infrastructure network required the payment of additional trunk infrastructure costs in a condition of a development approval under section 650 of the Planning Act.

2) The refund for an unused infrastructure offset for a trunk infrastructure contribution can apply when:

a) the development to which the trunk infrastructure contribution relates has been lawfully completed;

b) the trunk infrastructure contribution is planned under this resolution to service the development of other premises (serviced premises); and

c) the amount of the value of an infrastructure offset has not been fully offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates to.

3) The refund for the provision of additional trunk infrastructure costs can apply when:

a) the development to which the trunk infrastructure contribution relates has been lawfully completed;

b) the development is located completely in the priority infrastructure area;

c) the trunk infrastructure to which the additional trunk infrastructure costs relate is required for a different type, a greater scale or intensity of development than that anticipated in this resolution.

d) the trunk infrastructure to which the additional trunk infrastructure costs relate can be apportioned to serviced premises.

4) The claimant may give a notice in the prescribed form to the local government which states the following:

a) That the development to which a claim relates has been lawfully completed;

b) That the claimant seeks a refund;

c) The claimant's estimate of the refund.

5) The Local government is to give notice in the prescribed form to the claimant which states the following:

a) Whether a refund is applicable or not;

b) If a refund is not applicable, the reason;

c) If a refund is applicable, the value of the refund.

6) The claimant is only entitled to a refund from the local government under an infrastructure agreement prepared by the local government at the cost of the claimant.

7) The refund is to accord with the following terms unless otherwise agreed in the infrastructure agreement.

a) The refund is to be paid from the prescribed amount of an adopted infrastructure charge for the development of the serviced premises which is collected by the local government for a period of 10 years;

b) The refund is not to exceed the value of the unused infrastructure offset or the additional trunk infrastructure costs;

c) The prescribed amount is that portion of the adopted infrastructure charge allocated to the trunk infrastructure network of which the trunk infrastructure contribution or additional trunk infrastructure costs form part, which is equal to the trunk infrastructure to which the additional trunk infrastructure costs relate that can reasonably be apportioned to the serviced premises.

H) Desired Standards of Service - Water Network

1) 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 of 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 development of 15 l/s for industrial and commercial development of 30 l/s.

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

I) Desired Standards of Service - Sewer Network

1) The desired standard of service for the sewer network is as follows:

   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.

Table 5
Key design parameters for the sewerage network

Column 1 trunk infrastructure item	**Column 2 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 2 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- 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

J) Desired Standards of Service - 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) The Desired Standards of Service for:

   a) Drainage and flood management

      (i) 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;

      (ii) 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;

      (iii) 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;

      (iv) Meet water quality objectives for receiving waters at all times.

   b) Water quality management

      (i) 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);

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

         (a) Protection of aquatic ecosystems;

         (b) Suitability for human consumer;

(c) Suitability for secondary contact recreation (eg boating);

(d) Suitability for visual (no contact) recreation;

(e) Protection of cultural and spiritual values, including Traditional Owner values of water;

(f) Suitability for stock watering.

(iii) 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 6 below.

Table 6
Summary of design objectives for management of stormwater quality, operational (post construction) phase of development.

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.

K) Desired Standards of Service – Transport Network

1) 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) 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.

Table 7
Levels of Service definition for road links

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)

Table 8
Levels of service definitions for intersections

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)

2) The desired standards of service for the footpaths and cycleway is as follows:

a) 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;

b) 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:

(i) 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);

(ii) 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;

(iii) 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;

(iv) 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 fitness and age of the person undertaking the trip, weather, safety, and availability and physical condition of the pedestrian and cycle infrastructure;

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

(a) School children;

(b) Parents with prams;

(c) Disabled and elderly;

(d) Recreational and tourist walkers and cyclists;

(e) Commuter and utility walkers and cyclists; and

(f) Sports cyclists.

(vi) Each of these groups has different fitness and skill levels, and road safety awareness which require different facility standards.

Table 9
Desired standards of service for pedestrians

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

Table 10
Desired standards of service for cyclists

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

L) Desired Standards of Service – Open Space Network

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

2) 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;

3) Public parks contain a range of embellishments to complement the type and purpose of the park;

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

Table 11
Recommended levels of provision of land for recreation, sport and linear parks

Predominant Land Use	**Recreation [1]Parks**	**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.				

Table 12

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 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 11 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

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

Table 13
Suggested size of sport and recreation parks

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 15m preferable, may be narrower when associated with a waterway or environmental corridor.		

Table 14
Typical embellishments for the urban open space network

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*

5) Local Recreation Parks primarily serve the needs of local residents and communities within 0.5km walking distance in residential areas. Most Local Recreation Parks will be used by families and children for social and informal recreational activities. Typical facilities include, but are not limited to, those facilities listed in Table 14.

6) A local Recreation Park should comply with the following criteria:

   a) be publicly owned and managed;

   b) contain 0.5–1 hectares of useable space, exclusive of access ways or other easements;

   c) have a maximum grade of 1:10 for 80% of the area of the park (i.e. a maximum of 20% of the land may have a greater grade than 1:10);

   d) be wheelchair accessible with a maximum grade of 1:14 where possible;

   e) have a minimum 75% local road frontage where possible;

   f) access to water and power supply required;

   g) may include grassed areas above Q2, but must include at least 10% of area above Q10 for the location of removable facilities; and

   h) where possible, provide linkages to other open space areas.

7) District Recreation Parks are intended to serve several neighbourhoods and visitors to the Scenic Rim LGA. They should be suitable for a wider variety of informal recreational uses than local parks provide a more comprehensive range of recreational and community facilities. Typical facilities include, but are not limited to, those facilities listed in Table 14. In some cases, it will be possible to integrate informal recreational opportunities with sporting opportunities, where the area is of sufficient size.

8) A District Park should comply with the following criteria:

   a) be publicly owned and managed;

   b) have a minimum size of 5 hectares of usable space, exclusive of access ways and easements;

   c) be located within a 2-5km radius of the majority of potential resident users and easements;

   d) be linked to other open space areas, where possible;

   e) have open, flexible use areas totalling a minimum of 2 hectares;

   f) have approximately 75% of the park perimeter with direct road frontage, to provide good physical access and visibility;

   g) be accessible to public transport;

   h) has an average grade of 1:10 for 80% of the area of the park;

   i) may include grassed areas above the Q2 flood level, but must include at least 10% of area above Q10 flood level for the location of removable facilities and a

minimum 10% of the area located above the Q100 flood level, suitable for the establishment of permanent facilities;

9) A District Sports Park is to be used primarily for organised sporting activities, although it can also include areas for casual use, outside the actual playing fields. The land should be suitable for the development of ovals, playing fields, tennis courts, netball courts, athletic tracks and the like and be able to incorporate additional facilities, such as car parks, amenity blocks, clubrooms and spectator facilities. Typical facilities include, but are not limited to, those facilities listed in Table 14.

10) A District Sport Park should comply with the following criteria:

a) be publicly owned and managed;

b) preferred size is 10 hectares for district (urban) facilities, and 5 ha for district (rural) facilities, to allow for the development of multi-purpose sporting facilities with adequate buffers;

c) to maximise the area available for playing fields, a circular, square or rectangular shape (with sides no greater than 2:1) is considered most efficient;

d) be located within a 2-5km radius of the majority of potential users in urban areas or within 15kms in rural and rural settlement areas;

e) approximately 75% of the park perimeter must have direct road frontage, to provide good physical access and visibility;

f) incorporate adequate space for the parking of between 50 and 100 cars (based on park type, catchment and facilities to be provided);

g) be accessible to public transport, wherever possible, and to include a safe bus set down area;

h) facilitate wheelchair access with a maximum grade of 1:14 where possible;

i) laser levelling to a maximum gradient of playing surface 1:100;

j) grass cover of 100% for playing areas (preferred grass type predominantly Green Couch);

k) top soil to be 100mm of friable fertile soil;

l) playing surface must be clear of debris;

m) playing area and perimeter to be self-draining;

n) access to sewer, water and power connection points required;

o) underground irrigation system approved by Council;

p) orientation of fields to be north-south and comply with Australian Standards; and

q) may include grassed areas above the Q2 flood level, but must include at least 10% of area above Q10 flood level for the location of removable facilities and a minimum 10% of the area to be located above the Q100 flood level, suitable for the establishment of permanent facilities.

11) The value of parks can be enhanced considerably if they are linked via safe and convenient pedestrian / cycle paths, connecting communities with the rest of the park network and with the wider regional open space system. Linear Parks serve a number of purposes, such as providing:

a) safe and convenient linkages and circuits between residential areas and open space areas, shops, community facilities, and other destinations;

b) opportunities for safe cycling and walking in and around communities;

c) access along rivers, creeks and waterways;

d) multi-purpose bushfire access tracks bordering on bushland areas;

e) opportunities to create off-road pedestrian/cycle paths include:

(i) along waterways and ridgelines;

(ii) within powerlines and other utility easements;

(iii) within road reserves;

(iv) along park streets and link paths between streets;

(v) between residential and bushland areas as multi-purpose fire trails.

12) A Linear Park should comply with the following criteria:

a) all urban residences (where densities exceed 5 dwellings / ha) will be no more than 500 metres from a pedestrian / cycle path and no employee in an industrial area will be more than 1 km from a pedestrian / cycle path;

b) generally off- road pedestrian paths will have a minimum width of 15 metres in an urban area or a minimum width of 10 metres where a park linkage is adjacent to a riparian corridor, waterway or drain to allow for adequate access, security and landscaping;

c) a maximum grade of 1:10;

d) located generally above the Q2 flood level except where crossings are necessary;

e) the impacts of natural and altered waterway erosive processes on stream bank stability are to be mitigated when a Linear Park is adjacent to a watercourse. Revegetation of these riparian corridors must be undertaken to ensure an attractive setting to the Linear Park;

f) generally gravel or sealed pathway, depending on intensity of use and likelihood of inundation;

g) opportunities for landscape enhancement such as screening or mounding;

h) minimise right and acute angled linkages;

i) maximise opportunities for visual corridors or vistas;

j) paths to be shaded by trees; and

k) planting along Linear Parks must allow clear visibility at entrance /exit points.

13) Land is not acceptable for public parks infrastructure if the land cannot safely and effectively contribute to the network of parks and open space areas as detailed in the desired standards of service. Unacceptable categories include land that is:

a) within the banks of a watercourse;

b) less than 10 metres wide;

c) contaminated land or contains other potentially hazardous areas;

d) encumbered by an easement of any sort;

e) land which has a flood frequency less than Q2;

f) a landscape, visual or noise buffer; and

g) land not retained in public ownership or is not available for public use such as land which is retained for private use or forms part of community title scheme.

M) Trunk Infrastructure

1) 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.

2) Table 15, column 2 lists the typical type of infrastructure which is classed as trunk infrastructure and for which the adopted infrastructure charges apply. Column 3 lists the identified existing and future trunk infrastructure where it is possible to do so.

Table 15
Typical trunk infrastructure network systems and items

Trunk infrastructure network	**Typical Item**
Transport network	All local government owned trunk collector roads and local government roads with regional significance. Within these roads, land and work for an associated intersection, traffic lights, lighting, bridges, culverts, kerb and channel local road drainage, swales, furniture, surface marking, pedestrian pathways and cycle ways , information, signage, but excluding services for other infrastructure providers. Footpaths on any State Government trunk road. Any future roads identified in the plans for trunk infrastructure.
Open Space network	Land, work and standard embellishments for informal recreation and sport. All local parks where located within a PIA. All existing district and regional parks throughout the Council region.

Trunk infrastructure network	Typical Item
	All future parks identified in the plans for trunk infrastructure.
Stormwater network	Natural waterways Overland flow paths and channels (natural and constructed). Piped drainage, manholes, inlets and outlets. Culverts when assisting the trunk road network. Wetland areas. Riparian corridors. Any future culvert, detention and bio-retention facility as identified in the plans for trunk infrastructure.
Water supply network	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 Any future reservoir, pump station or main with a diameter of 200mm or greater as identified in the plans for trunk infrastructure.

Trunk infrastructure network	Typical Item
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. Any future pump station, rising main or gravity sewer with a diameter of 225mm or greater as identified in the plans for trunk infrastructure.

N) Schedule of Works

1) The schedule of works for water, sewer, transport, drainage and open space for the next 15 years is detailed in tables 16-20.

Table 16
Water Network Schedule of Works

Identification	Map reference	Future trunk infrastructure	Planned date of completion
Beaudesert Shire Planning Scheme			
FM-BDS-0150, FM-BDS-0242, FM-BDS-0241	1.1,1.2	Pipe	2013
FM-BDS-0149b	1.1,1.2	Pipe	2013
FM-BDS-0173	1.1,1.2	Pipe	2014
FM-BDS-0221	1.1,1.2	Pipe	2014
FP-CNN-0001	1.5	Pipe	2014
FP-CNN-0002	1.5	Pipe	2014
FP-CNN-0003	1.5	Pipe	2014
FP-CNN-0004	1.5	Pipe	2014
FP-CNN-0005	1.5	Pipe	2014
FT- Brookes Dr-Kooralbyn	1.3	Reservoir	2014
FT- Campbell Dr-Kooralbyn	1.3	Reservoir	2014
FP-RTH-0001	1.4	Pipe	2014
FT- Rathdowney	1.4	Reservoir	2014
FP-KRL-0001	1.3	Pipe	2014
FP-KRL-0002	1.3	Pipe	2014
FP-KRL-0003	1.3	Pipe	2014
FP-KRL-0004	1.3	Pipe	2014
FP-RTH-0002	1.4	Pipe	2014
FP-RTH-0003	1.4	Pipe	2014
FP-RTH-0004	1.4	Pipe	2014
FP-RTH-0005	1.4	Pipe	2014
FM-BDS-0057, FM-BDS-0058, FM-BDS-0063, FM-BDS-0064, FM-BDS-0146	1.1,1.2	Pipe	2016
FM-BDS-0035	1.1,1.2	Pipe	2016
FM-BDS-0057	1.1,1.2	Pipe	2016
FM-BDS-0058	1.1,1.2	Pipe	2016
FM-BDS-0061	1.1,1.2	Pipe	2016
FM-BDS-0063	1.1,1.2	Pipe	2016
FM-BDS-0064	1.1,1.2	Pipe	2016
FM-BDS-0097	1.1,1.2	Pipe	2016
FM-BDS-0098	1.1,1.2	Pipe	2016
FM-BDS-0099	1.1,1.2	Pipe	2016
FM-BDS-0121	1.1,1.2	Pipe	2016
FM-BDS-0122	1.1,1.2	Pipe	2016
FM-BDS-0146	1.1,1.2	Pipe	2016
FM-BDS-0148	1.1,1.2	Pipe	2016
FM-BDS-0185	1.1,1.2	Pipe	2016
FM-BDS-0186	1.1,1.2	Pipe	2016

Identification	Map reference	Future trunk infrastructure	Planned date of completion
FM-BDS-0240	1.1,1.2	Pipe	2016
FM-BDS-0243	1.1,1.2	Pipe	2016
FR-BDS-G1	1.1,1.2	Reservoir	2016
FP-CNN-0012	1.5	Pipe	2016
FP-CNN-0013	1.5	Pipe	2016
FP-CNN-0007	1.5	Pipe	2016
FP-CNN-0008	1.5	Pipe	2016
FP-CNN-0009	1.5	Pipe	2016
FP-CNN-0010	1.5	Pipe	2016
FP-CNN-0011	1.5	Pipe	2016
FPMP- Booster 1	1.5	Pump station	2016
FM-BDS-0149a	1.1,1.2	Pipe	2021
FM-BDS-0169	1.1,1.2	Pipe	2021
FM-BDS-0203	1.1,1.2	Pipe	2021
FM-BDS-0204	1.1,1.2	Pipe	2021
FM-BDS-0213	1.1,1.2	Pipe	2021
FM-BDS-0219	1.1,1.2	Pipe	2021
FM-BDS-0235	1.1,1.2	Pipe	2021
FM-BDS-0236	1.1,1.2	Pipe	2021
FM-BDS-0237	1.1,1.2	Pipe	2021
FM-BDS-0238	1.1,1.2	Pipe	2021
FM-BDS-0246	1.1,1.2	Pipe	2021
FPU-BDS-0006	1.1,1.2	Pump station	2021
FT-BDS-KR1	1.1,1.2	Reservoir	2021
FP-CNN-0021	1.5	Pipe	2021
FP-CNN-0022	1.5	Pipe	2021
FP-CNN-0023	1.5	Pipe	2021
FP-CNN-0024	1.5	Pipe	2021
FP-CNN-0029	1.5	Pipe	2021
FP-CNN-0030	1.5	Pipe	2021
FP-CNN-0031	1.5	Pipe	2021
FP-CNN-0032	1.5	Pipe	2021
FPMP- Booster 2	1.5	Pump station	2021
FM-BDS-0145	1.1,1.2	Pipe	2026
FM-BDS-0175	1.1,1.2	Pipe	2026
FM-BDS-0176	1.1,1.2	Pipe	2026
FM-BDS-0177	1.1,1.2	Pipe	2026
FM-BDS-0181	1.1,1.2	Pipe	2026
FM-BDS-0182	1.1,1.2	Pipe	2026
FM-BDS-0183	1.1,1.2	Pipe	2026
FM-BDS-0200	1.1,1.2	Pipe	2026
FM-BDS-0209	1.1,1.2	Pipe	2026
FM-BDS-0227	1.1,1.2	Pipe	2026
FT-CNN- proposed reservoir	1.5	Reservoir	2026
FP-CNN-0049	1.5	Pipe	2026
FP-CNN-0051	1.5	Pipe	2026
FP-CNN-0052	1.5	Pipe	2026
FP-CNN-0053	1.5	Pipe	2026
FP-CNN-0054	1.5	Pipe	2026
FP-CNN-0055	1.5	Pipe	2026
FP-CNN-0056	1.5	Pipe	2026
FP-KRL-0007	1.3	Water Main	2026

Identification	Map reference	Future trunk infrastructure	Planned date of completion
FP-KRL-0008	1.3	Water Main	2026
Ipswich Planning Scheme			
P93470	1.2	Pipe	2016
U4180	1.2	Pump Station	2026
P109040	1.2	Pipe	2026
P109050	1.1	Pipe	2026
P109060	1.1	Pipe	2026
P109070	1.1	Pipe	2026
P109080	1.1	Pipe	2026
P109090	1.1	Pipe	2026
P108720	1.2	Pipe	2026
Boonah Shire Planning Scheme			
Mt Alford Booster Pump	1.6	Pump Station	2013
Dugandan Reservoir	1.3	Reservoir	2014
FP-BNH-0001	1.5	Water Main	2014
FP-BNH-0002	1.2	Water Main	2014
FP-BNH-0003	1.5	Water Main	2014
FP-BNH-0004	1.3	Water Main	2014
FP-BNH-0005	1.1	Water Main	2014
FP-BNH-0006	1.4	Water Main	2026

Table 17
Sewer Network Schedule of Works

Identification	Map reference	Future trunk infrastructure	Planned date of completion
Beaudesert Shire Planning Scheme			
FGS31-1	2.1,2.2	Gravity Main	2012
FGS31-2	2.1,2.2	Gravity Main	2012
FGS01	2.1,2.2	Gravity Main	2012
FRM12	2.1,2.2	Rising Main	2012
FRM11-2	2.1,2.2	Rising Main	2012
ST_FPS09	2.1,2.2	Pump Station Storage	2012
FRM8	2.1,2.2	Rising Main	2014
FPS09	2.1,2.2	Pump Station	2016
FRM9	2.1,2.2	Rising Main	2016
SP01	2.1,2.2	Pump Station	2016
FGS21-1	2.1,2.2	Gravity Main	2016
FGS21-2	2.1,2.2	Gravity Main	2016
FGS2-1	2.1,2.2	Gravity Main	2016
FGS2-2	2.1,2.2	Gravity Main	2016
FGS7	2.1,2.2	Gravity Main	2016
FGS17-1	2.1,2.2	Gravity Main	2016
FGS68	2.1,2.2	Gravity Main	2016
FGS69	2.1,2.2	Gravity Main	2016
FGS67	2.1,2.2	Gravity Main	2016
FGS70	2.1,2.2	Gravity Main	2016
FGS66	2.1,2.2	Gravity Main	2016
FGS59	2.1,2.2	Gravity Main	2016
FGS71	2.1,2.2	Gravity Main	2016
ST_SP04	2.1,2.2	Pump Station Storage	2016

Identification	Map reference	Future trunk infrastructure	Planned date of completion
ST_SP06	2.1,2.2	Pump Station Storage	2016
NSP-CNN-0001	2.4	Gravity Main	2016
NS-KRL-0001	2.3	Gravity Main	2016
NS-KRL-0002	2.3	Gravity Main	2016
NS-KRL-0029	2.3	Gravity Main	2016
FGS16	2.1,2.2	Gravity Main	2021
FGS17-2	2.1,2.2	Gravity Main	2021
FGS17-3	2.1,2.2	Gravity Main	2021
FGS18	2.1,2.2	Gravity Main	2021
FGS19	2.1,2.2	Gravity Main	2021
FGS20-1	2.1,2.2	Gravity Main	2021
FGS20-2	2.1,2.2	Gravity Main	2021
FGS21-3	2.1,2.2	Gravity Main	2021
FGS3-1	2.1,2.2	Gravity Main	2021
FGS3-2	2.1,2.2	Gravity Main	2021
NSP-CNN-0002	2.4	Gravity Main	2021
NSP-CNN-0005	2.4	Gravity Main	2021
FGS29	2.1,2.2	Gravity Main	2026
FGS30-1	2.1,2.2	Gravity Main	2026
FGS30-2	2.1,2.2	Gravity Main	2026
FGS48	2.1,2.2	Gravity Main	2026
FGS49	2.1,2.2	Gravity Main	2026
FGS57	2.1,2.2	Gravity Main	2026
FGS58	2.1,2.2	Gravity Main	2026
FRM11-1	2.1,2.2	Rising Main	2026
FRM7	2.1,2.2	Rising Main	2026
SP01	2.1,2.2	Pump Station	2026
FPS07	2.1,2.2	Pump Station	2026
FPS08	2.1,2.2	Pump Station	2026
ST_SP01	2.1,2.2	Pump Station Storage	2026
ST_FPS07	2.1,2.2	Pump Station Storage	2026
ST_FPS08	2.1,2.2	Pump Station Storage	2026
NSP-CNN-0003	2.4	Rising Main	2026
NSP-CNN-0004	2.4	Pump Station	2026
NSP-CNN-0011	2.4	Pump Station Storage	2026
NS-KRL-0003	2.3	Gravity Main	2026
NS-KRL-0004	2.3	Gravity Main	2026
NS-KRL-0005	2.3	Gravity Main	2026
NS-KRL-0006	2.3	Gravity Main	2026
NS-KRL-0007	2.3	Gravity Main	2026
NS-KRL-0008	2.3	Gravity Main	2026
NS-KRL-0009	2.3	Gravity Main	2026
NS-KRL-0010	2.3	Gravity Main	2026
NS-KRL-0011	2.3	Gravity Main	2026
NS-KRL-0014	2.3	Gravity Main	2026
NS-KRL-0015	2.3	Gravity Main	2026
NS-KRL-0016	2.3	Gravity Main	2026
NS-KRL-0017	2.3	Gravity Main	2026
NS-KRL-0018	2.3	Gravity Main	2026

Identification	Map reference	Future trunk infrastructure	Planned date of completion
NS-KRL-0019	2.3	Gravity Main	2026
NS-KRL-0020	2.3	Gravity Main	2026
NS-KRL-0026	2.3	Gravity Main	2026
NS-KRL-0027	2.3	Gravity Main	2026
NS-KRL-0028	2.3	Gravity Main	2026
Boonah Shire Planning Scheme			
NSP-BNH-0001	2.1	Rising Main	2011
NSP-BNH-0002	2.1	Gravity Main	2012
NSP-ART-001	2.4	Gravity Main	2012
SP435- Elliot Road, Boonah	2.1	Pump Station Storage	2014
SP437- Mt French Road, Dugandan	2.2	Pump Station Storage	2014
SP438- Teviot Street, Boonah	2.2	Pump Station Storage	2014
NSP-BNH-0003	2.2	Rising Main	2021
SP435- Elliot Road, Boonah	2.1	Pump Station Storage	2021
SP437- Mt French Road, Dugandan	2.2	Pump Station Storage	2021
SP439- Rathdowney Road, Dugandan	2.2	Pump Station Storage	2021
NSP-ART-002	2.4	Gravity Main	2026
NSP-ART-003	2.4	Gravity Main	2026
NSP-BNH-0004	2.1	Gravity Main	2026
SP436- Athol Terrace, Boonah	2.1	Pump Station Storage	2026

Table 18
Transport Schedule of Works- Local Roads

Identification		Map reference	Future trunk infrastructure	Planned date of completion
Road	Chainage			
Beaudesert Shire Planning Scheme				
Kerry Road	8880-9605	3.2	Realignment/ upgrade	2011
Christmas Creek Road	15508-16108	3.3	Realignment/ upgrade	2011
Kerry Road	8880-9605	3.2	Realignment/ upgrade	2012
Christmas Creek Road	5060-6040	3.3	Realignment/ upgrade	2012
Christmas Creek Road	5060-6040	3.3	Realignment/ upgrade	2013
Veresdale Scrub Road	1615-3385	3.1	Realignment/ upgrade	2013
Beechmont Road	8610-10200	3.5	Realignment/ upgrade	2013
Beechmont Road	7975-8610	3.5	Realignment/ upgrade	2013
Widgee Creek Road	0-830	3.3	Rehabilitation	2014
Veresdale Scrub Road	1615-3385	3.1	Realignment/ upgrade	2014

