

Gympie Regional Council

Infrastructure Charges Resolution – 1 August 2016

(1) Application to local government area

The Infrastructure Charges Resolution applies to the entire Gympie Regional Local Government area.

(2) When resolution has effect

This resolution is made under s630 of the *Sustainable Planning Act 2009* (SPA) and has effect on and from 1 August 2016.

(3) Interpretation

A term used in this resolution has the meaning assigned to that term in one of the following:

- a. the Act and associated regulations;
- b. the Queensland Planning Provisions (version 3) or as amended;
- c. the dictionary in Schedule 1;
- d. the Macquarie Dictionary.

In the event a term has been assigned a meaning in more than one of the instruments listed, the meaning contained in the instrument highest on the list will prevail.

(4) Trunk infrastructure

Trunk infrastructure is defined by the items stated in the Table 6 Definition of trunk infrastructure.

(5) Priority infrastructure area

The priority infrastructure area for Gympie Regional Council is identified in the Gympie Regional Council Planning Scheme.

(6) Comparison of planning scheme use categories and SPRP charge categories

To assist in applying the adopted infrastructure charges schedule in schedule 1 of the *State planning regulatory provision (adopted charges) 2012*, Table 1 provides a guide to the uses under the planning scheme that come within the uses mentioned in column 2 of the adopted infrastructure charges schedule.

Table 1 - Planning scheme use categories and adopted charge categories

Adopted infrastructure charge category	Planning scheme use category
Residential	Caretaker's Accommodation, Dual Occupancy, Dwelling House, Multiple Dwelling
Accommodation (short term)	Hotel, Short-Term Accommodation, Tourist Park
Accommodation (long term)	Community Residence, Hostel, Relocatable Home Park, Retirement Facility
Places of assembly	Club, Community Use, Function Facility, Funeral Parlour, Place Of Worship
Commercial (bulk goods)	Agricultural Supplies Store, Bulk Landscape Supplies, Garden Centre, Hardware And Trade Supplies, Outdoor Sales, Showroom
Commercial (retail)	Adult Store, Food And Drink Outlet, Service Industry, Service Station, Shop, Shopping Centre
Commercial (office)	Office, Sales Office
Education facility	Child Care Centre, Community Care Centre, Educational Establishment
Entertainment	Hotel (Non-Residential Component), Nightclub, Theatre
Indoor Sport and Recreational Facility	Indoor Sport And Recreation
Industry	Low Impact Industry, Medium Impact Industry, Rural Industry, Transport Depot, Warehouse, Waterfront And Marine Industry
High impact industry	High Impact Industry, Noxious And Hazardous Industries
Low impact rural	Animal Husbandry, Cropping, Permanent Plantations, Wind Farms
High impact rural	Aquaculture, Intensive Animal Industries, Intensive Horticulture, Wholesale Nursery, Winery
Essential services	Emergency Services, Health Care Services, Hospital, Residential Care Facility, Veterinary Services
Specialised uses	Air Services, Animal Keeping, Car Park, Crematorium, Extractive Industry, Major Sport, Recreation And Entertainment Facility, Motor Sport, Outdoor Sport And Recreation, Port Services, Tourist Attraction, Utility Installation
Minor uses	Advertising Device, Home Based Business, Landing, Market, Park, Roadside Stalls, Telecommunications Facility, Temporary Use

Other uses	A use not otherwise listed in column 2, including a use that is unknown because the development application does not specify a proposed use.
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(7) Application of the levied charge

The types of development that may trigger the levying of an adopted infrastructure charge under this adopted infrastructure charges resolution are -

- a. Reconfiguring a lot; and
- b. Material change of use of premises.

Where the development is not required to be connected to the water network or sewerage network, the adopted charge for the development is to be reduced by the relevant proportion of the adopted infrastructure charge allocated to the water network or sewerage network as shown below in Table 4 and 5.

(8) Adopted infrastructure charge for reconfiguring a lot

The adopted infrastructure charge for reconfiguring a lot is the amount stated in Table 2 less any credit identified in section 10 below.

Table 2 Adopted Infrastructure Charge - Reconfiguring a Lot

Type of lot	Location	Adopted Infrastructure Charge
Residential	Gympie and surrounds, Cooloola Cove, Rainbow Beach and Tin Can Bay	\$17,345.97
	Goomeri, Imbil and Kilkivan	\$10,841.23
Rural Residential		\$15,177.72
Rural		\$9,757.11
Township		\$4,336.49
Industry	Gympie and surrounds, Cooloola Cove, Rainbow Beach and Tin Can Bay	\$13,551.54
	Goomeri, Imbil and Kilkivan	\$8,672.98
District Centre and Local Centre	Gympie and surrounds, Cooloola Cove, Rainbow Beach and Tin Can Bay	\$18,972.15
	Goomeri, Imbil and Kilkivan	\$11,925.35
Specialised Centre (Monkland Showroom Precinct)		\$13,551.54
Specialised centre (Gympie Medical Precinct)		\$17,345.97
Other		To be determined by Council

(9) Adopted infrastructure charges - Material Change of Use

The adopted infrastructure charge for material change of use is the amount stated in Table 3 less any credit identified in section 10 below.