Identification		Map reference	Future trunk infrastructure	Planned date of completion
Road	Chainage			
Kerry Road	3685-5520	3.2	Realignment/ upgrade	2014
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
Kerry Road	2440-3685	3.2	Realignment/ upgrade	2015
Kerry Road	2440-3685	3.2	Realignment/ upgrade	2015
Brookland Road	510-2040	3.1	Realignment/ upgrade	2015
Beechmont Road	3220-4770	3.5	Realignment/ upgrade	2016
Parkhurst Place extension		3.1	Extension of current road	2016
Carrigan Way extension		3.1	Extension of current road	2016
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)		3.5	Acquisition and construction of new major collector road	2016
Beechmont Road	3220-4770	3.5	Realignment/ upgrade	2017
Brisbane Street	0-989	3.2	Realignment/ upgrade	2017
Brookland Road	4820-5565	3.1	Realignment/ upgrade	2017
Brookland Road	3920-4820	3.1	Realignment/ upgrade	2017
McKee Street	180-328	3.2	Realignment/ upgrade	2018
Undullah Road	5025-5653	3.1	Realignment/ upgrade	2018
Veresdale Scrub School Road	0-1810	3.1	Realignment/ upgrade	2018
Kerry Road	19696-20981	3.3	Realignment/ upgrade	2018
Beechmont Road	4770-6300	3.5	Realignment/ upgrade	2019

Identification		Map reference	Future trunk infrastructure	Planned date of completion
Road	Chainage			
Kerry Road	19036-19696	3.3	Realignment/ upgrade	2019
Veresdale Scrub School Road	0-1810	3.1	Realignment/ upgrade	2019
Kerry Road	21796-22586	3.3	Realignment/ upgrade	2019
Josephville Road	0-1100	3.2	Rehabilitation	2019
Sandy Creek Road	5906-7203	3.2	Rehabilitation	2019
Kerry Road	0-1926	3.2	Realignment/ upgrade	2019
Kerry Road	17455-18200	3.2	Realignment/ upgrade	2020
Christmas Creek Road	13050-14250	3.3	Realignment/ upgrade	2020
Kerry Road	25046-26231	3.3	Realignment/ upgrade	2020
Beechmont Road	11900-12300	3.5	Realignment/ upgrade	2021
Kerry Road	26231-28020	3.3	Realignment/ upgrade	2021
Allan Creek Road	1180-1850	3.1	Realignment/ upgrade	2021
Brookland Road	2040-3640	3.1	Realignment/ upgrade	2021
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
Darlington Connection Road	0-2120	3.3	Realignment/ upgrade	2022
Brookland Road	5565-6565	3.1	Realignment/ upgrade	2023
Brookland Road	2040-3640	3.1	Realignment/ upgrade	2023
Brookland Road	3640-3920	3.1	Realignment/ upgrade	2024
Christmas Creek Road	9560-11165	3.3	Realignment/ upgrade	2024
Veresdale Scrub Road	4635-6455	3.1	Realignment/ upgrade	2025
Kerry Road	7311-8880	3.2	Realignment/ upgrade	2025
Kooralbyn Road	3855-5040	3.3	Realignment/ upgrade	2026

Identification		Map reference	Future trunk infrastructure	Planned date of completion
Road	**Chainage**			
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
Ipswich Planning Scheme				
Kalbar-Peak Crossing Road	14700-16040	2.0	Realignment/ upgrade	2011
Mutdapilly-Churchbank Weir Road	75-1060	2.0	Realignment/ upgrade	2015
Mutdapilly-Churchbank Weir Road	75-1060	2.0	Realignment/ upgrade	2016
Peak Crossing-Churchbank Weir Road	1200-4890	2.0	Realignment/ upgrade	2022
Mutdapilly-Churchbank Weir Road	75-4300	2.0	Realignment/ upgrade	2023
Boonah Shire Planning Scheme				
Hoya Road	1310-2075	3.0	Realignment/ upgrade	2012
Hoya Road	2075-2845	3.0	Realignment/ upgrade	2013
Hoya Road	2845-3905	3.0	Realignment/ upgrade	2014
Roadvale Road	0-1042	3.0	Realignment/ upgrade	2014
Tarome Road	3960-5180	3.0	Realignment/ upgrade	2015
Edward Street	0-580	3.0	Realignment/ upgrade	2015
Burnett Creek Road	0-4840	3.0	Realignment/ upgrade	2015
Hoya Road	3905-5100	3.0	Realignment/ upgrade	2016
Burnett Creek Road	0-4850	3.0	Realignment/ upgrade	2016
Munbilla Road	5450-6320	3.0	Realignment/ upgrade	2017
Munbilla Road	4000-5500	3.0	Realignment/ upgrade	2017
Munbilla Road	12070-13120	3.0	Realignment/ upgrade	2018
Hoya Road	5550-6000	3.0	Realignment/ upgrade	2018
Roadvale	2100-3250	3.0	Realignment/	2018

Identification		Map reference	Future trunk infrastructure	Planned date of completion
Road	Chainage			
Road			upgrade	
Ganthorpe Road	2100-3700	3.0	Realignment/ upgrade	2020
Charlwood Road	200-1630	3.0	Realignment/ upgrade	2020
Head Road	7300-11375	3.0	Rehabilitation	2020
Ganthorpe Road	2100-3700	3.0	Realignment/ upgrade	2021
Charlwood Road	200-1630	3.0	Realignment/ upgrade	2021
Tarome Road	23205-25500	3.0	Realignment/ upgrade	2021
Head Road	7300-11375	3.0	Rehabilitation	2021
Munbilla Road	4000-5500	3.0	Realignment/ upgrade	2022
Tarome Road	3960-5180	3.0	Realignment/ upgrade	2022
Roadvale Road	3250-4140	3.0	Realignment/ upgrade	2022
Roadvale Road	3250-4140	3.0	Rehabilitation	2023
Munbilla Road	6790-7290	3.0	Realignment/ upgrade	2023
Tarome Road	23205-25500	3.0	Realignment/ upgrade	2023
Munbilla Road	3875-5450	3.0	Realignment/ upgrade	2024
Tarome Road	0-1460	3.0	Realignment/ upgrade	2024
Munbilla Road	7460-9000	3.0	Realignment/ upgrade	2025
Tarome Road	7345-9065	3.0	Realignment/ upgrade	2025
Munbilla Road	13120-14700	3.0	Realignment/ upgrade	2026
Tarome Road	5180-7460	3.0	Realignment/ upgrade	2026

Table 19
Transport Schedule of Works - Footpaths

Identification	Map reference	Future trunk infrastructure	Planned date of completion
Footpath			
Beaudesert Shire Planning Scheme			
Christie Street	N/A	Footpath	2012
Mt Lindesay Highway	N/A	Footpath	2012
Mt Lindesay Highway	N/A	Footpath	2013
Mt Lindesay Highway	N/A	Footpath	2014
Telemon Street	N/A	Footpath	2015
My Lindesay Highway	N/A	Footpath	2016
Alpine Terrace	N/A	Footpath	2019
Beechmont Road	N/A	Bikeway	2020

Beechmont Road	N/A	Bikeway	2021
Long Road	N/A	Footpath	2022
Long Road	N/A	Footpath	2026
Tina Street	N/A	Bikeway	2026
Ipswich Planning Scheme			
Hall Street	N/A	Footpath	2014
Boonah Planning Scheme			
High Street	N/A	Footpath	2015
High Street	N/A	Footpath	2016
High Street	N/A	Footpath	2017
High Street	N/A	Footpath	2018
Boonah/Ipswich Road	N/A	Footpath	2021
Hoya Road	N/A	Footpath	2023
Hoya Road	N/A	Footpath	2026

Table 20
Open Space Schedule of Works

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

Identification		Map reference	Future trunk infrastructure	Planned date of completion
New district sports park, Central Beaudesert	B116	4.2	Acquisition of land	2017
Rosser Park	T110	4.7	Embellishment	2017
Staffsmith Park	T104	4.6	Embellishment	2017
New Tamborine Mt cemetery	T113	4.6	Earthworks	2017
New district recreation/ sports park, Canungra	C111	4.8	Embellishment	2017
New district sports park, Spring Creek corridor south Beaudesert	B115	4.2	Earthworks	2018
New district sports park, Central Beaudesert	B116	4.2	Earthworks	2018
New district recreation park, Spring Creek corridor north Beaudesert.	B117	4.2	Acquisition of land	2018
New district sports park, Spring Creek corridor south, Beaudesert	B115	4.2	Embellishment	2019
New district sports park, Central Beaudesert	B116	4.2	Embellishment	2019
New district recreation park, Spring Creek corridor north, Beaudesert.	B117	4.2	Earthworks	2019
New regional recreation park, Central Beaudesert	B118	4.2	Earthworks	2019
Jubilee Park	B100	4.2	Embellishment	2019
Selwyn Park	B112	4.2	Embellishment	2019
Central Place, Beaudesert	B119	4.2	Embellishment	2019
Nth Tamborine Sports Park	T120	4.6	Embellishment	2019
New district recreation park, Spring Creek corridor north, Beaudesert	B117	4.2	Embellishment	2020
New regional recreation park, Central Beaudesert	B118	4.2	Embellishment	2020
Moriarty Park	C121	4.8	Embellishment	2020
Everdell Park	R122	4.1	Embellishment	2020
New district youth facility, Spring Creek corridor south, Beaudesert	B123	4.2	Acquisition of land	2021
New district youth	B123	4.2	Earthworks	2023

Identification		Map reference	Future trunk infrastructure	Planned date of completion
facility, Spring Creek corridor south, Beaudesert				
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
Ipswich Planning Scheme				
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2012
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2013
Harrisville Memorial Park	H101	3.1	Embellishment	2013
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2014
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2016
Peak Mountain View Park, Peak Crossing	P100	3.2	Embellishment	2018
New district sports park, Hayes Park, Harrisville	H102	3.1	Acquisition of land	2021
Boonah Shire Planning Scheme				
Toby Slatter Park, Boonah	B100	4.2	Embellishment	2012
Kalbar Civic Centre Park, Kalbar	K101	4.3	Embellishment	2012
Springleigh Park, Boonah	B102	4.1	Embellishment	2012
Bicentennial Park, Boonah	B103	4.1	Embellishment	2012
Bicentennial Park, Boonah	B103	4.1	Embellishment	2012
Coronation Park, Boonah	B104	4.1	Embellishment	2012
Coronation Park, Boonah	B104	4.1	Embellishment	2012
Moffatt Park, Aratula	A105	4.4	Embellishment	2012
Coronation Park, Boonah	B104	4.1	Embellishment	2013

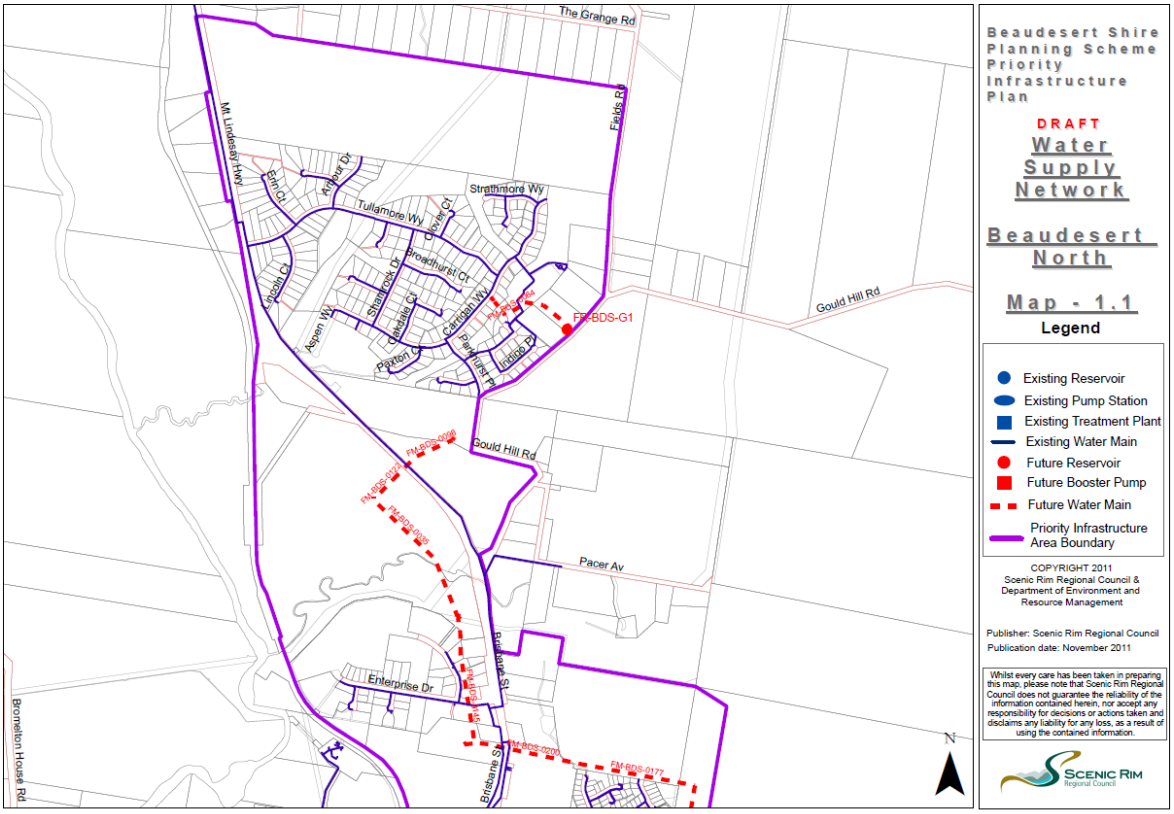
Identification		Map reference	Future trunk infrastructure	Planned date of completion
Springleigh Park, Boonah	B102	4.1	Embellishment	2013
Coronation Park, Boonah	B104	4.1	Embellishment	2014
Springleigh Park, Boonah	B102	4.1	Embellishment	2014
Coronation Park, Boonah	B104	4.1	Embellishment	2017
Coronation Park, Boonah	B104	4.1	Embellishment	2018
Coronation Park, Boonah	B104	4.1	Embellishment	2018
Kalbar Civic Centre Park, Kalbar	K101	4.3	Embellishment	2019
New District Sports Park, Kalbar	K106	4.3	Acquisition of land	2021
New District Sports Park, Kalbar	K106	4.3	Earthworks	2022
New District Sports Park, Kalbar	K106	4.3	Embellishment	2024

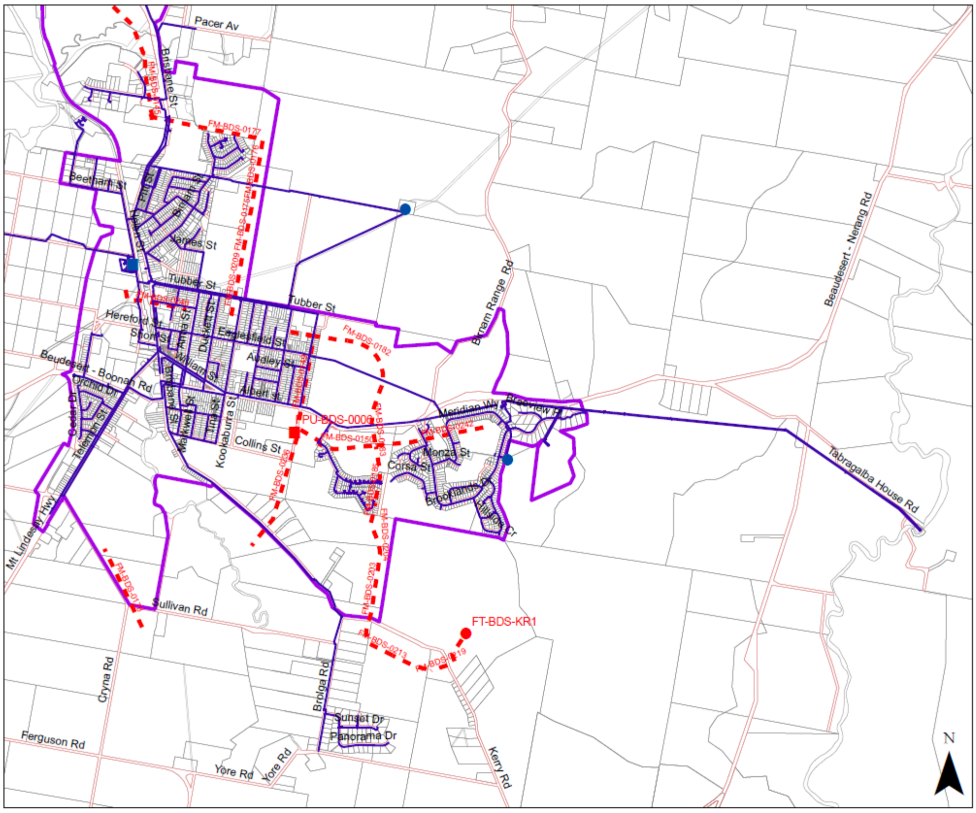
Table 21
Stormwater Network Schedule of Works

Identification	Map reference	Future trunk infrastructure	Planned date of completion
Beaudesert Shire Planning Scheme			
C29	5.0	Culvert augmentation	2012
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
BR8	5.0	Construct bio-retention basin	2016
BR9	5.0	Construct bio-retention basin	2016
C16	5.0	Culvert augmentation	2017
C15	5.0	Culvert augmentation	2019
C22	5.0	Culvert augmentation	2021

Identification	Map reference	Future trunk infrastructure	Planned date of completion
C23	5.0	Culvert augmentation	2021
C20	5.0	Culvert augmentation	2021
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
Ipswich Planning Scheme			
Mutdapilly-Churchbank Weir Rd	N/A	Culvert augmentation	2012
Mutdapilly-Churchbank Weir Rd	N/A	Culvert augmentation	2013
Boonah Planning Scheme			
Springleigh Park	N/A	Drainage reconstruction	2014
Springleigh Park	N/A	Drainage reconstruction	2016
Mt Walker West Road	N/A	Culvert augmentation	2020

O) Plans for trunk infrastructure – Water Network





Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

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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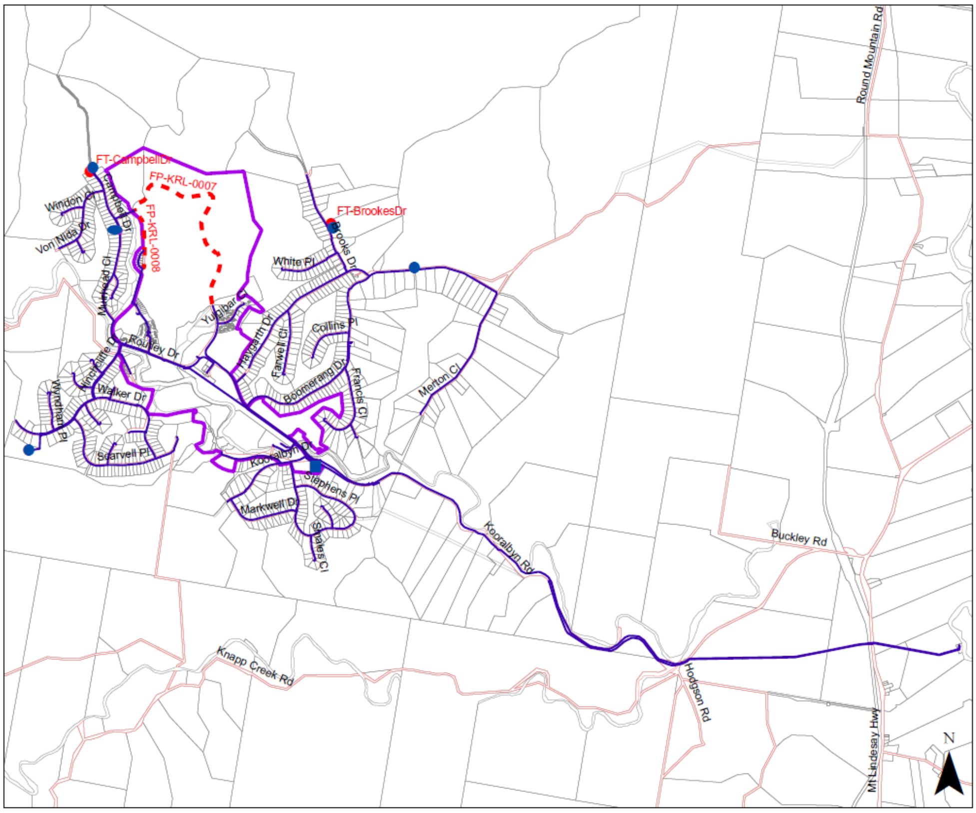

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

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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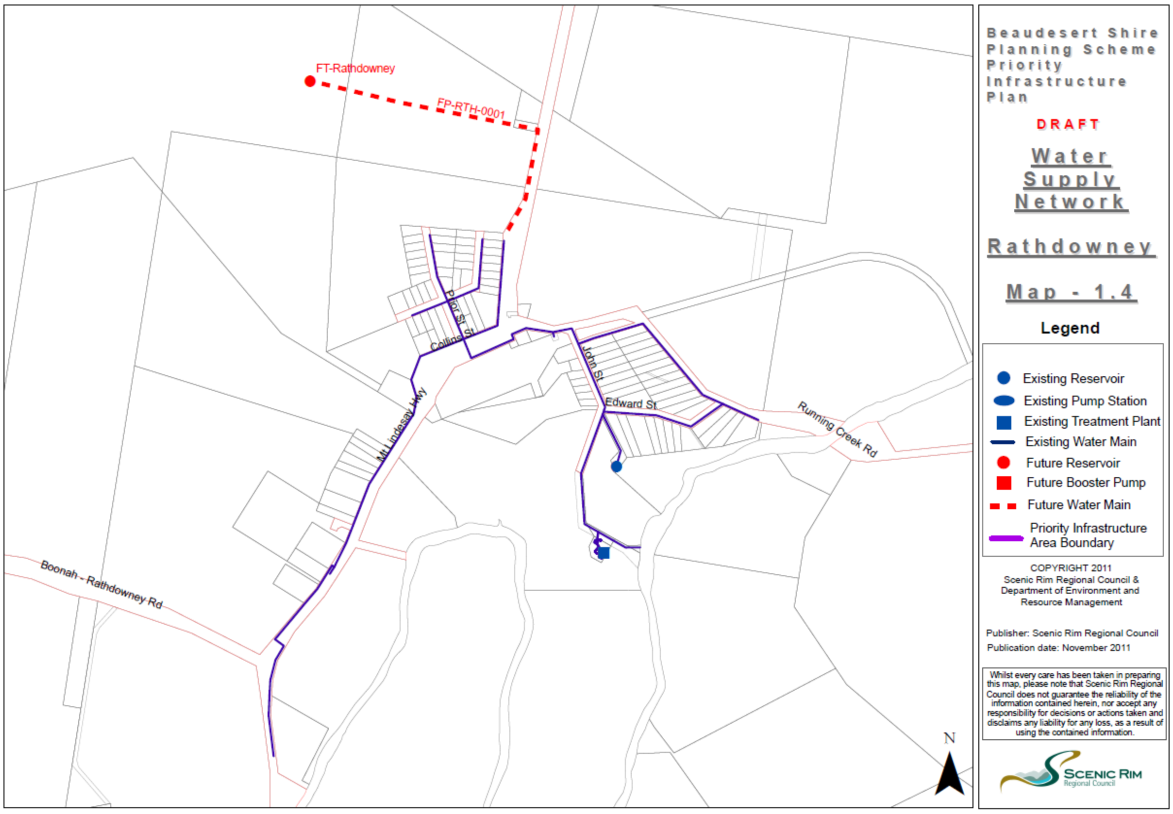
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Rathdowney
Map - 1.4
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
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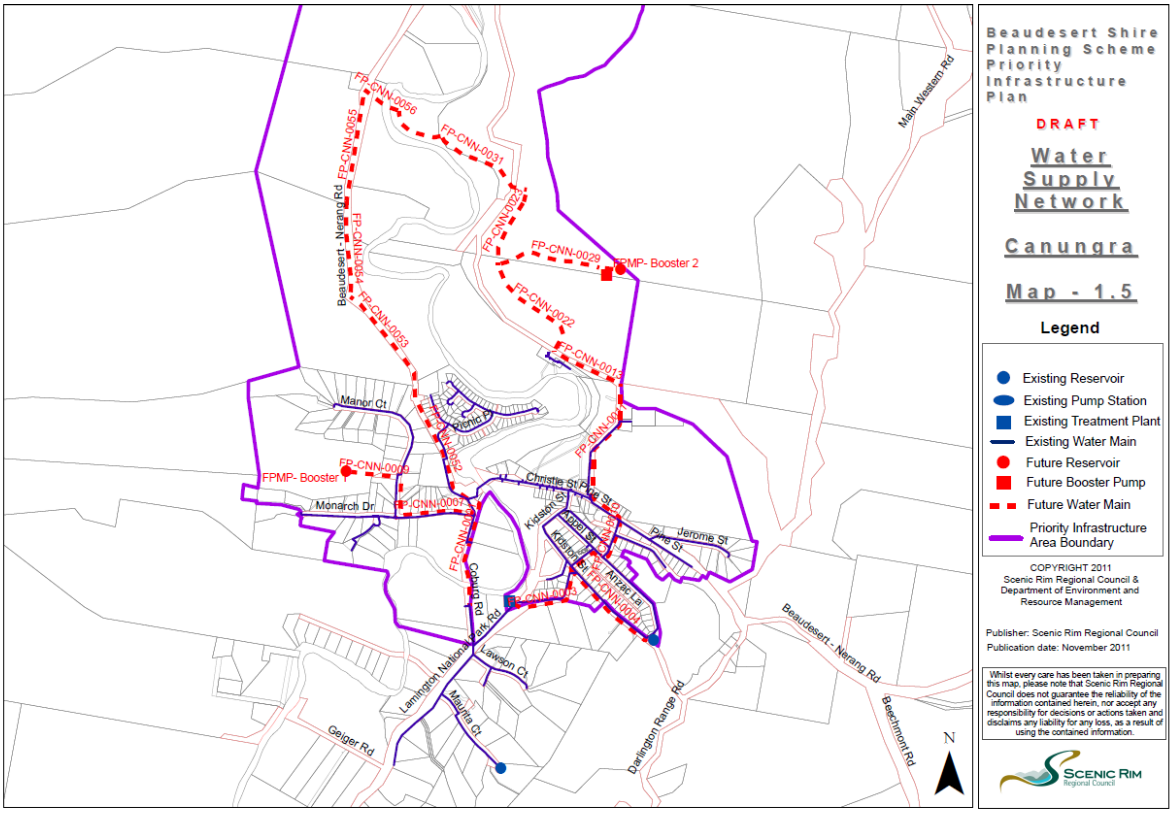
FT-Rathdowney
FP-RTH-0001
Collins St
John St
Edward St
Mt Lindesay Hwy
Running Creek Rd
Boonah - Rathdowney Rd
N


Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
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
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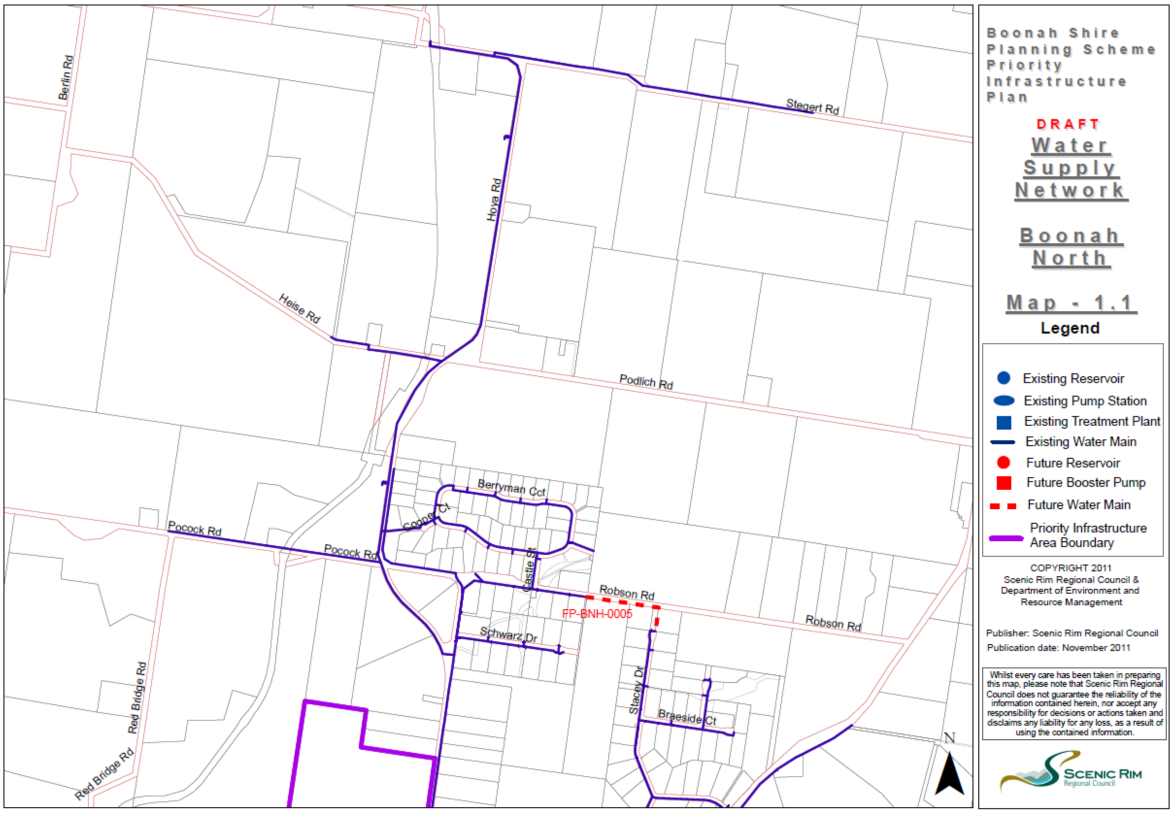
FP-CNN-0056
FP-CNN-0031
FP-CNN-0055
FP-CNN-0029
FPMP- Booster 2
FP-CNN-0022
FP-CNN-0053
FP-CNN-0054
FP-CNN-0009
FPMP- Booster
FP-CNN-0007
Beaudesert - Nerang Rd
Main Western Rd
Manor Ct
Monarch Dr
Christie St
Kidston St
Jerome St
Anzac La
Lawson Ct
Lamington National Park Rd
Geiger Rd
Darlington Range Rd
Beechmont Rd
N


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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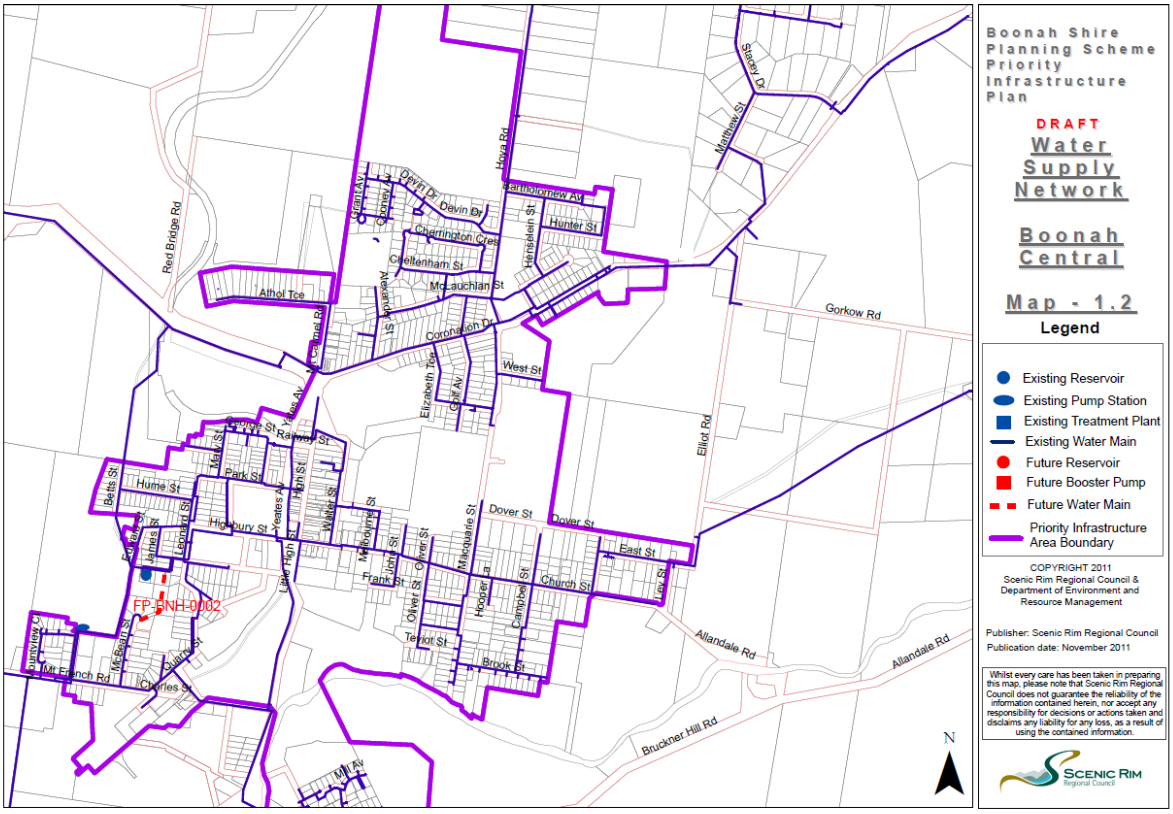
Scenic Rim Regional Council
Berlin Rd
Stegert Rd
Hoya Rd
Heise Rd
Podlich Rd
Berryman Cct
Pocock Rd
Pocock Rd
Castle St
Robson Rd
Robson Rd
FP-BNH-0005
Schwarz Dr
Stacey Dr
Braeside Ct
Red Bridge Rd
Red Bridge Rd
N


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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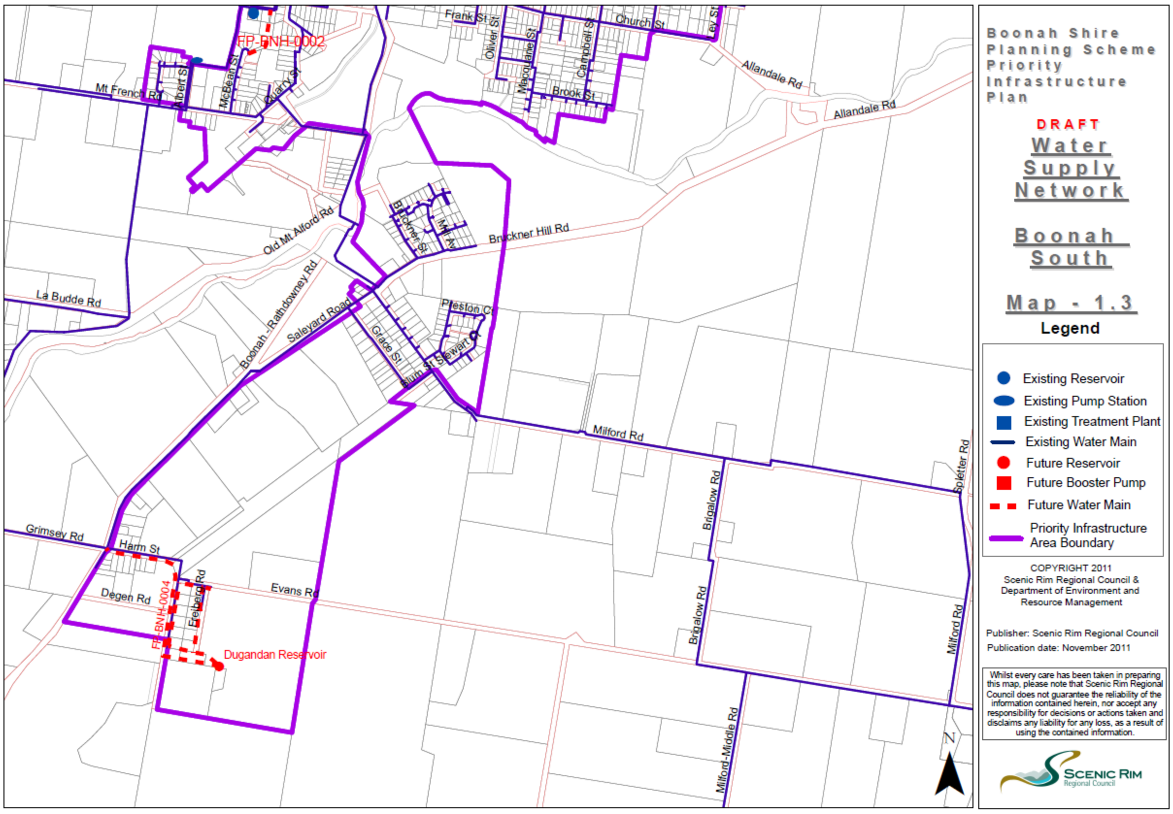
Scenic Rim Regional Council
Stacey Dr
Matthew St
Hoya Rd
Red Bridge Rd
Athol Tce
Grant Av
Devin Dr
Bartholomew Av
Hunter St
Cheltenham St
McLauchlan St
Coronation Dr
West St
Elizabeth Tce
Golf Av
Gorkow Rd
Elliot Rd
George St
Railway St
Hume St
Park St
Betts St
Highbury St
Yeates Av
High St
Walter St
Dover St
Dover St
East St
Church St
Frank St
Macquarie St
Oliver St
Teviot St
Brook St
FP-BNH-0002
Mt French Rd
McBain St
Charles St
Allandale Rd
Allandale Rd
Bruckner Hill Rd
N


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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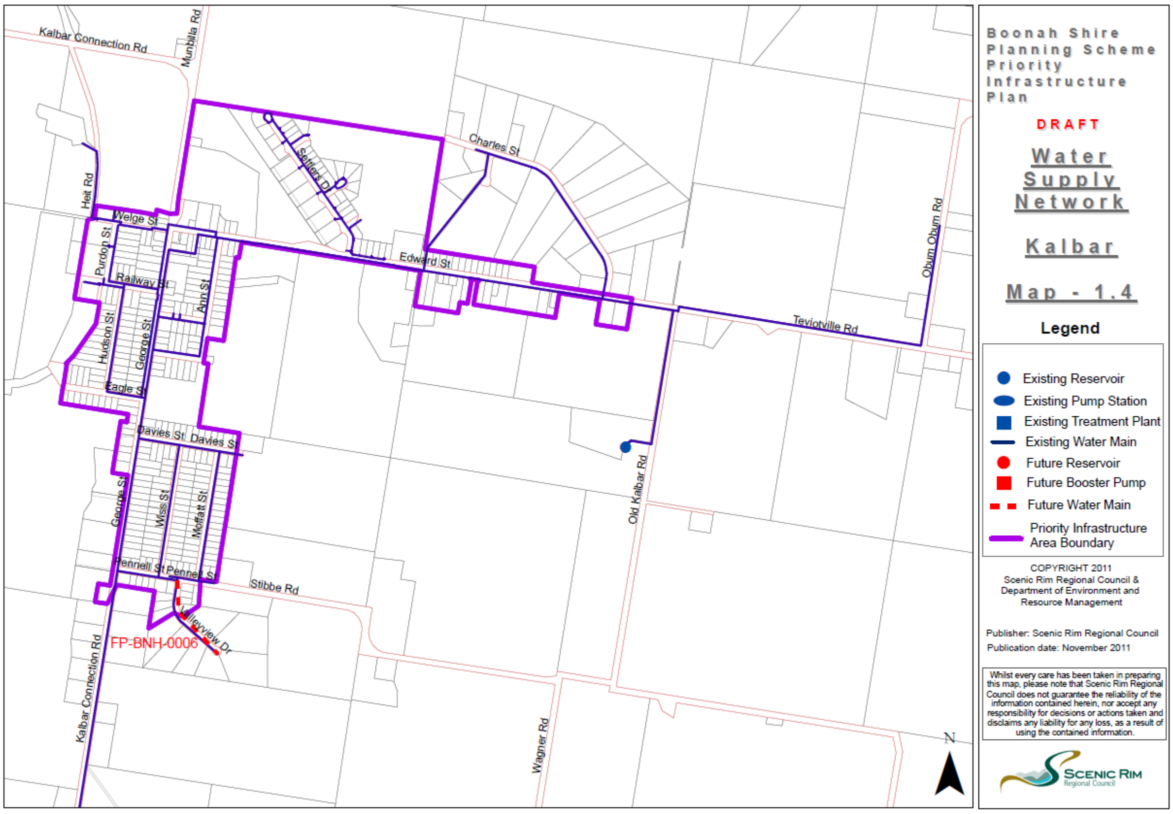
Scenic Rim Regional Council
FP-BNH-0002
FP-BNH-0004
Dugandan Reservoir
Mt French Rd
La Budde Rd
Old Mt Alford Rd
Boonah - Rathdowney Rd
Saleyard Road
Bruckner Hill Rd
Allandale Rd
Milford Rd
Grimsey Rd
Harm St
Degen Rd
Evans Rd
Brigalow Rd
Milford-Middle Rd
Spletter Rd
Frank St
Church St
Brook St
Preston Ct
Grace St
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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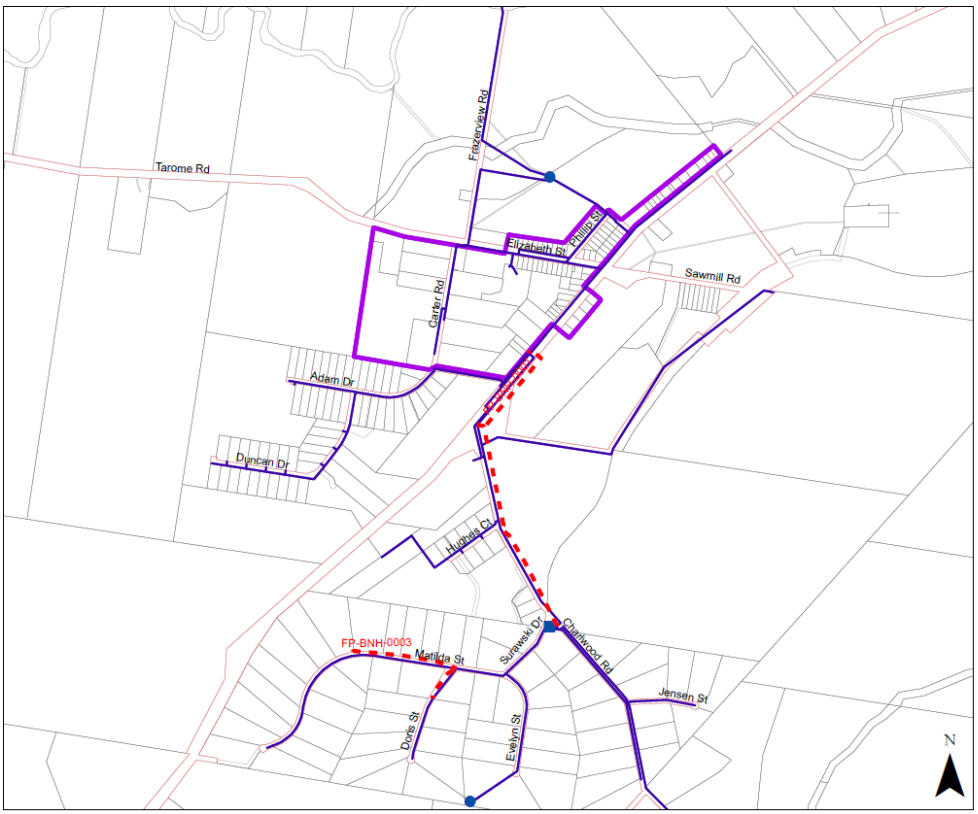
Scenic Rim Regional Council
FP-BNH-0006
Kalbar Connection Rd
Mumbala Rd
Heit Rd
Welge St
Purdon St
Railway St
Hudson St
George St
Ann St
Eagle St
Davies St
Moss St
Moffatt St
Pennell St
Stibbe Rd
Charles St
Edward St
Teviotville Rd
Old Kalbar Rd
Wagner Rd
Oburn Oburn Rd
N



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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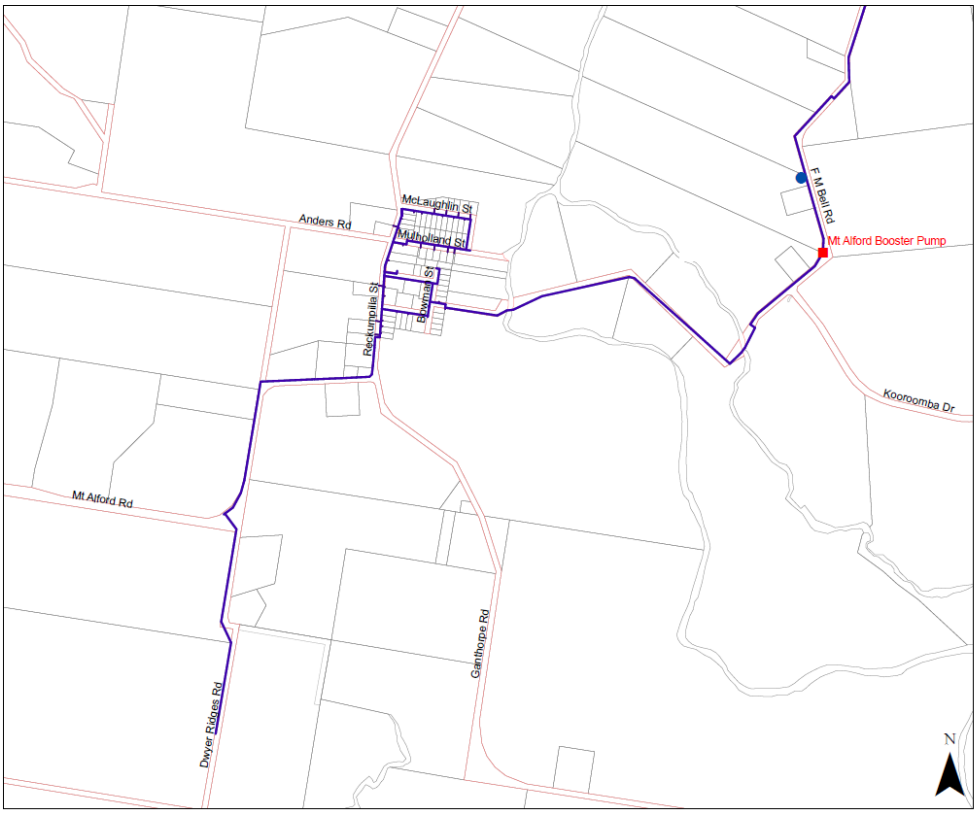

Boonah Shire Planning Scheme Priority Infrastructure Plan

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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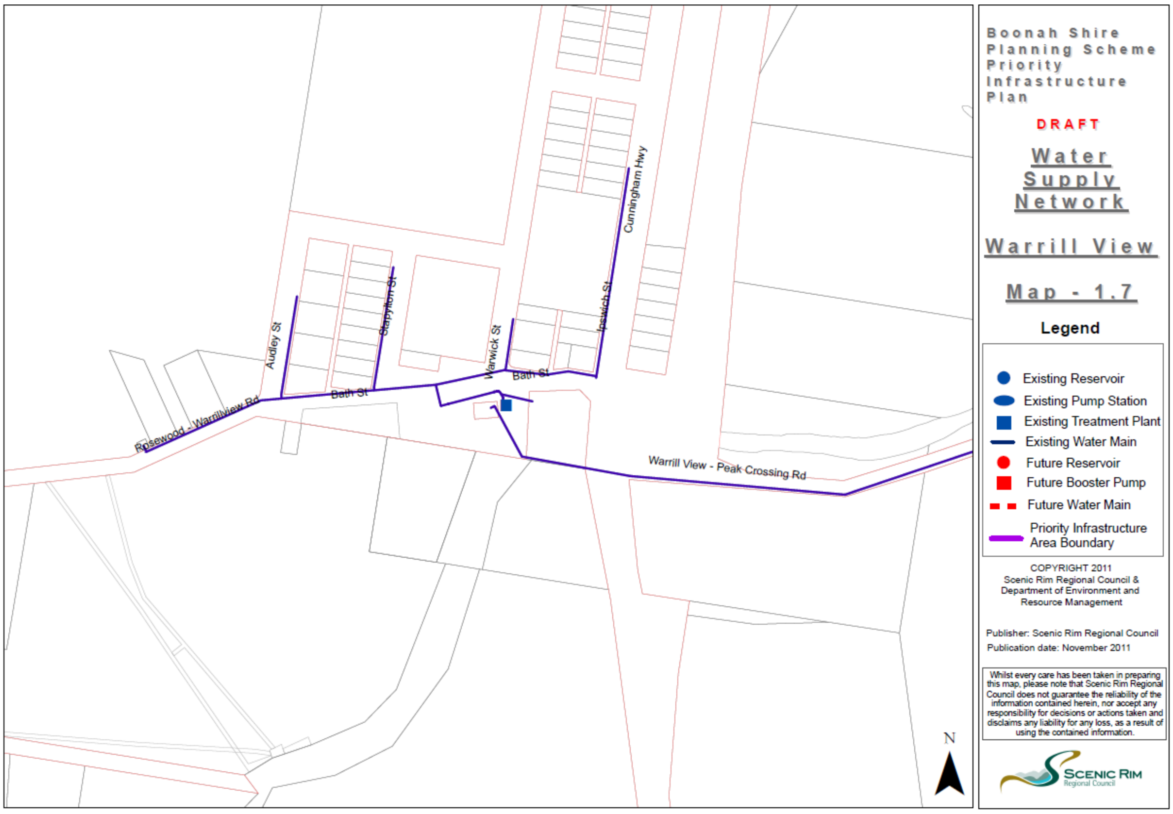
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Water Supply Network
Warrill View
Map - 1.7
Legend
Existing Reservoir
Existing Pump Station
Existing Treatment Plant
Existing Water Main
Future Reservoir
Future Booster Pump
Future Water Main
Priority Infrastructure Area Boundary
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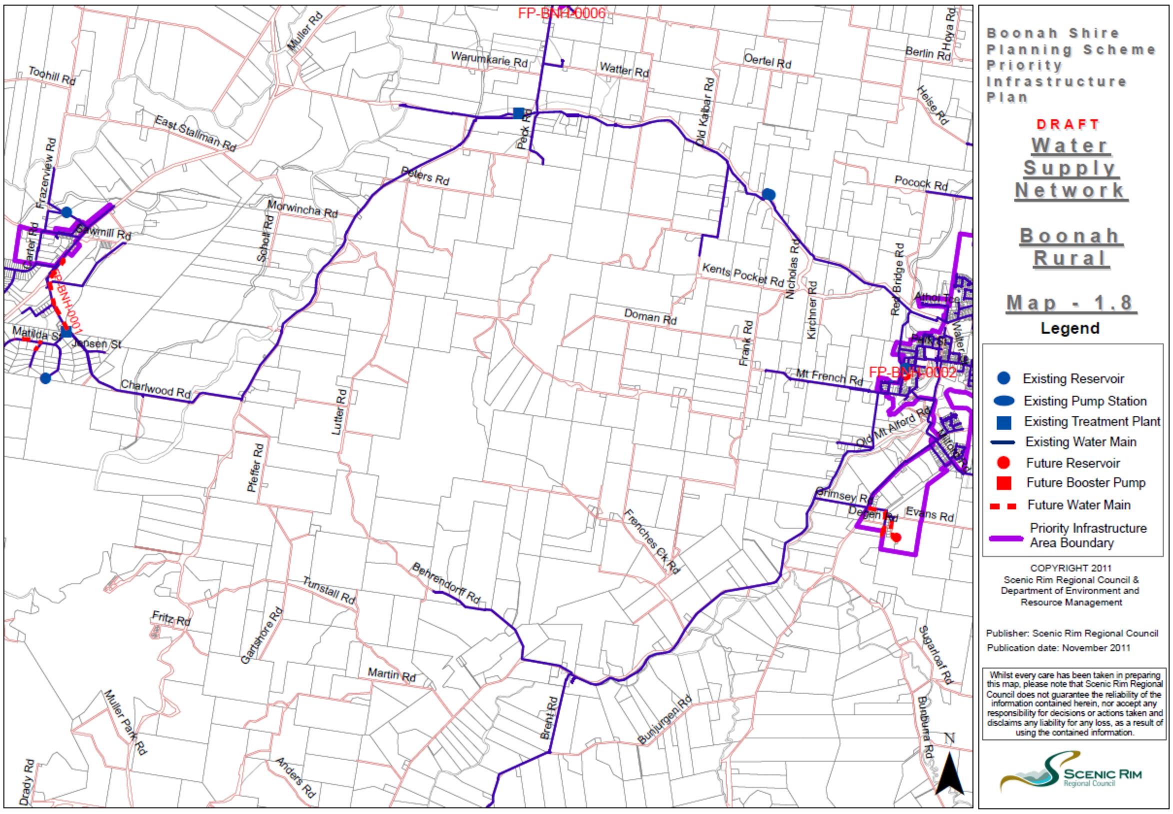
Scenic Rim Regional Council
Cunningham Hwy
Stapylton St
Audley St
Warwick St
Ipswich St
Bath St
Rosewood - Warrillview Rd
Warrill View - Peak Crossing Rd
N