Table 3 Adopted Infrastructure Charge – Material Change of Use

Column 1	Column 2	Column 3
Adopted infrastructure charge category	Use	Adopted Infrastructure Charges
Residential	<ul style="list-style-type: none"> • Caretaker’s accommodation • Dual occupancy • Dwelling house • Multiple dwelling 	<ul style="list-style-type: none"> • \$10,841.23per 1 or 2 bedroom dwelling or • \$13,009.47 per 3 or more bedroom dwelling.
Accommodation (short term)	<ul style="list-style-type: none"> • Hotel • Short-term accommodation • Tourist park 	<ul style="list-style-type: none"> • For a tent or caravan site in a tourist park \$1,084.12 per tent or caravan site. • For a cabin in a tourist park or dwelling in short-term accommodation \$5,420.61 per dwelling unit. • For a suite, whether self-contained or not in short-term accommodation or a hotel \$2,710.31 per suite.
Accommodation (long term)	<ul style="list-style-type: none"> • Community residence • Hostel • Relocatable home park • Retirement facility 	<ul style="list-style-type: none"> • \$8,130.92 per dwelling unit or relocatable dwelling site in a relocatable home park or retirement facility • \$2,710.31 per suite in a hostel or community residence.
Places of Assembly	<ul style="list-style-type: none"> • Club • Community use • Function facility • Funeral parlour • Place of worship 	<ul style="list-style-type: none"> • Club or community use – nil charge • Other uses – \$37.94 per m² of GFA
Commercial (bulk goods)	<ul style="list-style-type: none"> • Agricultural supplies store • Bulk landscape supplies • Garden centre • Hardware and trade supplies • Outdoor sales • Showroom 	<ul style="list-style-type: none"> • \$75.89 per m² of GFA

Column 1	Column 2	Column 3
Adopted infrastructure charge category	Use	Adopted Infrastructure Charges
Commercial (retail)	<ul style="list-style-type: none"> • Adult store • Food and drink outlet • Service industry • Service station • Shop • Shopping centre 	<ul style="list-style-type: none"> • \$97.57 per m² of GFA
Commercial (office)	<ul style="list-style-type: none"> • Office • Sales office 	<ul style="list-style-type: none"> • \$75.89 per m² of GFA
Education facility	<ul style="list-style-type: none"> • Childcare centre • Community care centre • Educational establishment 	<ul style="list-style-type: none"> • Nil charge
Entertainment	<ul style="list-style-type: none"> • Hotel (non- residential component) • Nightclub • Theatre 	<ul style="list-style-type: none"> • \$75.89 per m² of GFA
Indoor sport and recreational facility	<ul style="list-style-type: none"> • Indoor sport and recreation 	<ul style="list-style-type: none"> • \$108.41 per m² of GFA, court areas at • \$10.84 per m² of GFA
Industry	<ul style="list-style-type: none"> • Low impact industry • Medium impact industry • Rural industry • Transport depot • Warehouse • Waterfront and marine industry 	<ul style="list-style-type: none"> • \$27.10 per m² of GFA
High impact industry	<ul style="list-style-type: none"> • High impact industry • Noxious and hazardous industry 	<ul style="list-style-type: none"> • \$37.94 per m² of GFA
Low impact rural	<ul style="list-style-type: none"> • Animal husbandry • Cropping • Permanent plantations • Wind farm 	<ul style="list-style-type: none"> • Nil charge
High impact rural	<ul style="list-style-type: none"> • Aquaculture • Intensive animal industry • Intensive horticulture • Wholesale nursery • Winery 	<ul style="list-style-type: none"> • \$10.84 per m² of GFA
Essential services	<ul style="list-style-type: none"> • Emergency services • Health care services • Hospital • Residential care facility • Veterinary services 	<ul style="list-style-type: none"> • Emergency services, hospital or residential care facility – nil charge • Other uses – \$75.89 per m² of GFA

Column 1	Column 2	Column 3
Adopted infrastructure charge category	Use	Adopted Infrastructure Charges
Specialised uses	<ul style="list-style-type: none"> • Air services • Animal keeping • Car park • Crematorium • Extractive industry • Major sport, recreation and entertainment facility • Motor sport • Outdoor sport and recreation • Port services • Tourist attraction • Utility installation 	<ul style="list-style-type: none"> • The maximum adopted charge is the charge that the local government decides should apply for the use at the time of assessment.
Minor uses	<ul style="list-style-type: none"> • Advertising device • Home based business • Landing • Market • Park • Roadside stalls • Telecommunications facility • Temporary use 	<ul style="list-style-type: none"> • Nil charge
Other uses	<ul style="list-style-type: none"> • A use not otherwise listed in column 2, including a use that is unknown because the development application does not specify a proposed use. 	<ul style="list-style-type: none"> • The maximum adopted charge is the charge (in column 3) for the charge category (in column 1) that the local government decides should apply for the use at the time of assessment.