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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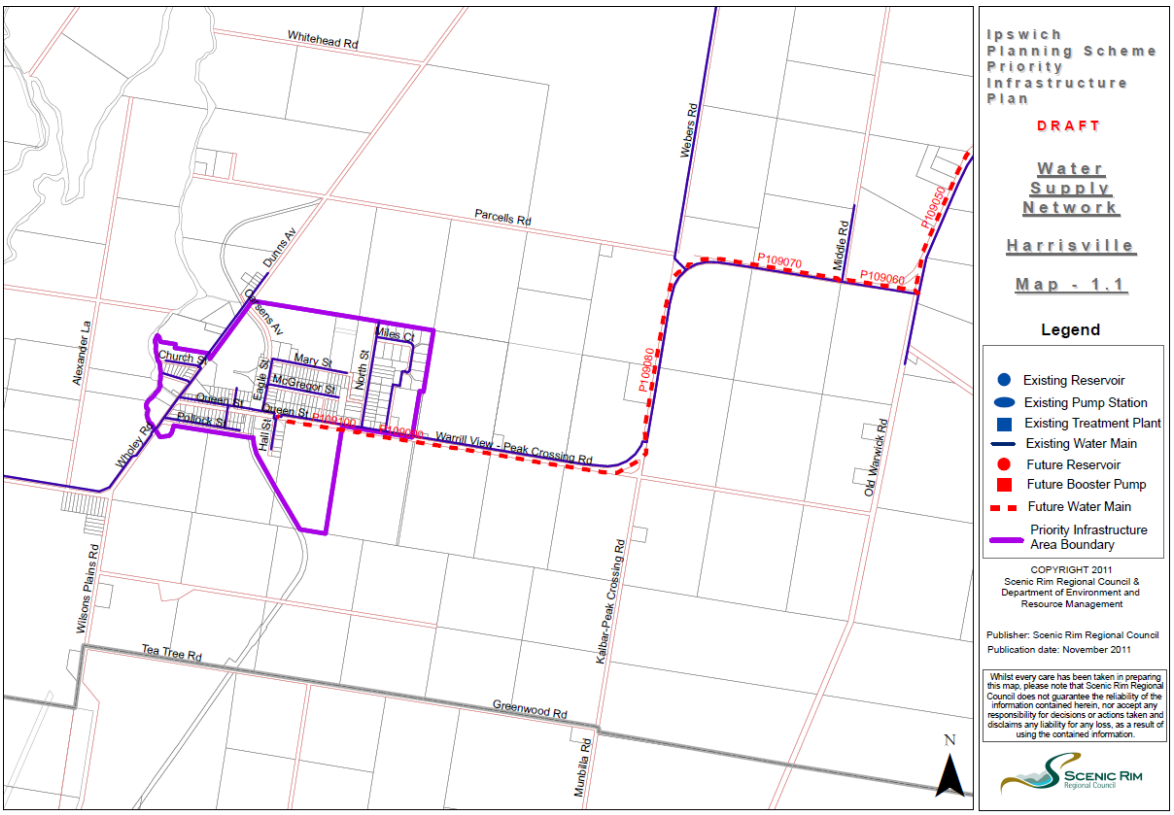
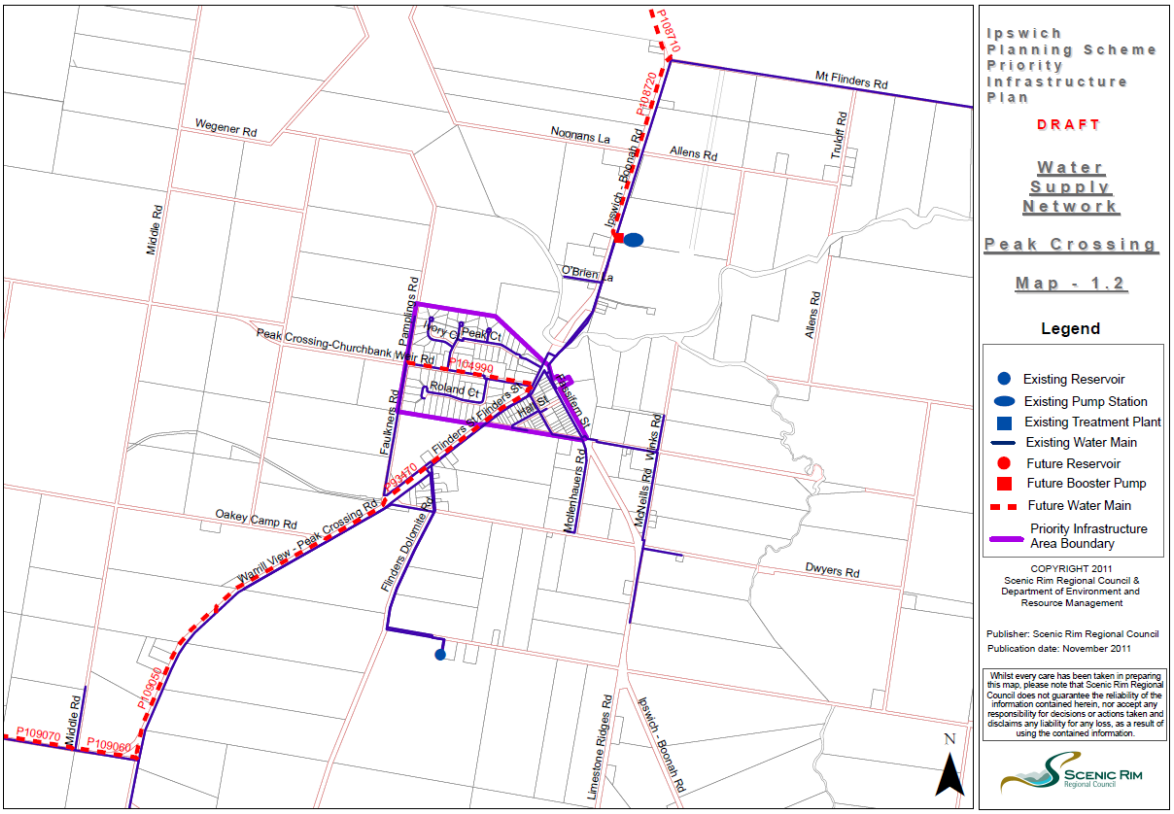
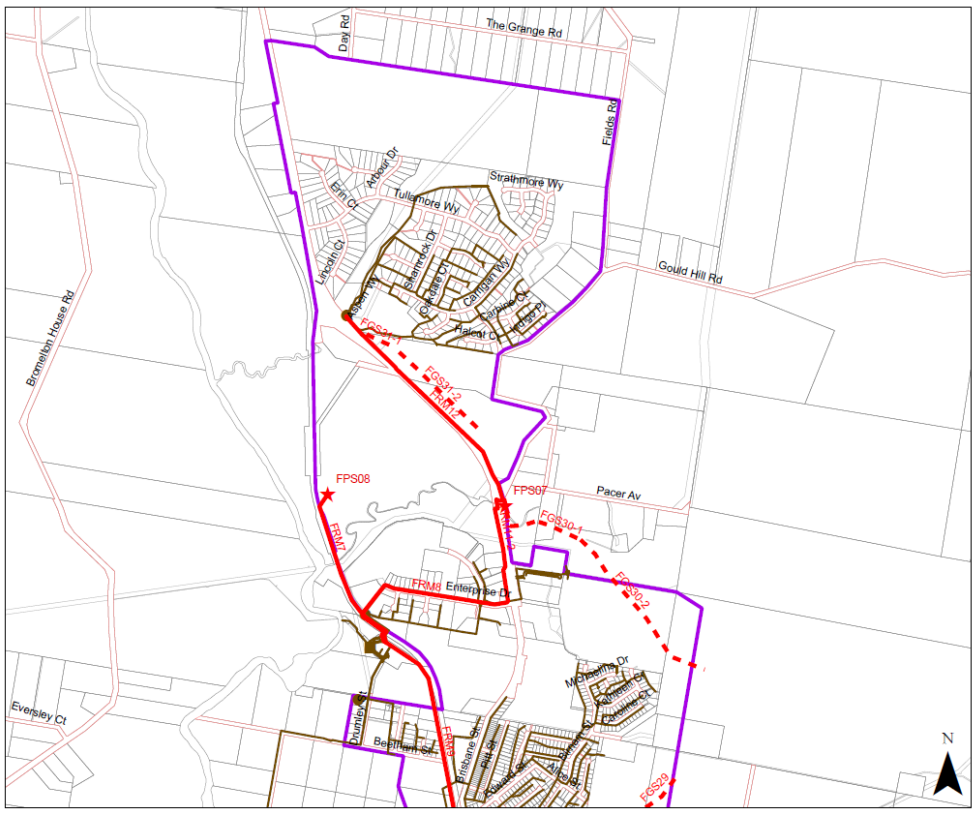
Scenic Rim Regional Council
FP-BNH-0006
FP-BNH-0002
Toohill Rd
Muller Rd
Warumkarie Rd
Watter Rd
Oertel Rd
Berlin Rd
Hoya Rd
Heise Rd
East Stallman Rd
Old Kalbar Rd
Peters Rd
Pocock Rd
Frazerview Rd
Morwincha Rd
Scholl Rd
Kents Pocket Rd
Nicholas Rd
Doman Rd
Kirchner Rd
Frank Rd
Mt French Rd
Matilda St
Jensen St
Charlwood Rd
Lutter Rd
Pfeffer Rd
Old Mt Alford Rd
Grimsey Rd
Evans Rd
Frenches Ck Rd
Behrendorff Rd
Tunstall Rd
Fritz Rd
Gartshore Rd
Martin Rd
Brent Rd
Bunjurgen Rd
Sugarloaf Rd
Bunburra Rd
Muller Park Rd
Anders Rd
Drady Rd
N





P) Plans for Trunk Infrastructure – Sewer Network



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

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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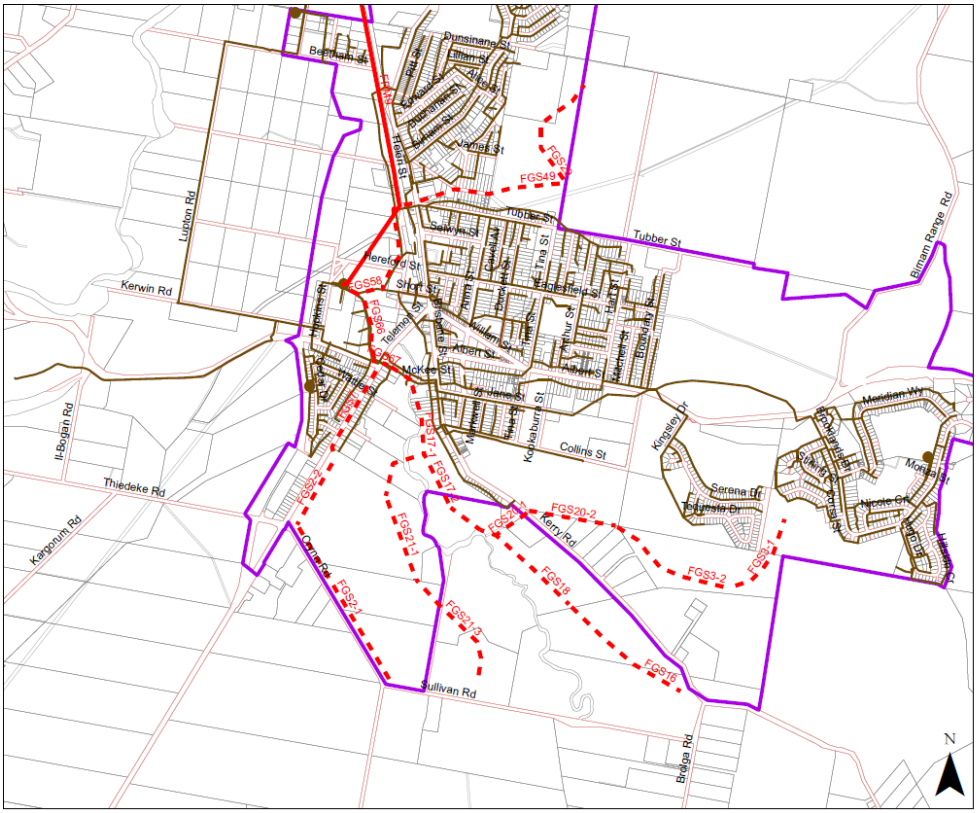

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

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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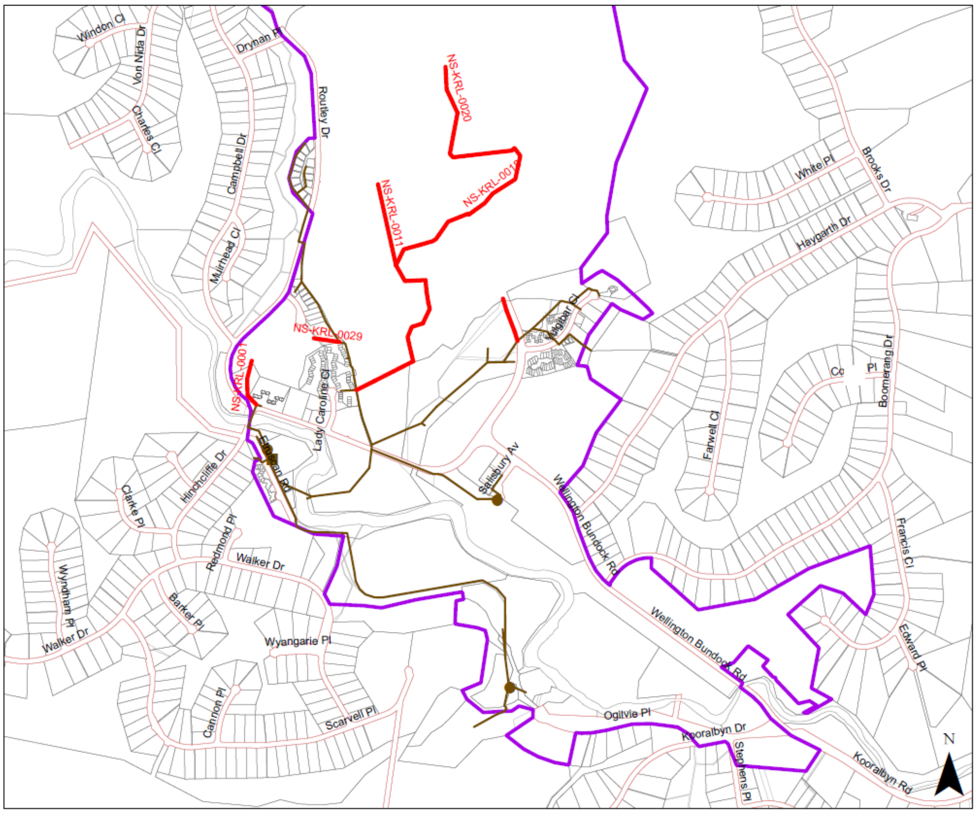

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

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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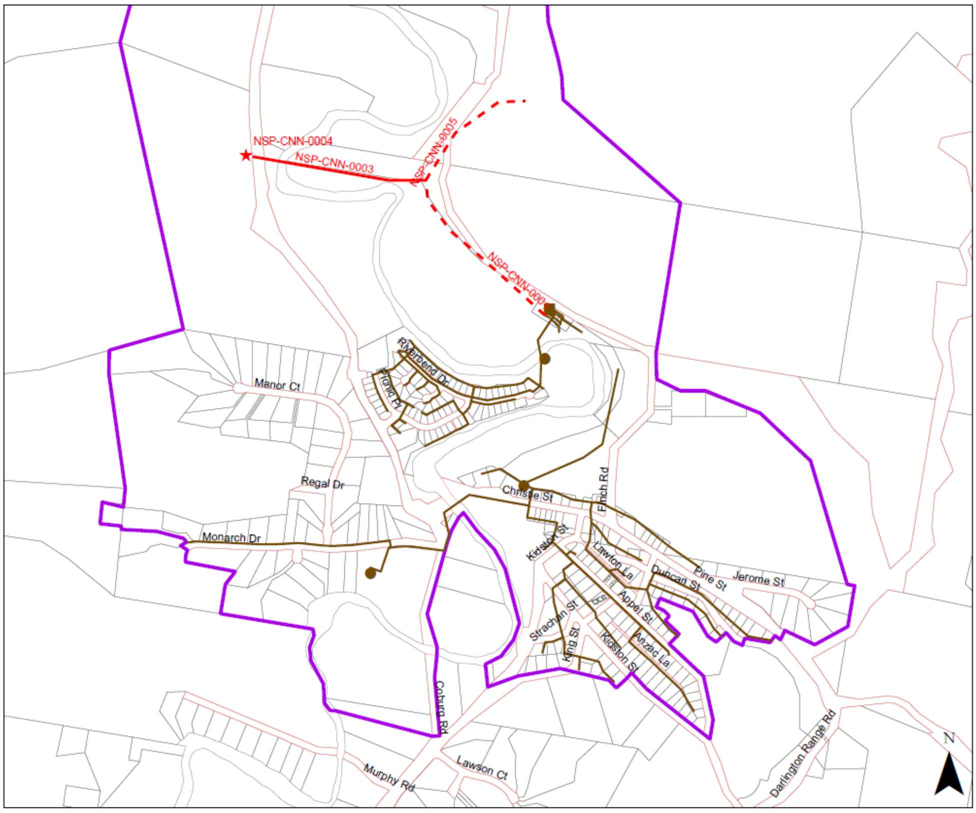

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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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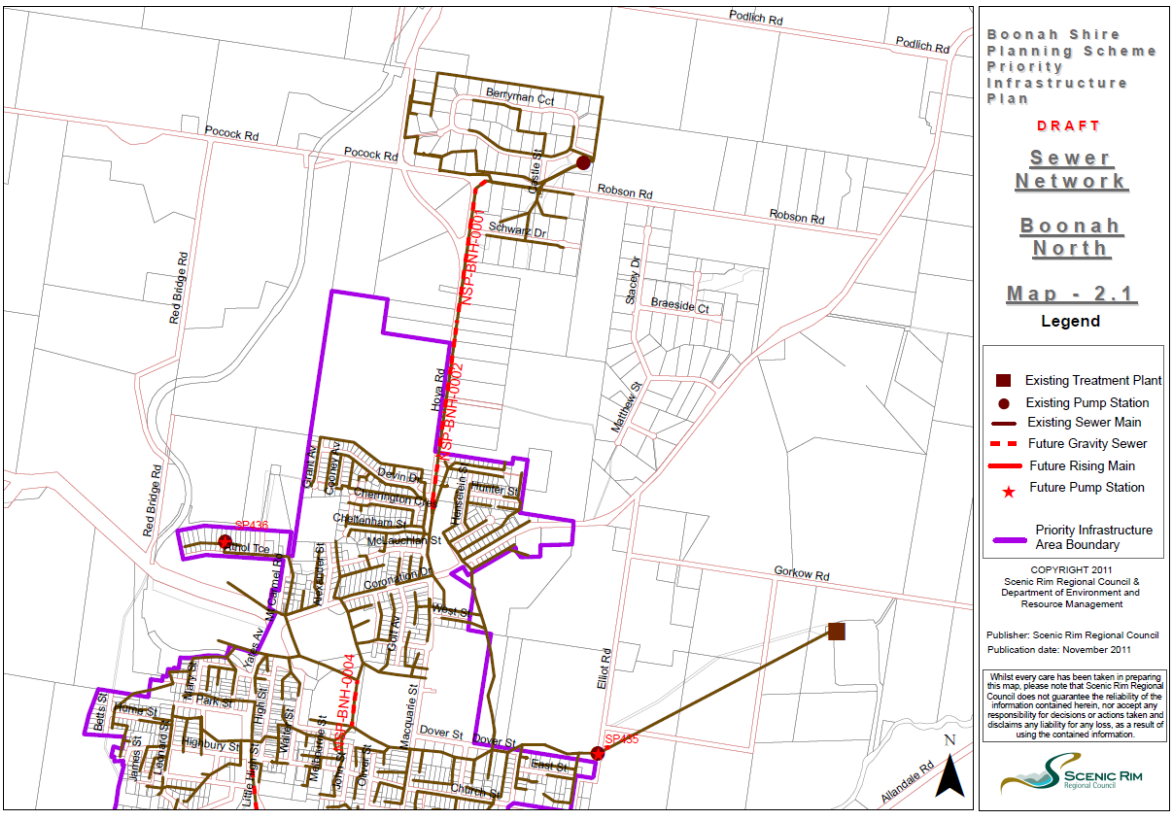

Boonah Shire Planning Scheme Priority Infrastructure Plan

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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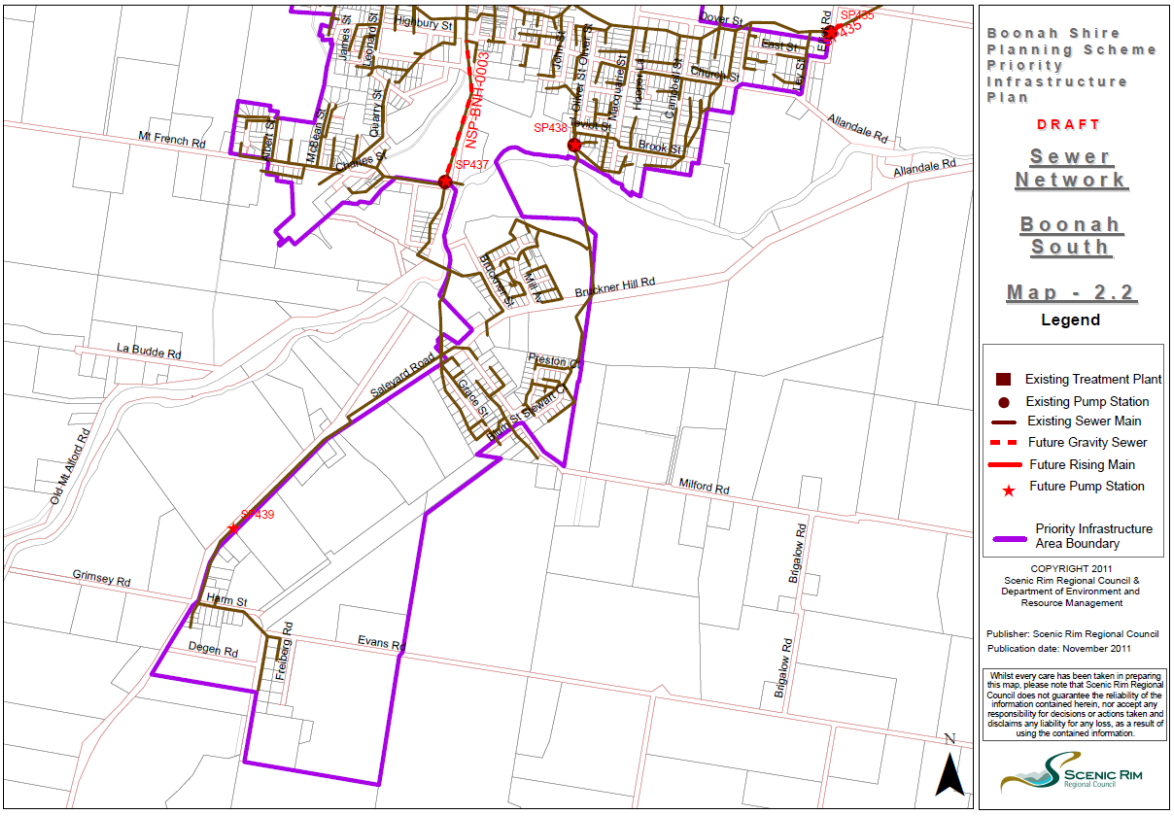

Boonah Shire Planning Scheme Priority Infrastructure Plan

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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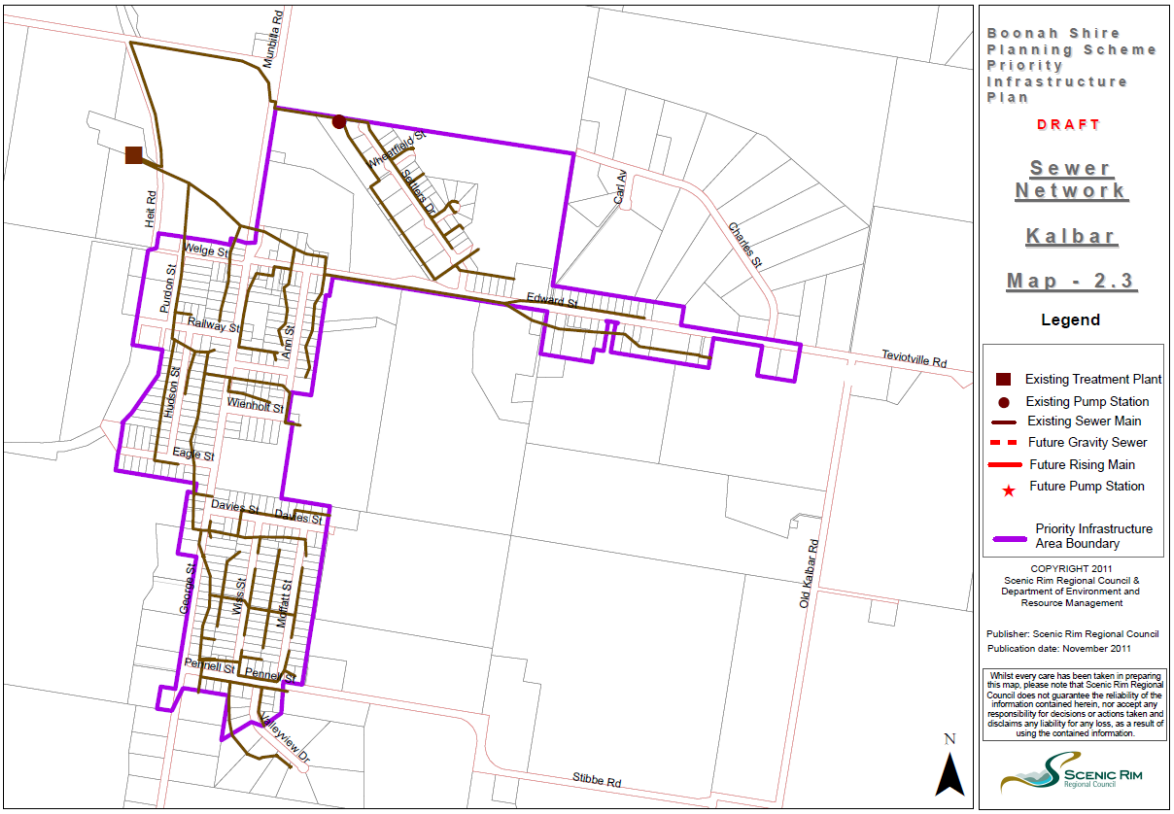
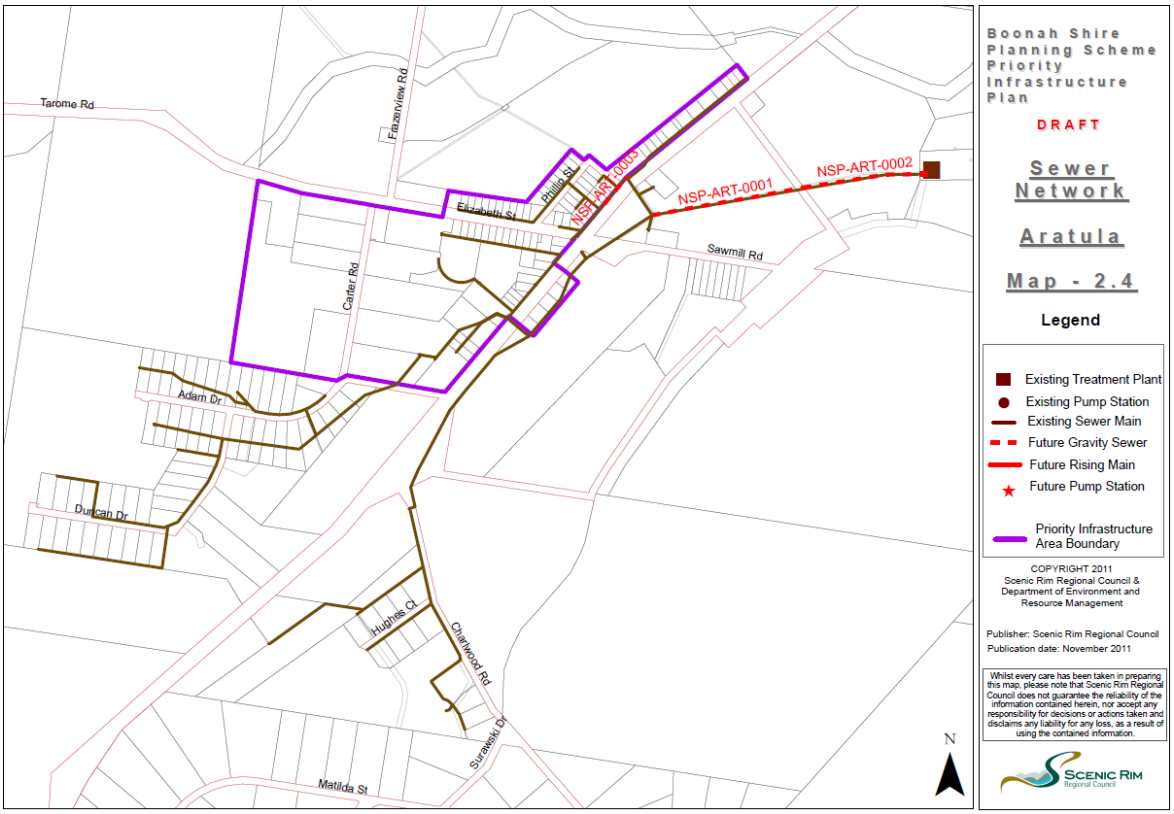
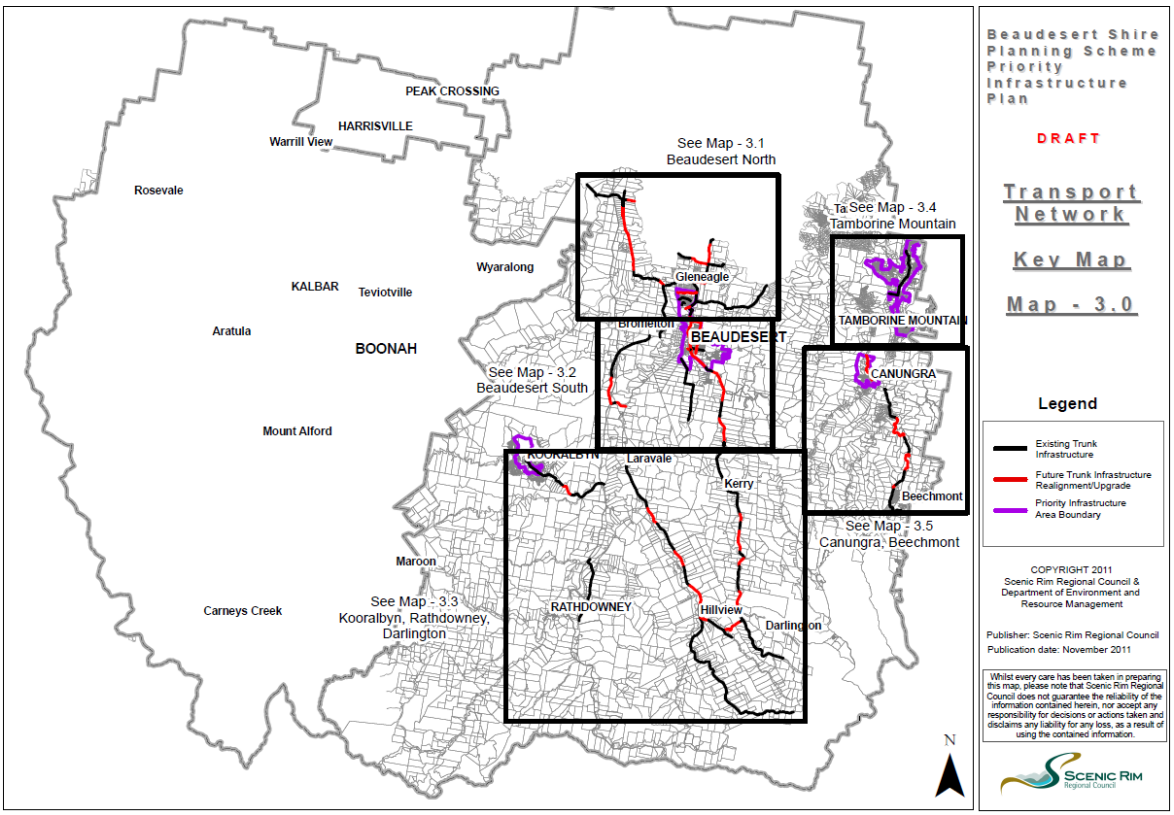




Q) Plans for Trunk Infrastructure – Transport Network


PEAK CROSSING
HARRISVILLE
Warrill View
Rosevale
See Map - 3.1
Beaudesert North
See Map - 3.4
Tamborine Mountain
Wyaralong
Gleneagle
KALBAR
Teviotville
Aratula
BOONAH
Bromelton
BEAUDESERT
TAMBORINE MOUNTAIN
CANUNGRA
See Map - 3.2
Beaudesert South
Mount Alford
Laravale
Kerry
Beechmont
See Map - 3.5
Canungra, Beechmont
Maroon
Carneys Creek
See Map - 3.3
Kooralbyn, Rathdowney,
Darlington
RATHDOWNEY
Hillview
Darlington
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Transport Network
Key Map
Map - 3.0
Legend
Existing Trunk Infrastructure
Future Trunk Infrastructure Realignment/Upgrade
Priority Infrastructure Area Boundary
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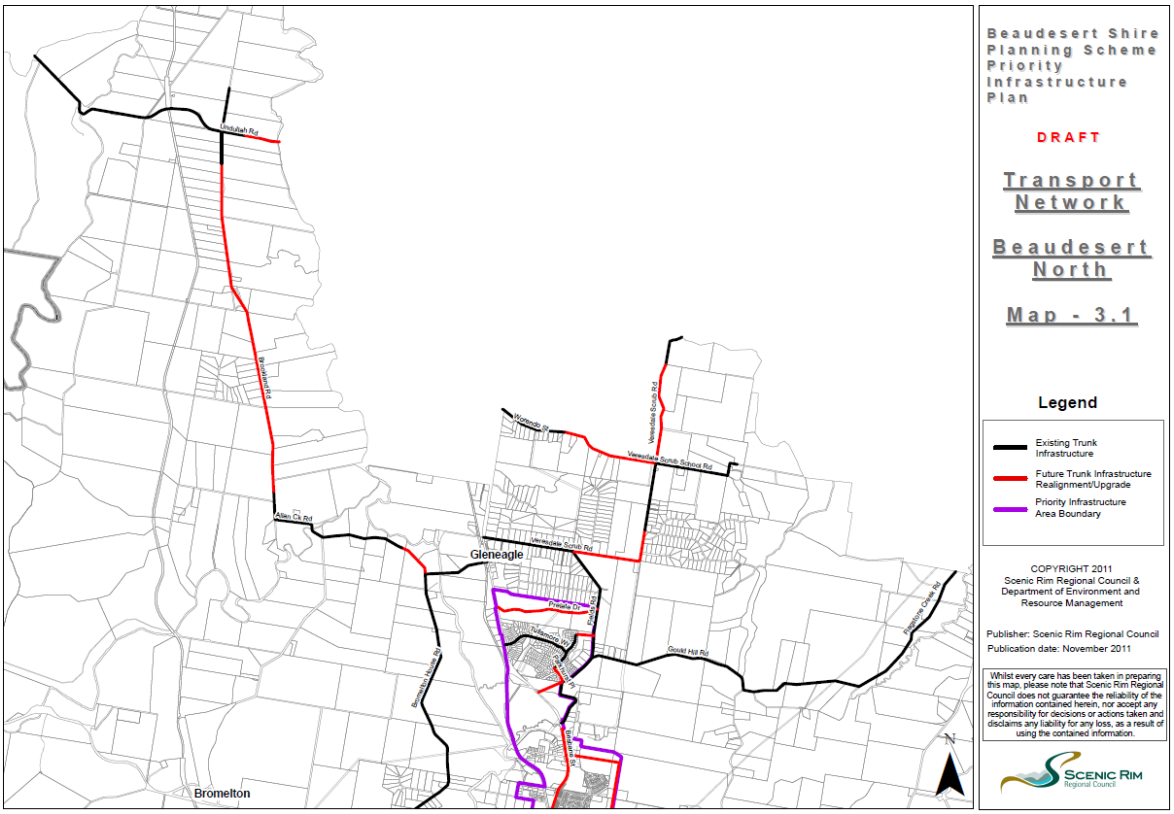
Regional Council


Gleneagle
Bromelton
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Transport Network
Beaudesert North
Map - 3.1
Legend
Existing Trunk Infrastructure
Future Trunk Infrastructure Realignment/Upgrade
Priority Infrastructure Area Boundary
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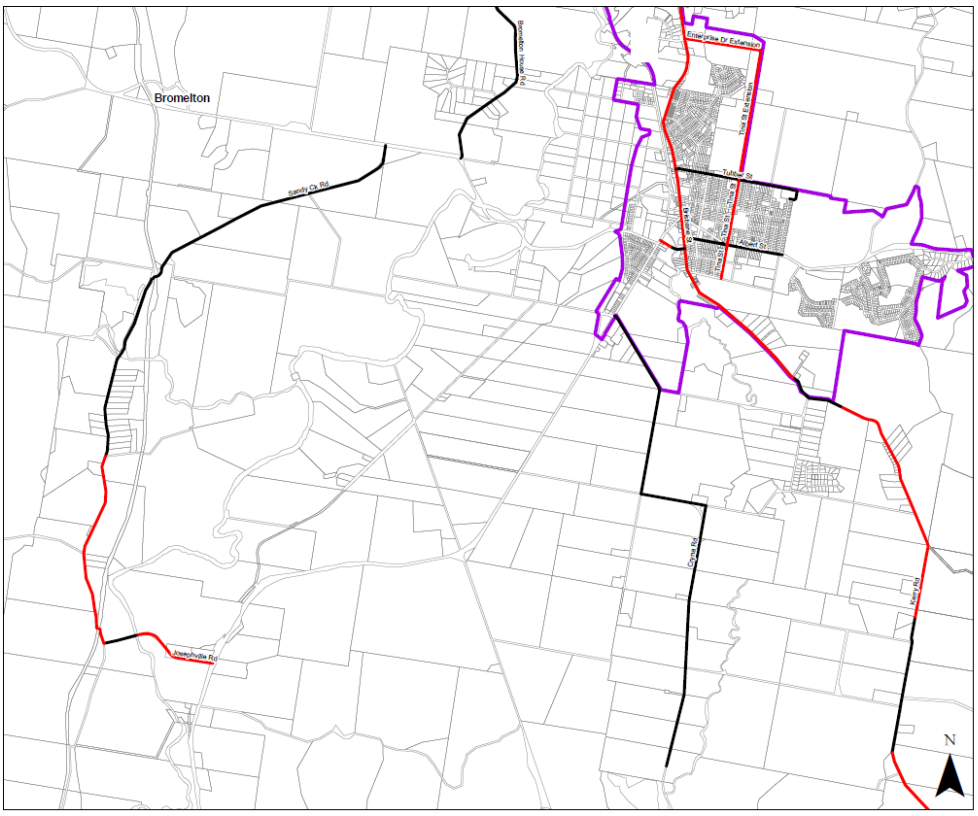
Regional Council



Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Beaudesert South

Map - 3.2

Legend

- Existing Trunk Infrastructure
- Future Trunk Infrastructure Realignment/Upgrade
- Priority Infrastructure Area Boundary

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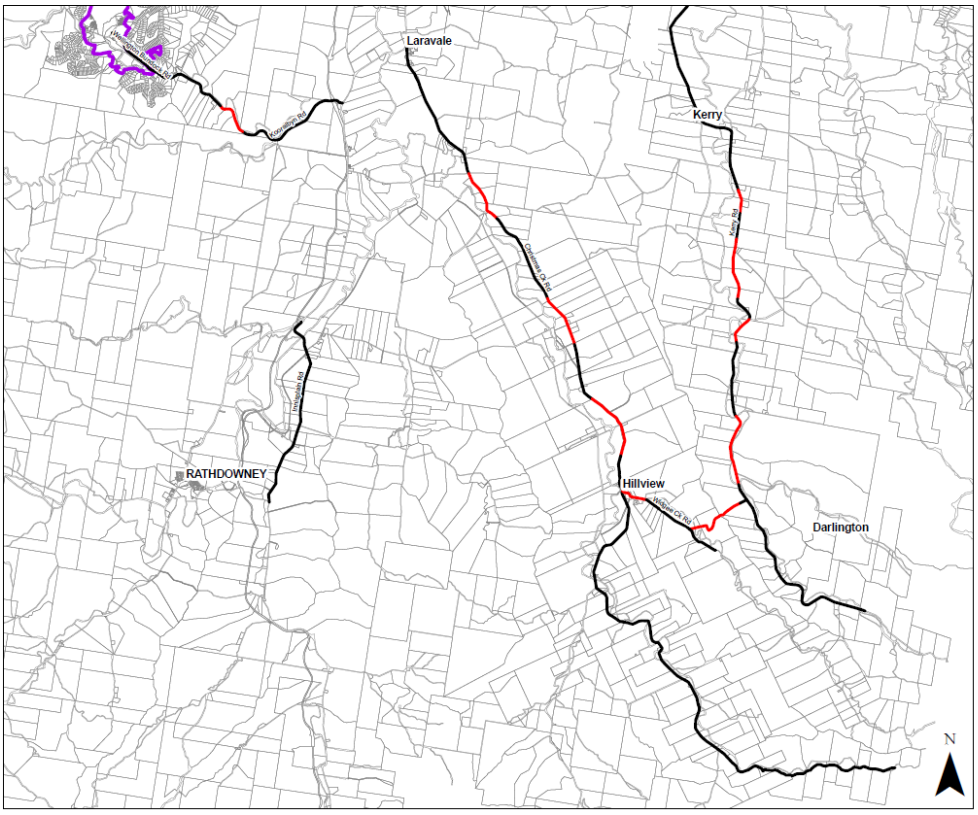

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Kooralbyn Rathdowney Darlington

Map - 3.3

Legend

- Existing Trunk Infrastructure
- Future Trunk Infrastructure Realignment/Upgrade
- Priority Infrastructure Area Boundary

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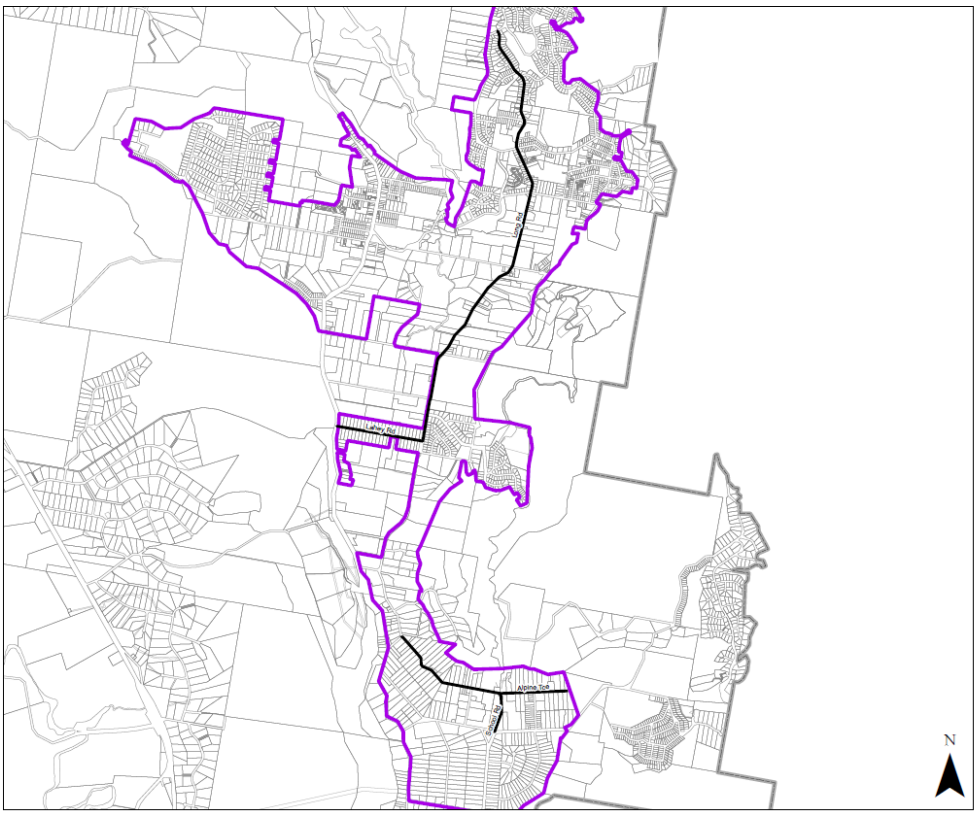

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Tamborine Mountain

Map - 3.4

Legend

- Existing Trunk Infrastructure
- Future Trunk Infrastructure Realignment/Upgrade
- Priority Infrastructure Area Boundary

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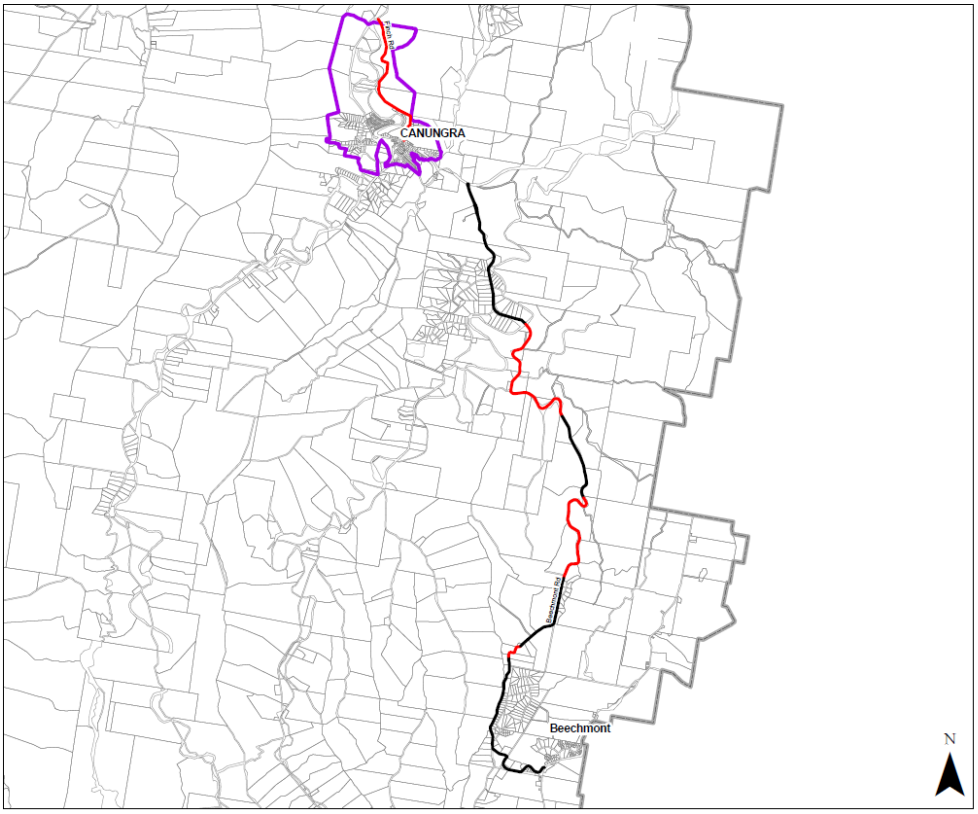

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

DRAFT

Transport Network

Canungra Beechmont

Map - 3.5

Legend

- Existing Trunk Infrastructure
- Future Trunk Infrastructure Realignment/Upgrade
- Priority Infrastructure Area Boundary

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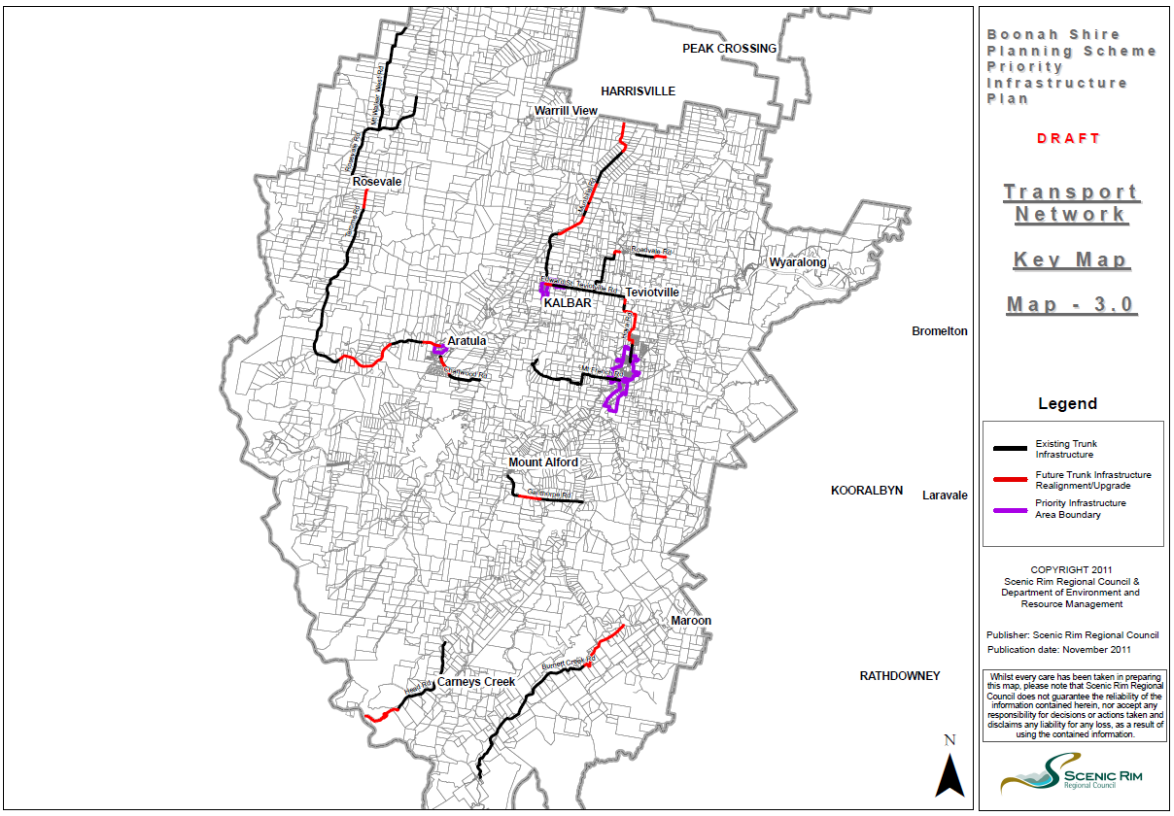
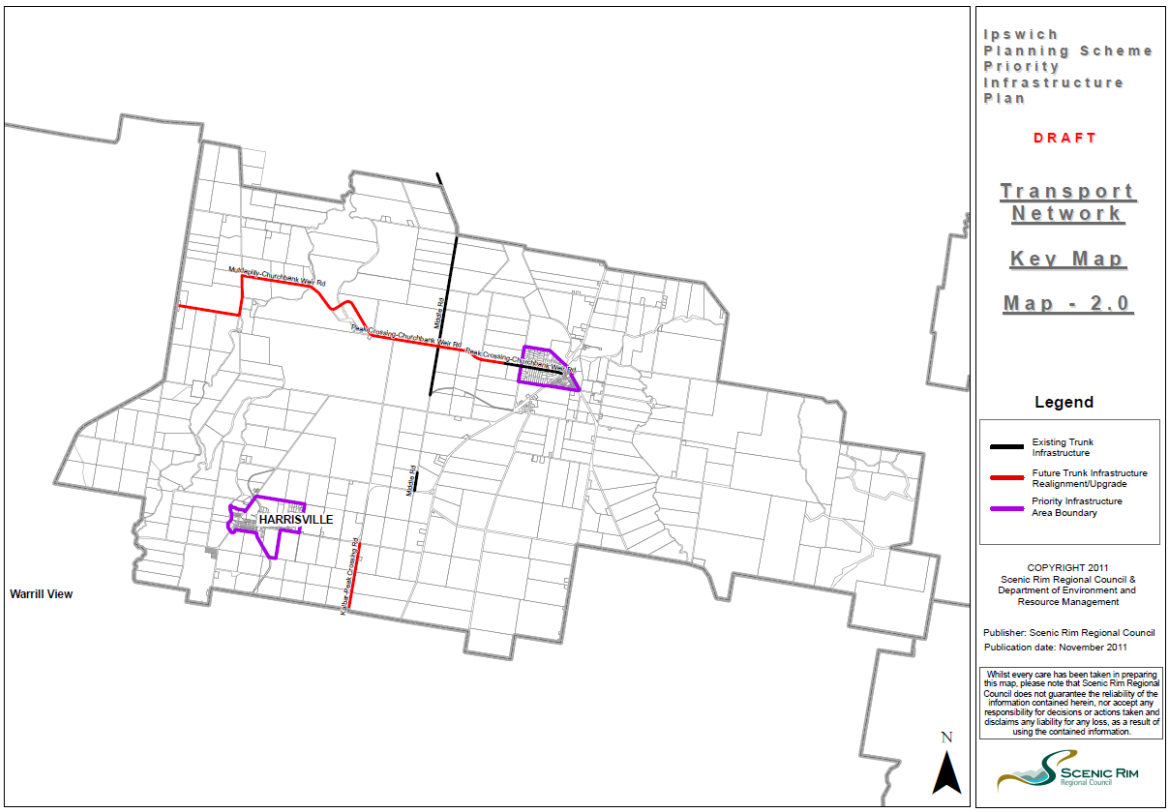
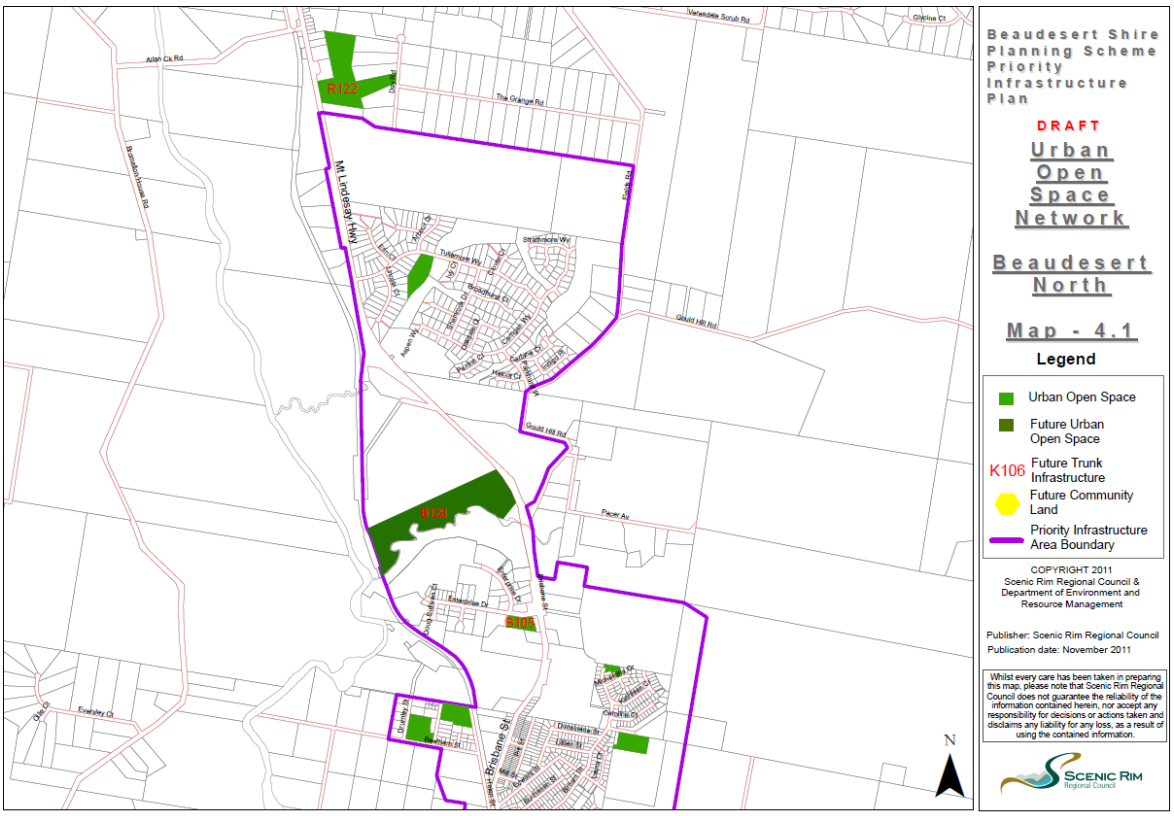




R) Plans for Trunk Infrastructure – Open Space Network


R122
B128
B105
Mt Lindesay Hwy
Brisbane St
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
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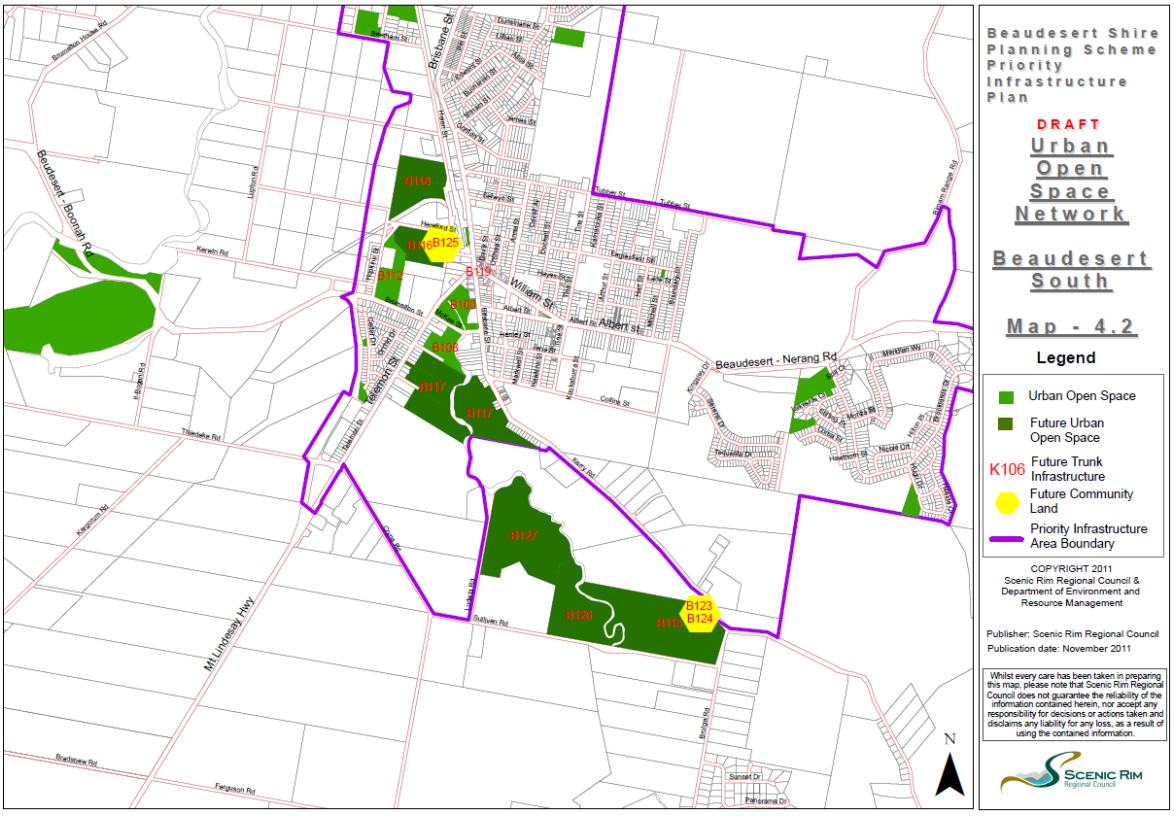
B118
B116
B125
B119
B115
B108
B117
B127
B126
B123
B124
B114
Brisbane St
William St
Albert St
Beaudesert - Boonah Rd
Beaudesert - Nerang Rd
Mt Lindesay Hwy
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Beaudesert South
Map - 4.2
Legend
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K106 Future Trunk Infrastructure
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Priority Infrastructure Area Boundary
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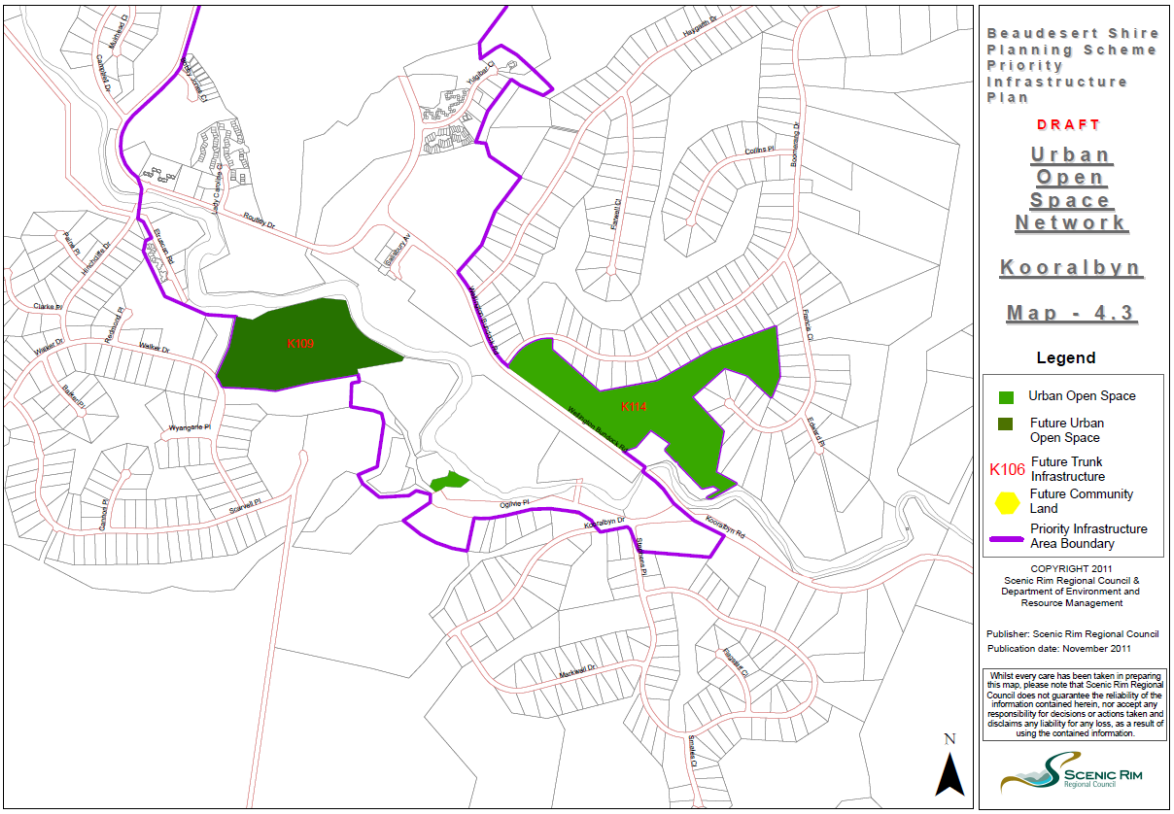
K109
K114
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
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Urban Open Space Network
Kooralbyn
Map - 4.3
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
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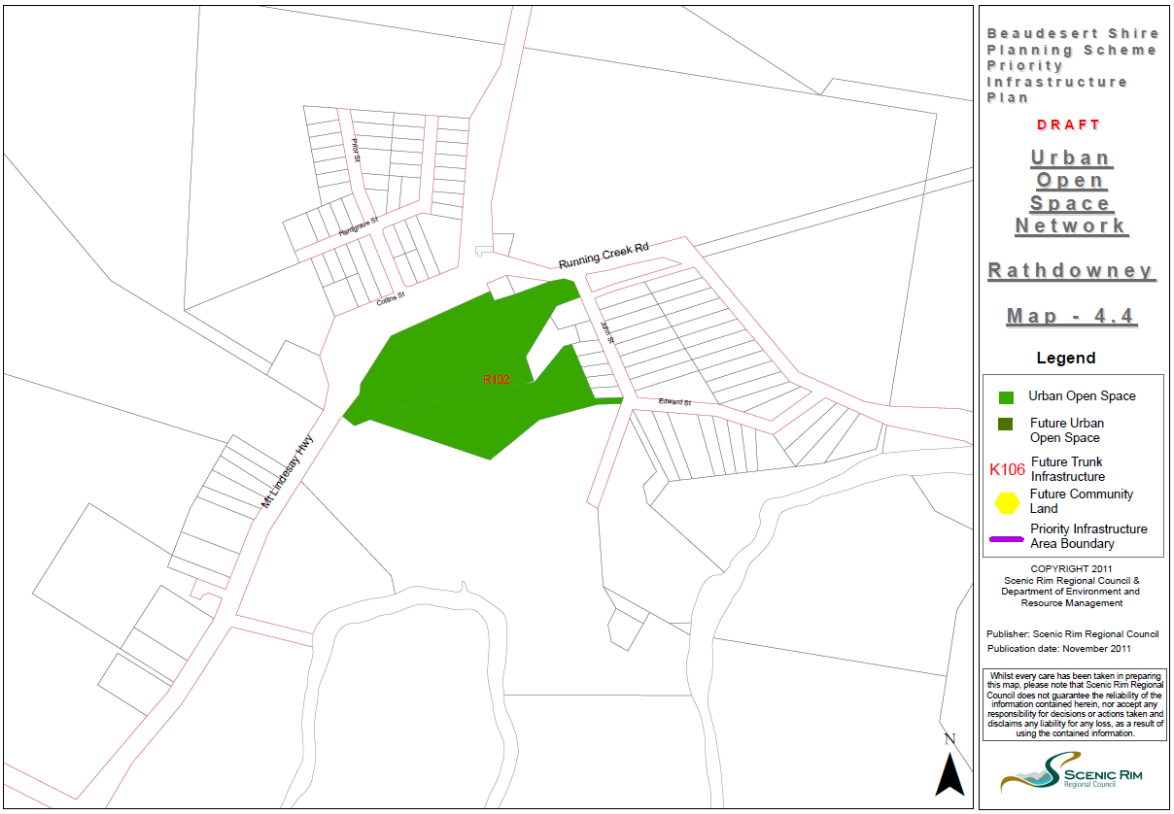
R102
Running Creek Rd
Mt Lindesay Hwy
N
Beaudesert Shire Planning Scheme Priority Infrastructure Plan
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Urban Open Space Network
Rathdowney
Map - 4.4
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Future Community Land
Priority Infrastructure Area Boundary
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Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Tamborine Village

Map - 4.5

Legend

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- Future Community Land
- Priority Infrastructure Area Boundary

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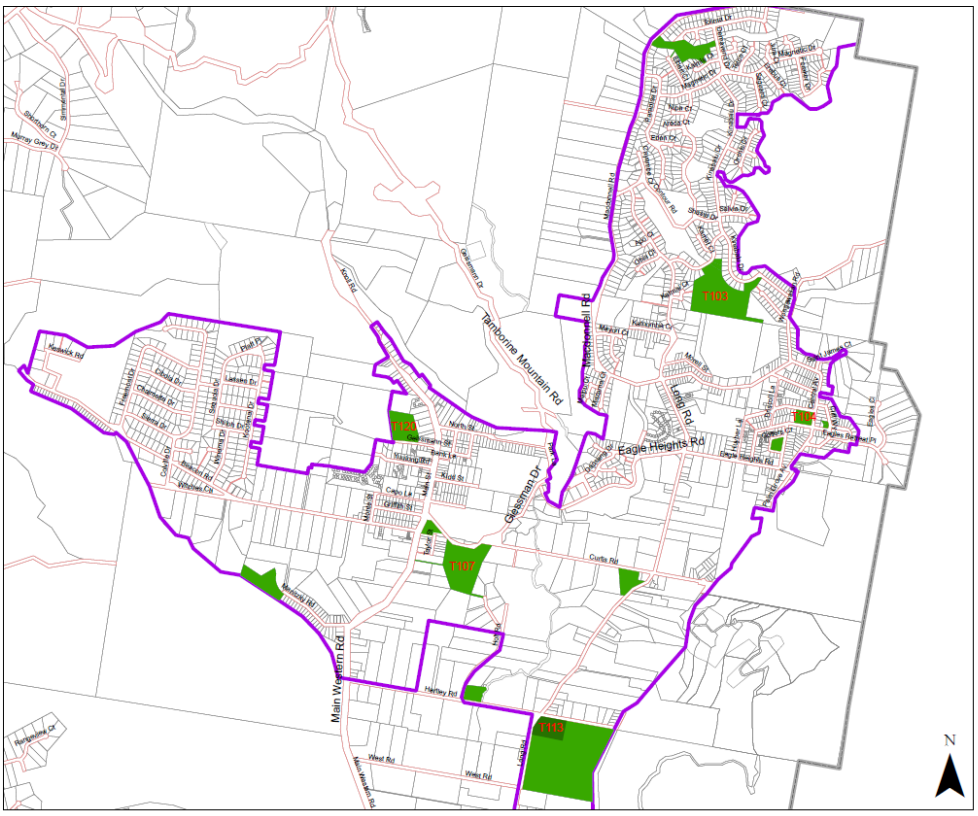

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Urban Open Space Network

Tamborine Mountain North

Map - 4.6

Legend

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- K106 Future Trunk Infrastructure
- Future Community Land
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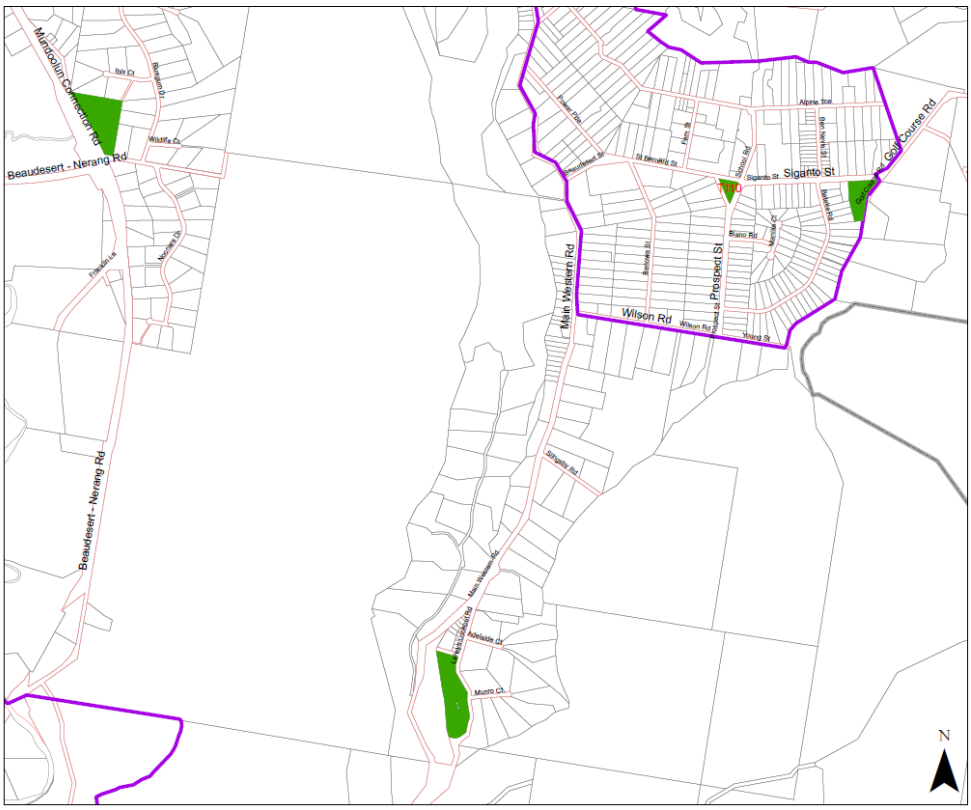

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Tamborine Mountain South

Map - 4.7

Legend

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- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
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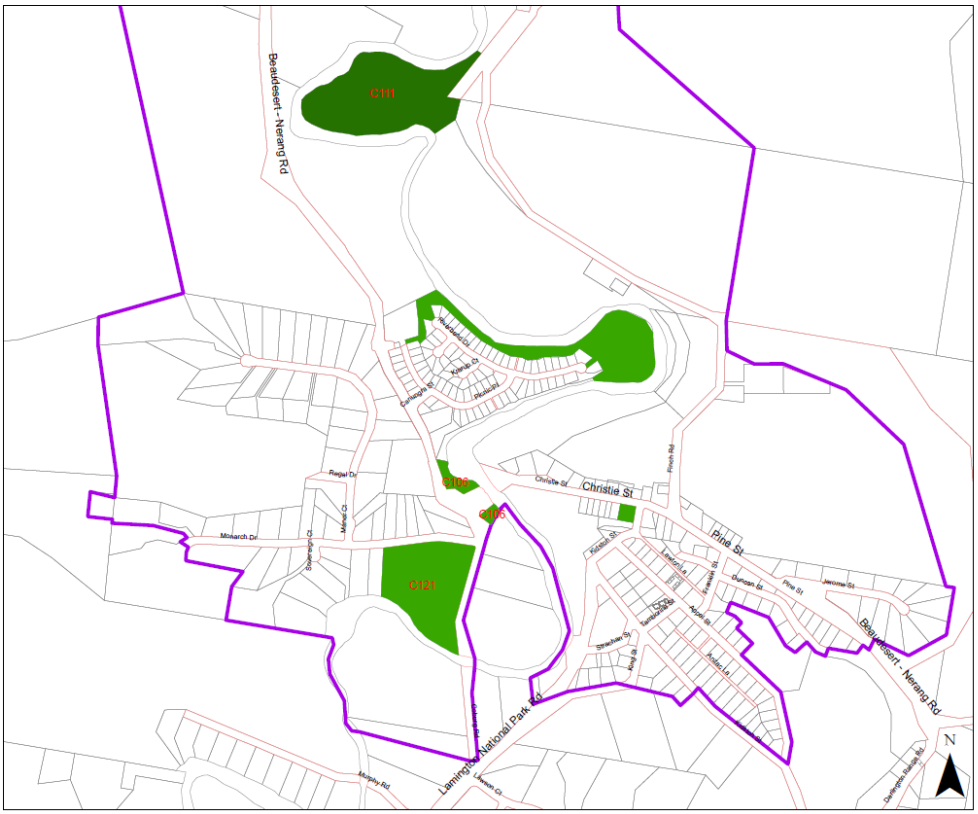

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Canungra

Map - 4.8

Legend

- Urban Open Space
- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
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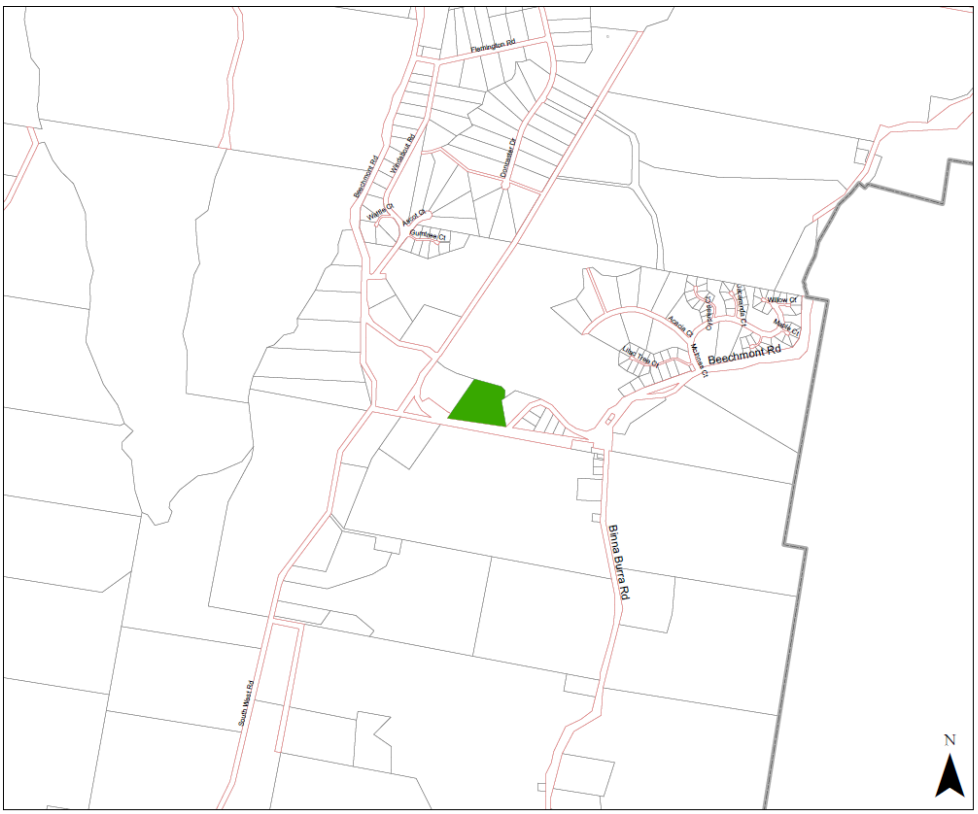

Beaudesert Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Beechmont

Map - 4.9

Legend

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- Future Urban Open Space
- K106 Future Trunk Infrastructure
- Future Community Land
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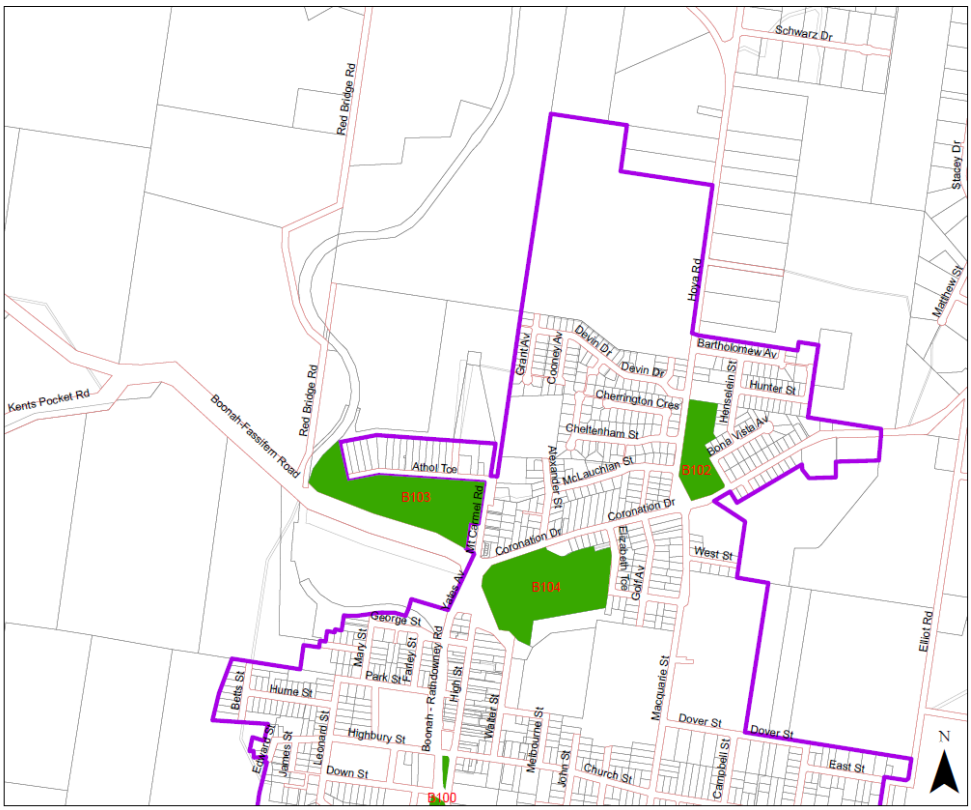

Boonah Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Boonah North

Map - 4.1

Legend

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

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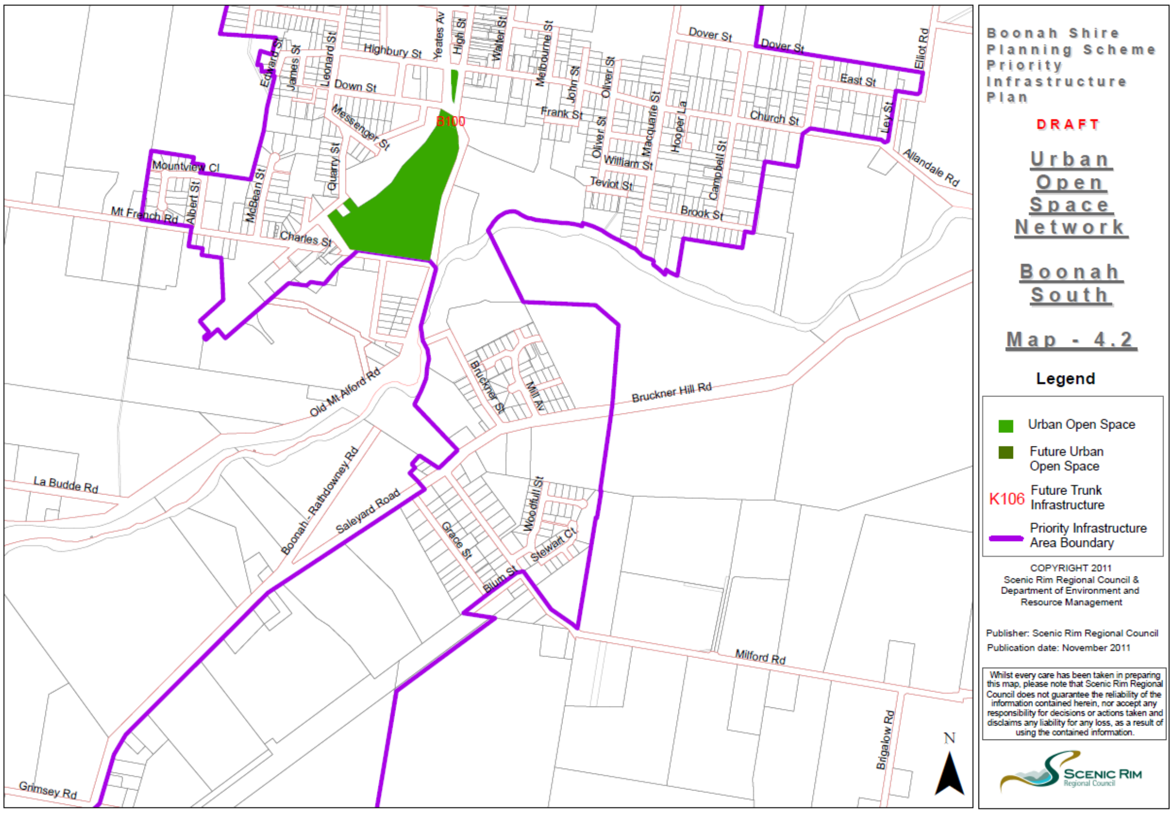
Boonah Shire Planning Scheme Priority Infrastructure Plan
DRAFT
Urban Open Space Network
Boonah South
Map - 4.2
Legend
Urban Open Space
Future Urban Open Space
K106 Future Trunk Infrastructure
Priority Infrastructure Area Boundary
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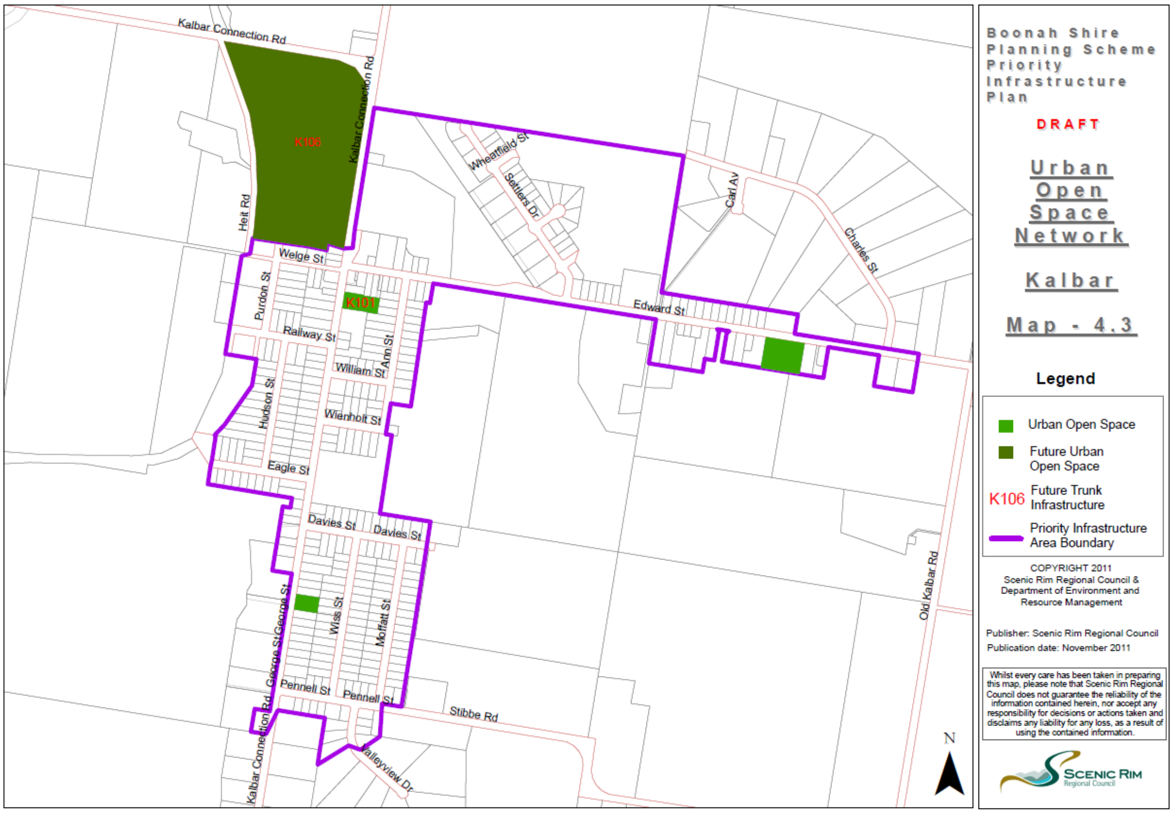
B100
N


Boonah Shire Planning Scheme Priority Infrastructure Plan
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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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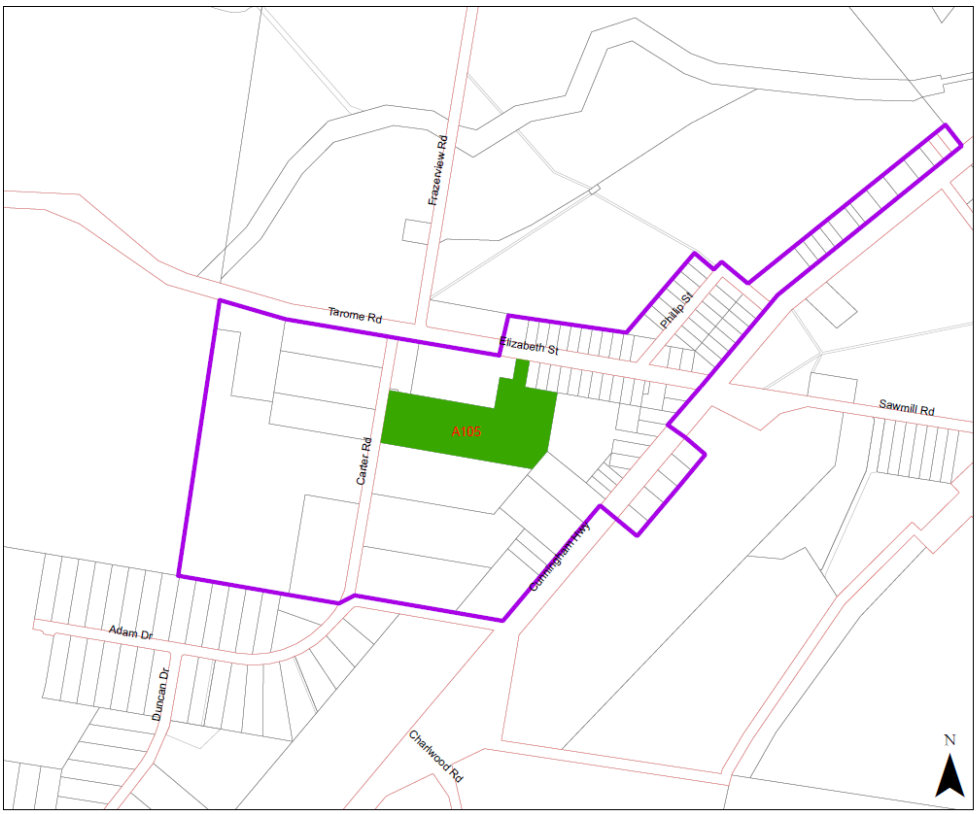
K100
K101
N



Boonah Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Aratula

Map - 4.4

Legend

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

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Boonah Shire Planning Scheme Priority Infrastructure Plan

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Urban Open Space Network

Warrill View

Map - 4.5

Legend

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

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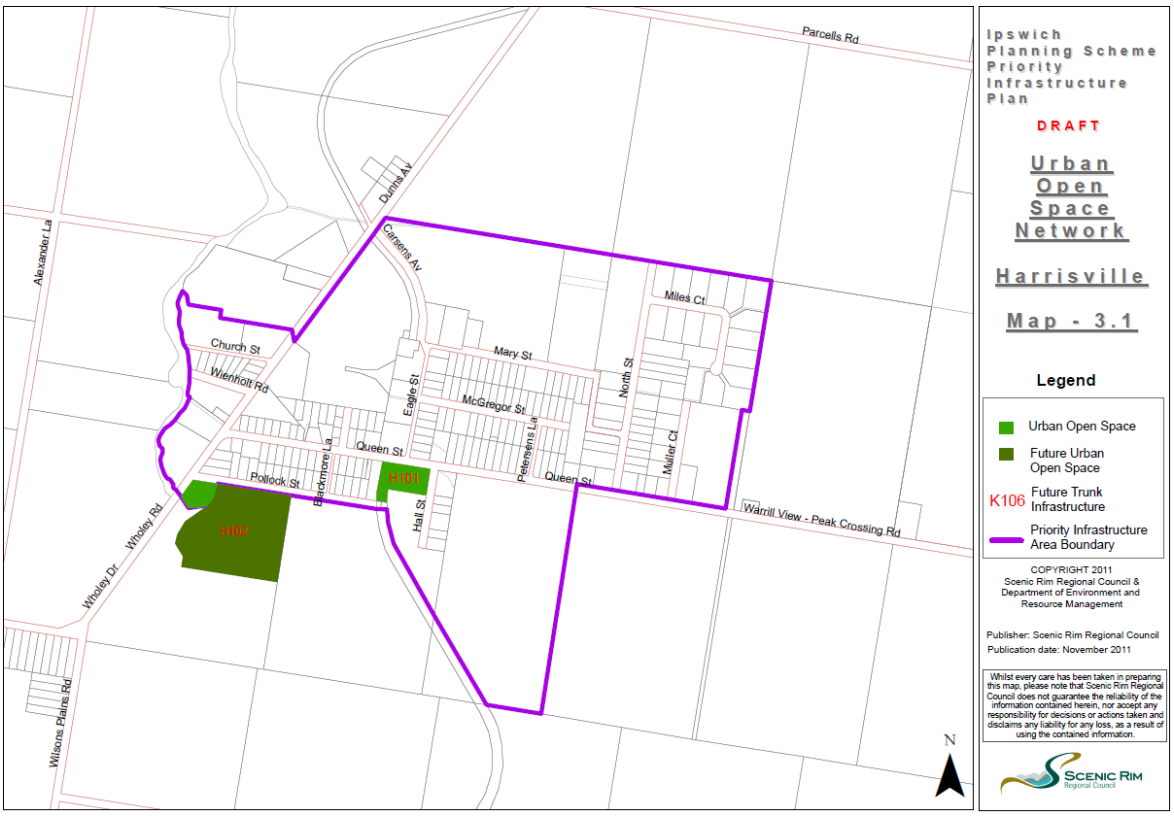
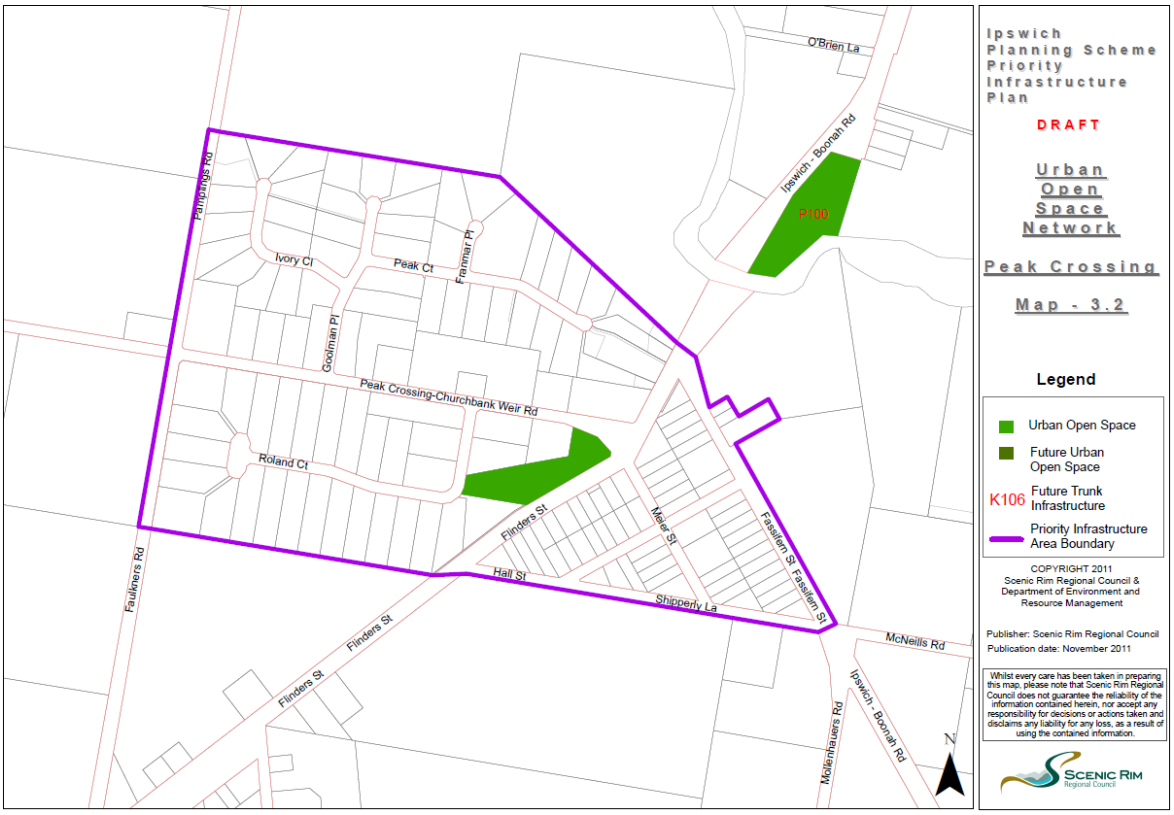
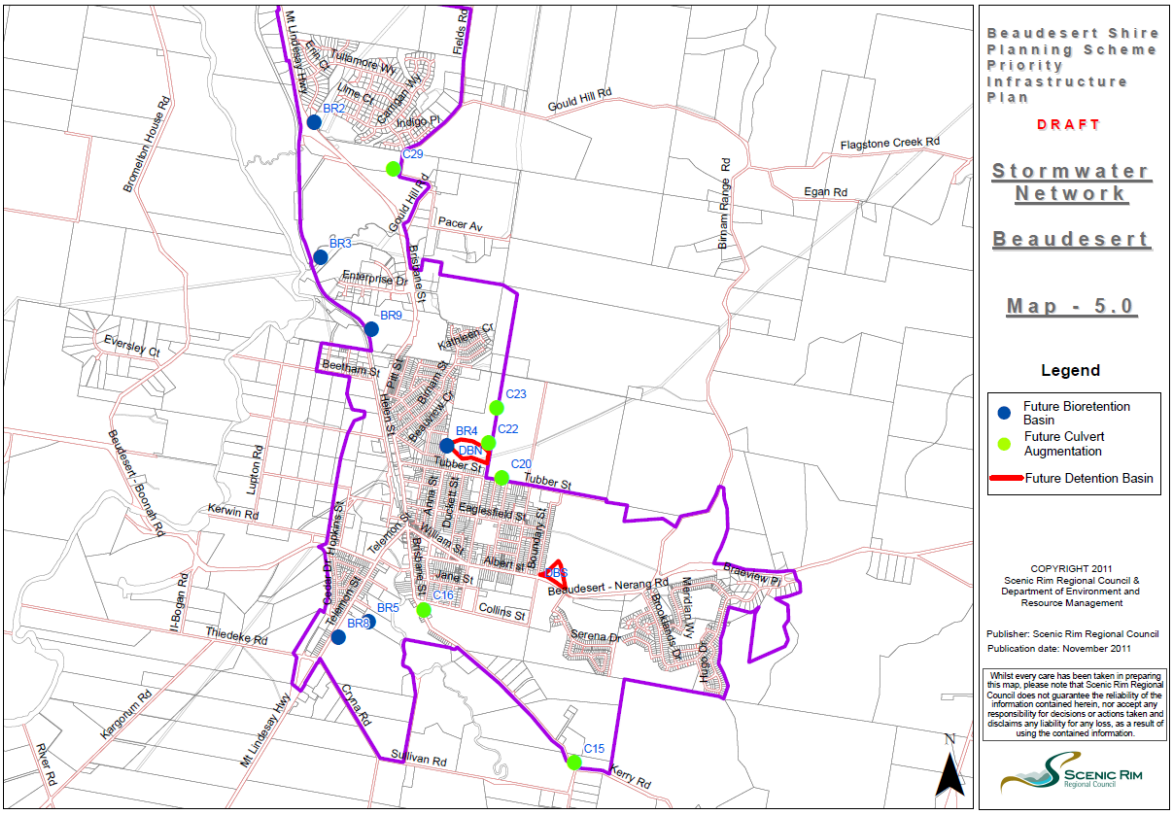




S) Plans for Trunk Infrastructure – Stormwater Network

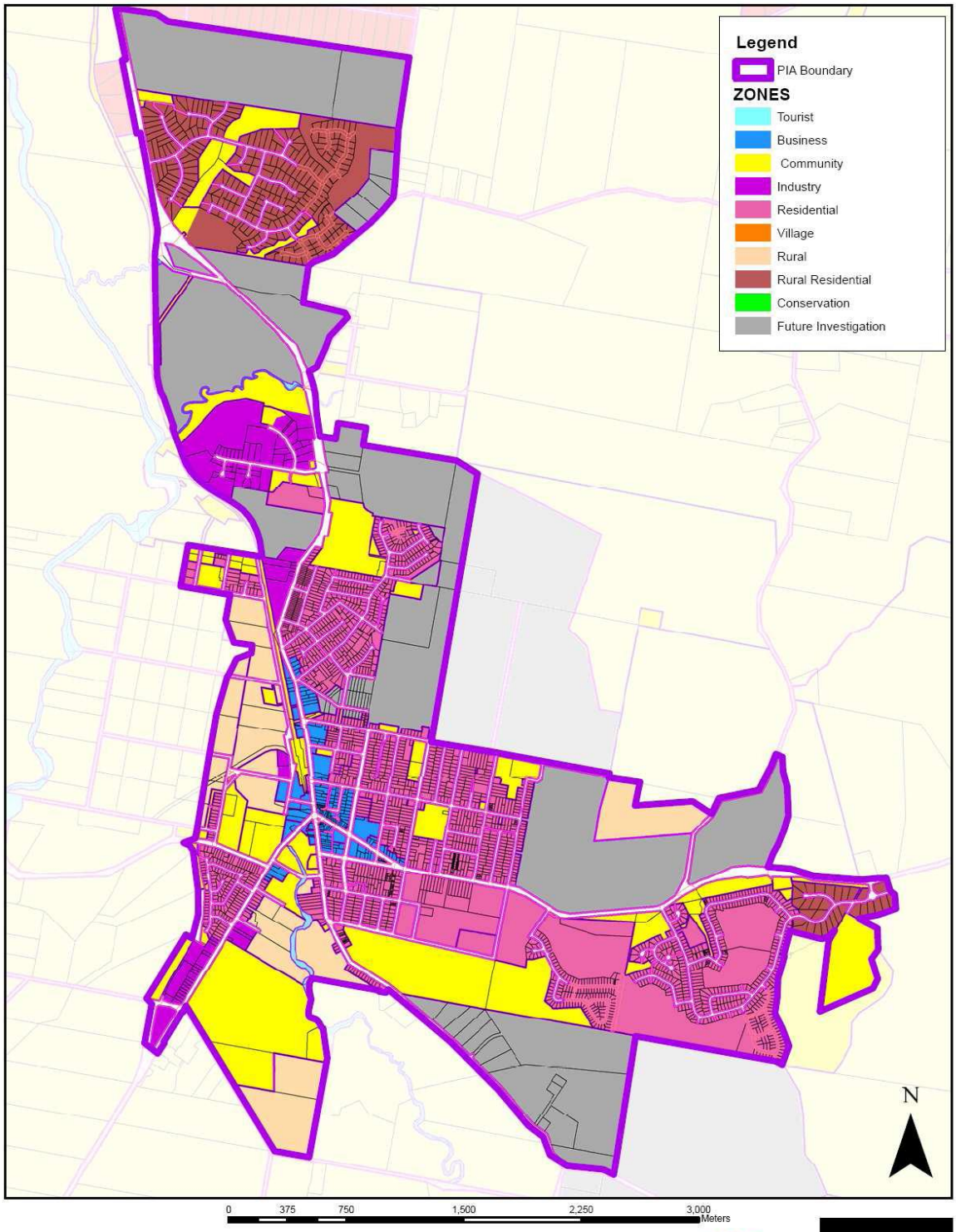


T) Priority Infrastructure Areas

Council's adopted priority infrastructure areas as detailed in the State Planning Regulatory Provision.

PIA - BEAUDESERT

PIA 1



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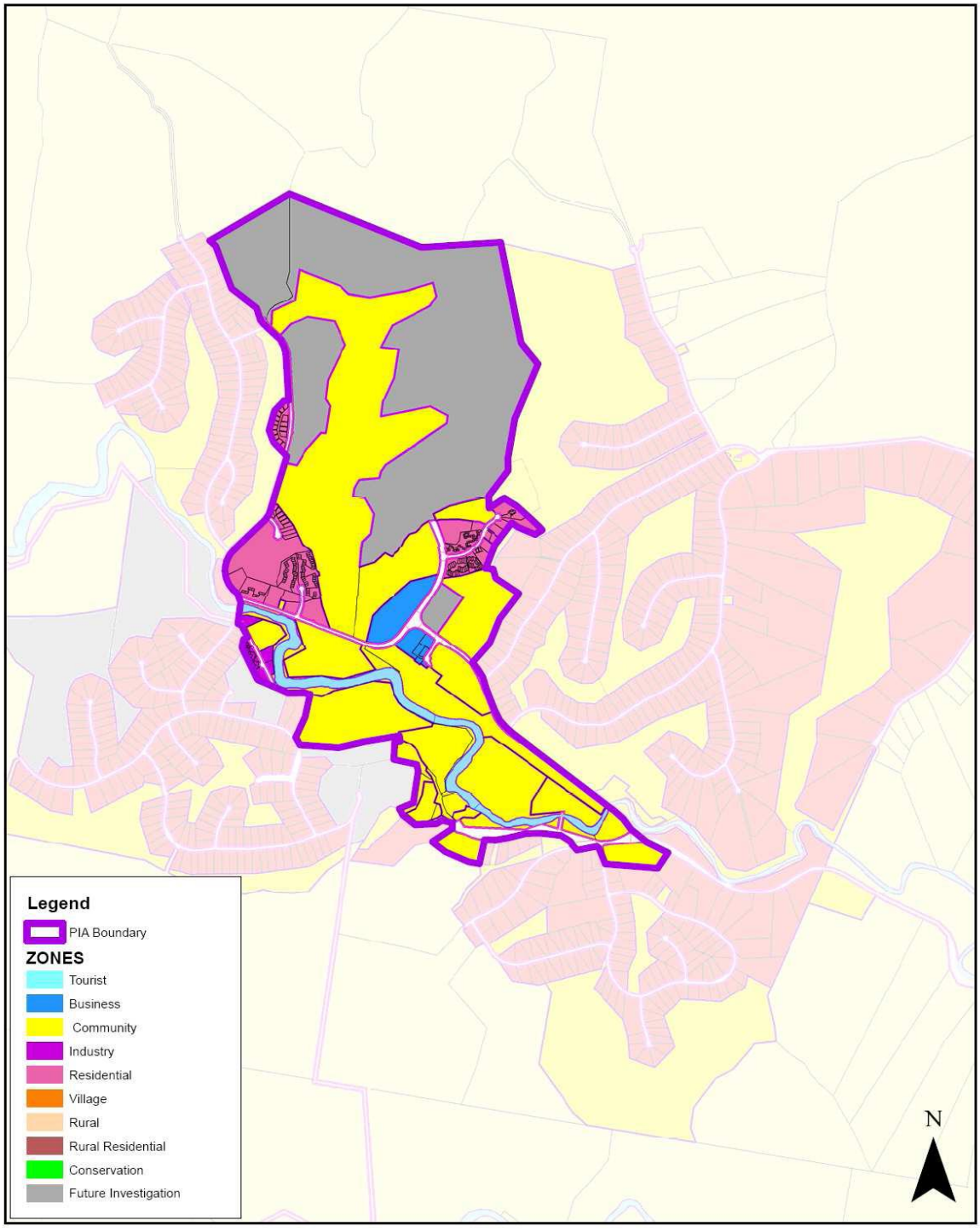
PIA 1

PIA - KOORALBYN

PIA 2



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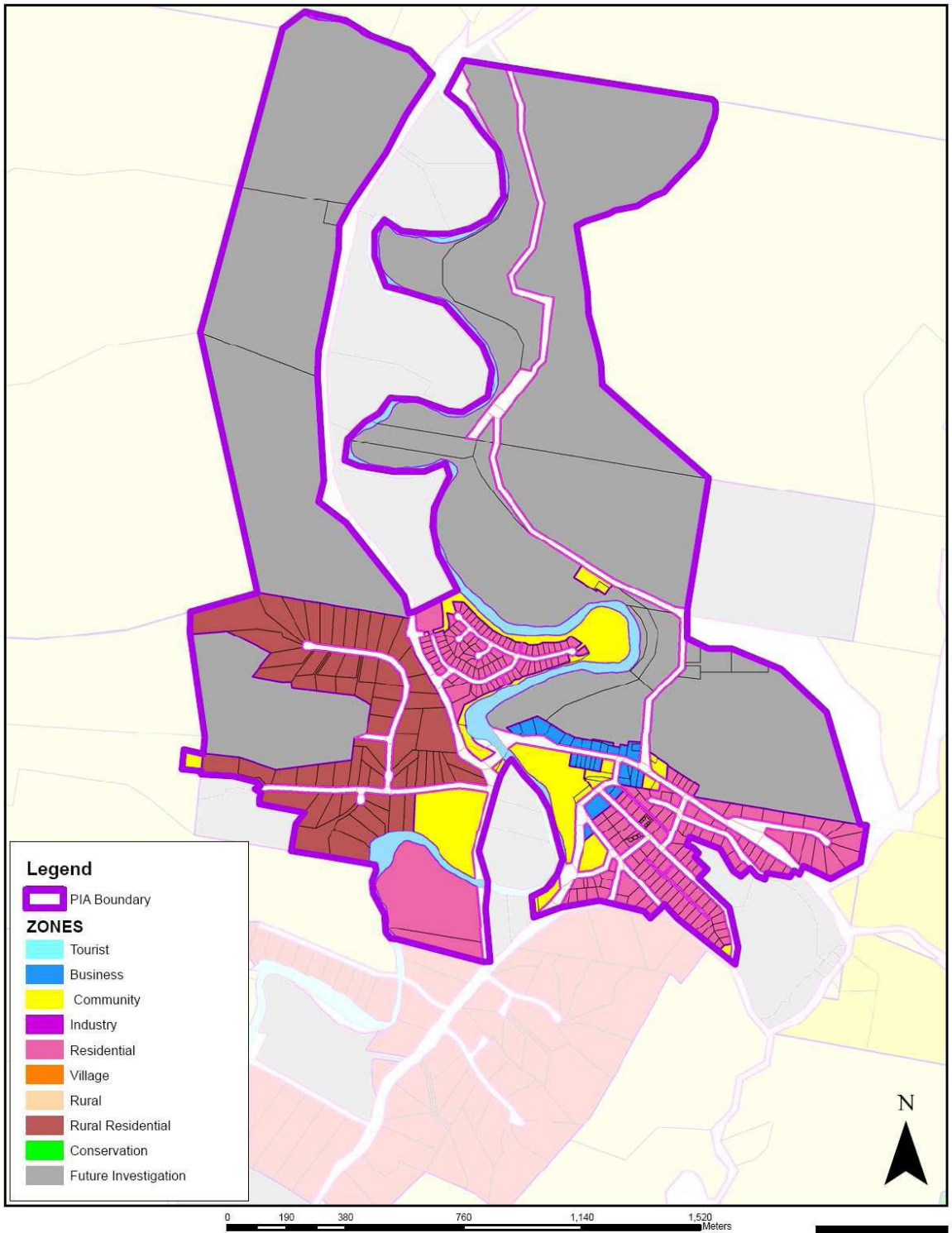
PIA 2

PIA - CANUNGRA

PIA 3



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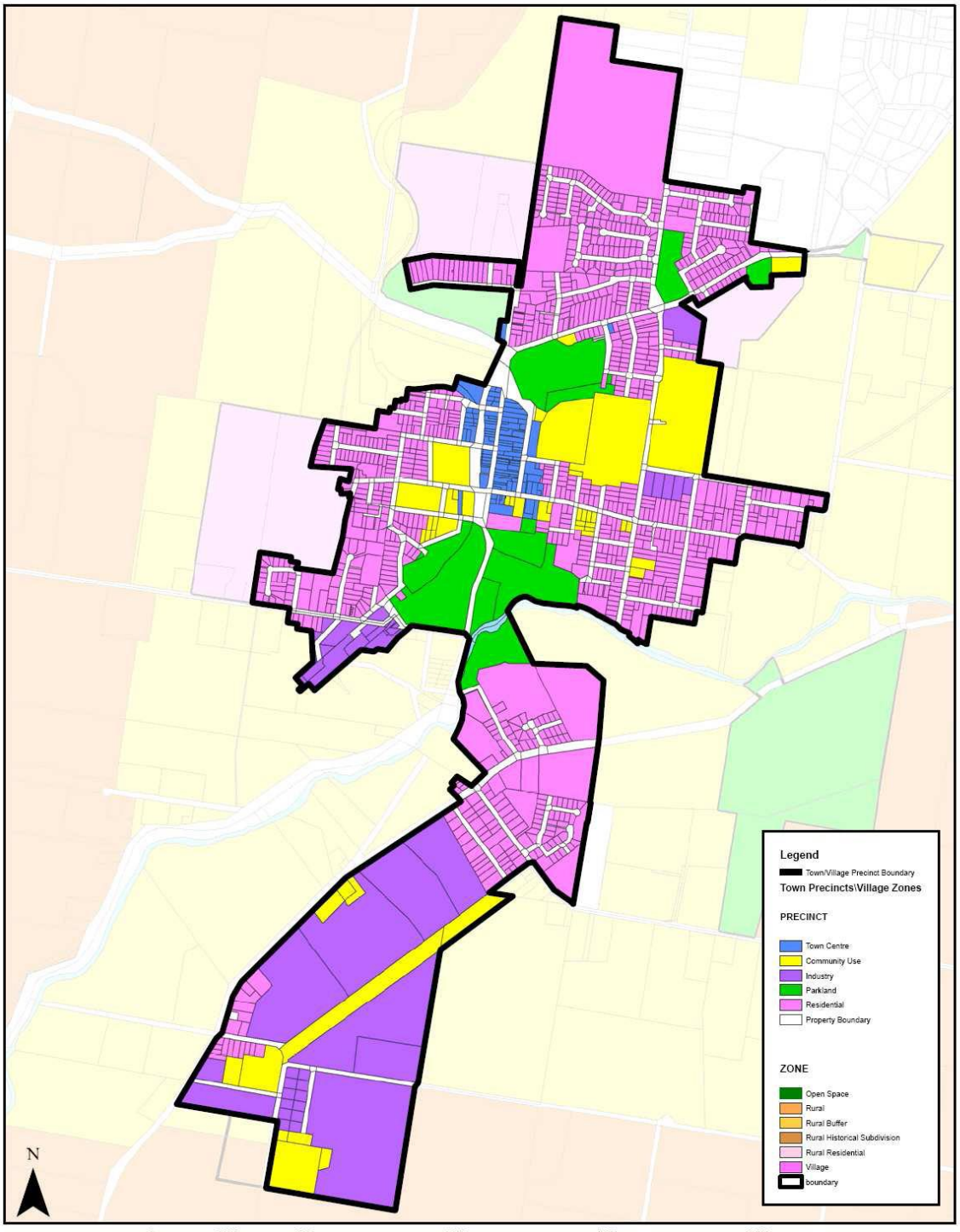
PIA 3

PIA - BOONAH

PIA 1



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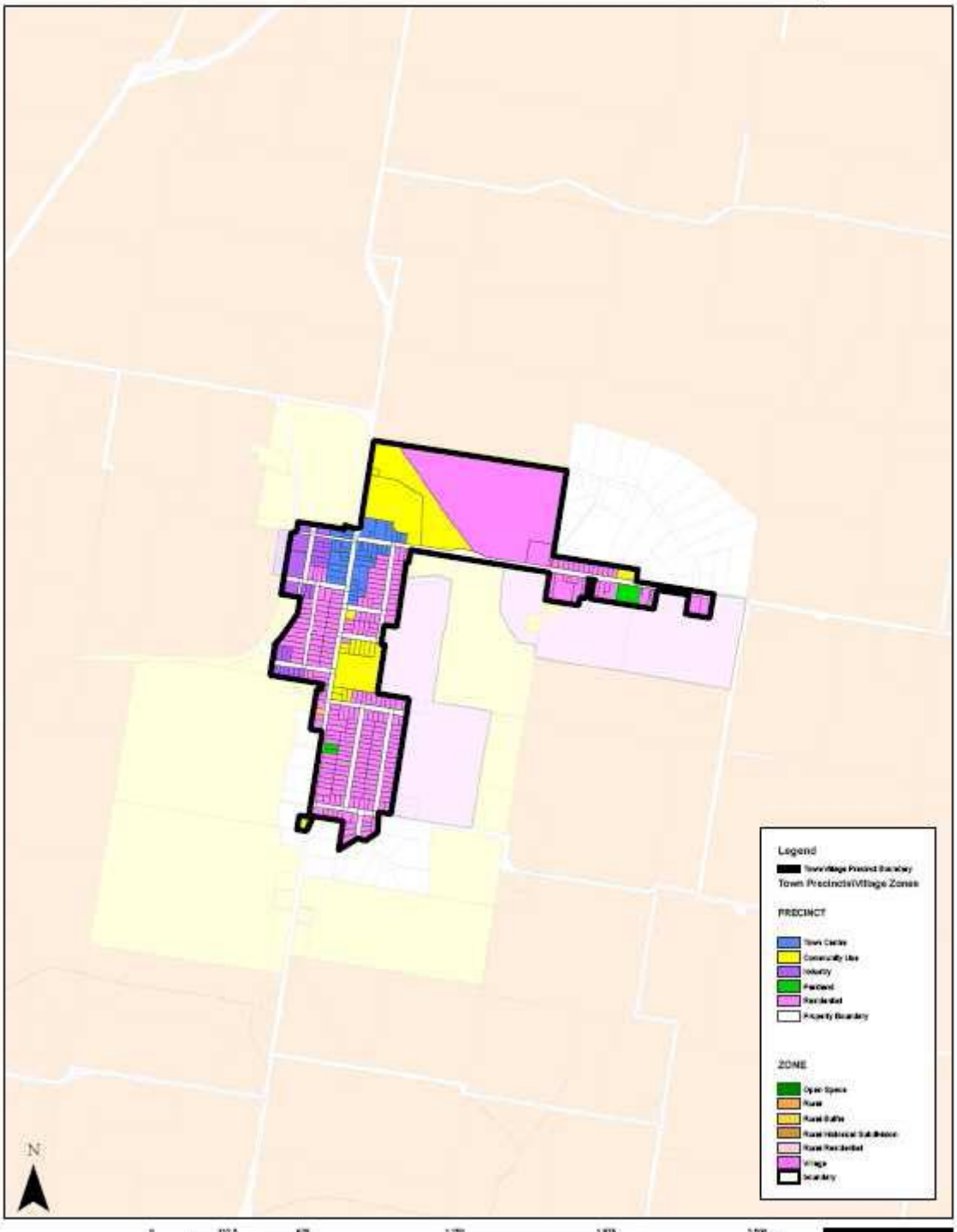
PIA 1

PIA - KALBAR

PIA 2



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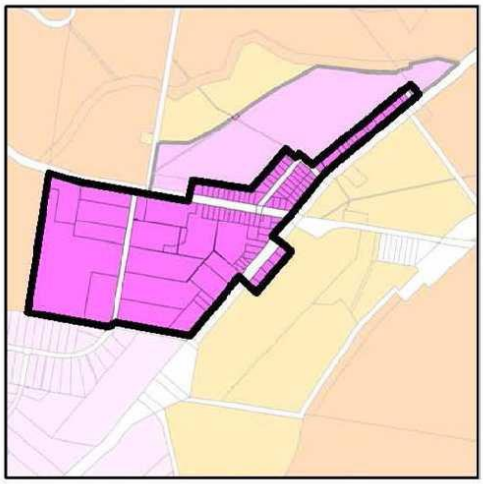
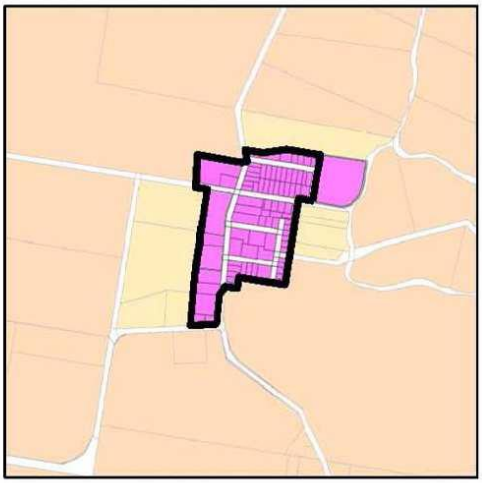
PIA 2

PIA - ARATULA, MT ALFORD, WARRILL VIEW

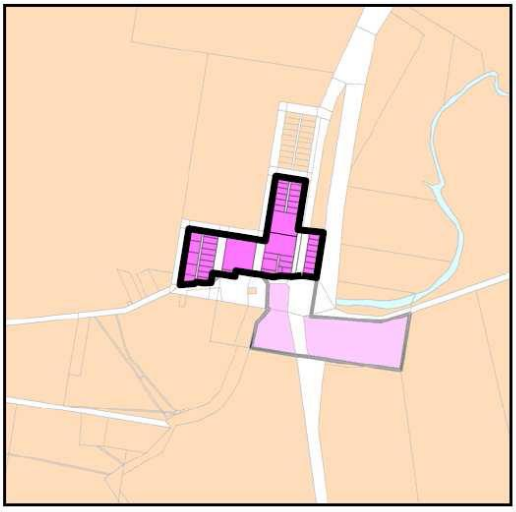
PIA 3



ARATULA



MT ALFORD



WARRILL VIEW

N

0 250 500 1,000 1,500 2,000 Meters

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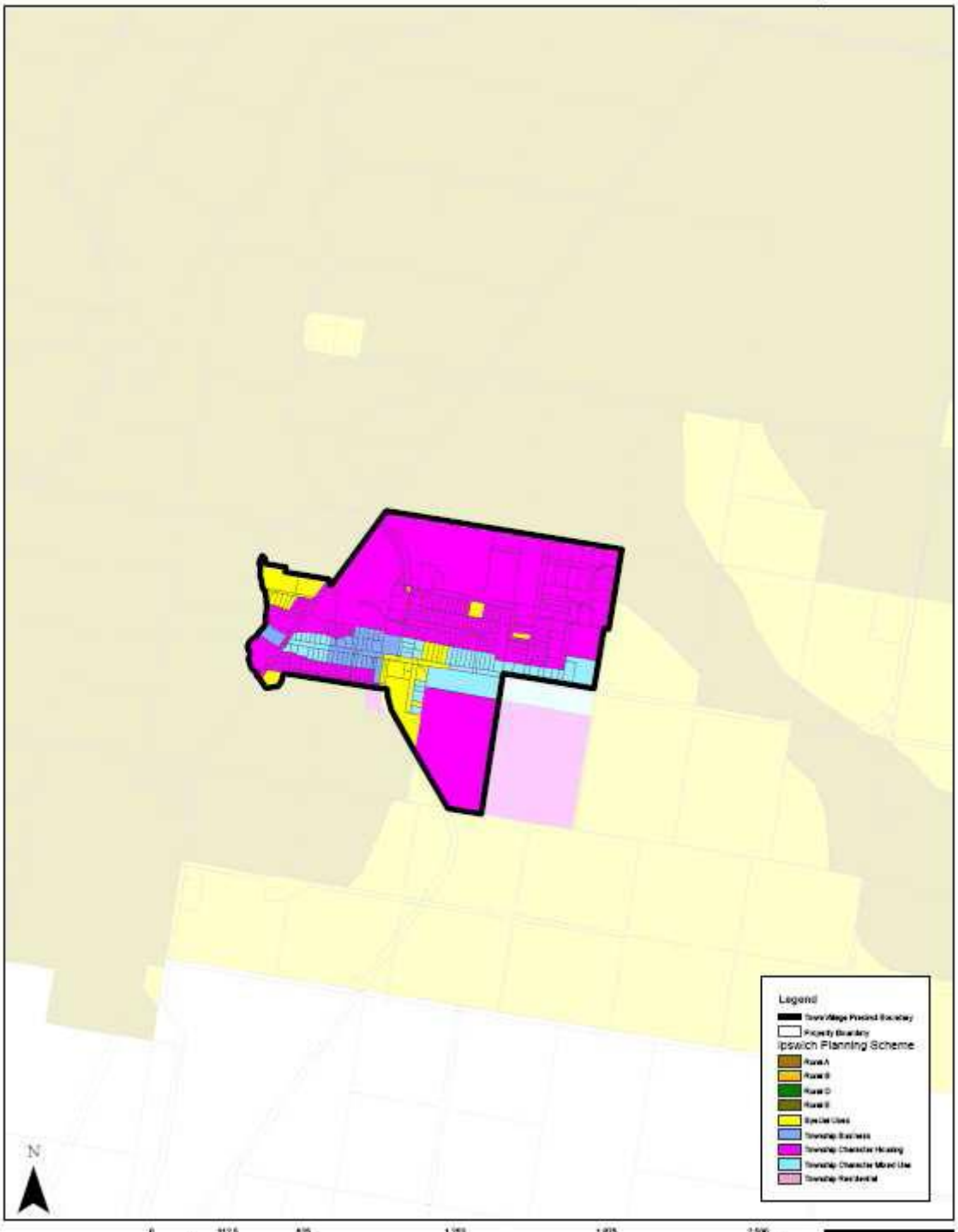
PIA 3

PIA - HARRISVILLE

PIA 2



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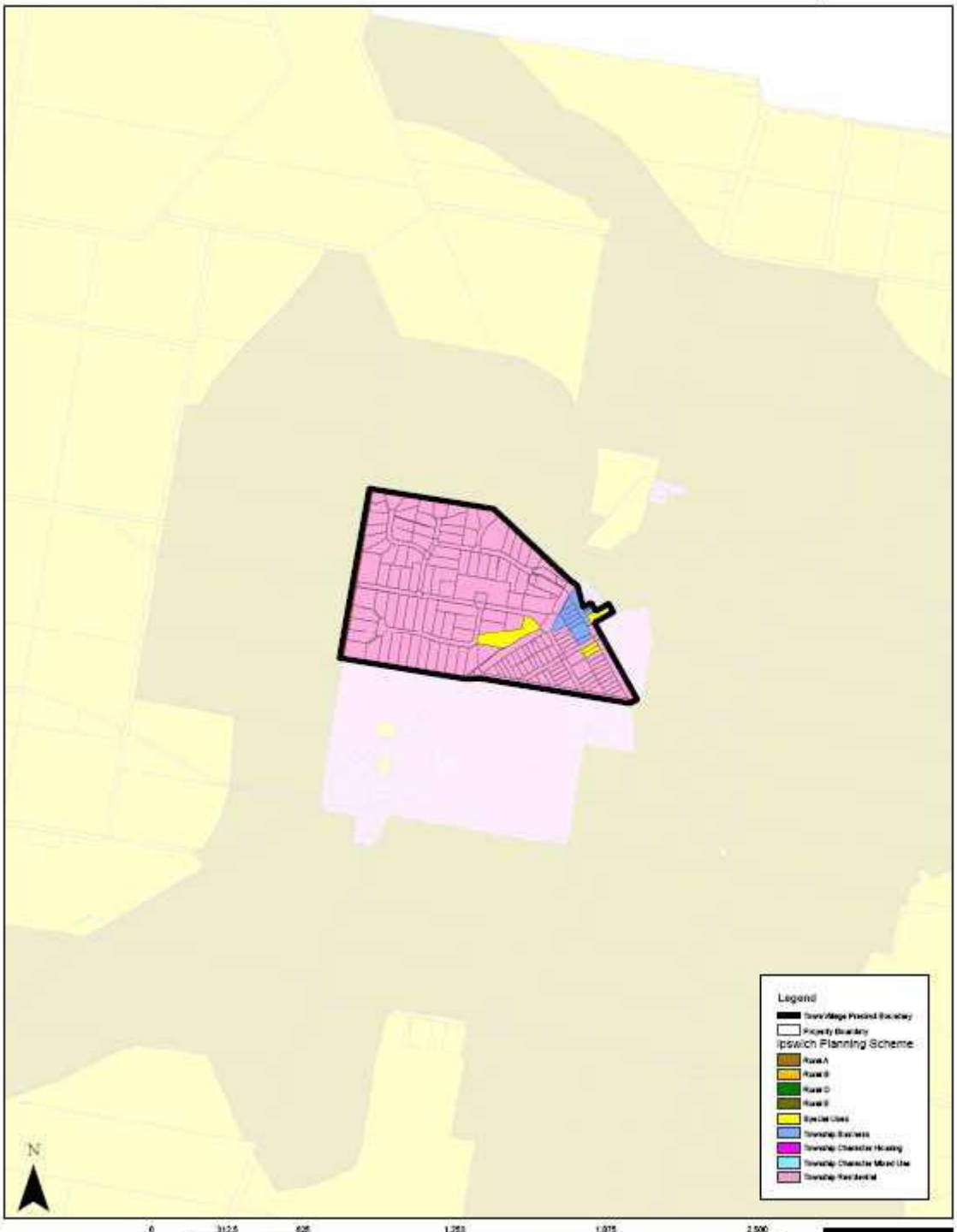
PIA 2

PIA - PEAK CROSSING

PIA 1



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PIA 1