(10) Credits

The credit for the premises is calculated as an amount which is the greater of the following:

- a. The amount of a previous adopted infrastructure charge paid for the development of the premises;
- b. Where an applicant can provide evidence of a previous financial contribution paid for trunk infrastructure for the premises, the amount of the financial contribution paid;
- c. Where the premises are subject to an existing lawful use, or a previous lawful use that is no longer taking place, or other development on the premises that may be lawfully carried out without the need for a further development permit, the amount stated for an adopted charge:
 - i. For Reconfiguring a Lot - Table 2; and
 - ii. For Material Change of Use – Table 3.

This allows the charge to be credited to take into account the existing usage of trunk infrastructure by the premises on the subject site.

So that there can be no doubt, where a credit exceeds the value of an adopted charge no refund will be paid by Council.

Where the water network or sewerage network is not available in the area of the proposed development, the credit for the development is to be reduced by the relevant proportion of the adopted infrastructure charge allocated to the water network or sewerage network as shown below in Table 4 and 5.

Table 4 Proportion of adopted infrastructure charge allocated to each network for Material Change of Use

Adopted infrastructure charge category	Network	Proportion of the adopted
Residential	Park	10%
	Roads	30%
	Water Supply	30%
	Sewerage System	30%
Accommodation (short term)	Park	10%
	Roads	30%
	Water Supply	30%
	Sewerage System	30%
Accommodation (long term)	Park	10%
	Roads	30%
	Water Supply	30%
	Sewerage System	30%
Places of assembly (club and community use)	Nil	
Places of assembly (excluding club and community use)	Roads	30%
	Water Supply	30%
	Sewerage System	40%
Commercial (bulky goods)	Roads	50%
	Water Supply	25%
	Sewerage System	25%
Commercial (retail)	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Commercial (office)	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Education facility	Nil	
Entertainment	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Indoor sport and recreational facility	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Industry	Roads	50%
	Water Supply	30%
	Sewerage System	20%
High impact industry	Roads	50%
	Water Supply	30%
	Sewerage System	20%
Low impact rural	Nil	
High impact rural	Roads	60%
	Water Supply	20%
	Sewerage System	20%
Essential services (excluding health care services and veterinary services)	Roads	Nil
	Water Supply	
	Sewerage System	

Adopted infrastructure charge category	Network	Proportion of the adopted
Essential services (health care services and veterinary services)	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Specialised uses	Roads	To be determined by Council at the time of assessment
	Water Supply	
	Sewerage System	
Minor uses	Nil	
Other uses	Park	To be determined by Council at the time of assessment
	Roads	
	Water Supply	
	Sewerage System	

Table 5 Proportion of adopted infrastructure charge allocated to each network for Reconfiguring a Lot

Type of lot	Network	Proportion of the adopted infrastructure charge
Residential	Park	10%
	Roads	30%
	Water Supply	30%
	Sewerage System	30%
Rural Residential	Park	10%
	Roads	90%
Rural	Roads	100%
Township	Park	10%
	Roads	50%
	Water Supply	40%
Industry	Roads	50%
	Water Supply	30%
	Sewerage System	20%
District centre and local centre	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Specialised centre (Monkland Showroom Precinct)	Roads	50%
	Water Supply	25%
	Sewerage System	25%
Specialised centre (Gympie Medical Precinct)	Roads	40%
	Water Supply	30%
	Sewerage System	30%
Other	Park	To be determined by Council at the time of assessment
	Roads	
	Water Supply	
	Sewerage System	

(11) Offsets and refunds

One of the following apply if an applicant is conditioned by the Council to provide a Trunk Infrastructure Contribution which services or is planned to service premises other than premises the subject of the relevant approval and an levied charge applies to the development the subject of the relevant approval:

- a. An offset – where the establishment cost for the Trunk Infrastructure Contribution is equal to or less than the levied charge; or
- b. A refund – where the establishment cost for the Trunk Infrastructure Contribution is more than the levied charge.

The ICN will include the establishment cost of the Trunk Infrastructure Contribution the subject of the offset. An applicant may apply, in writing, to the Council to have the establishment cost re-calculated in accordance with the process outlined in Schedule 2: Method for re-calculating establishment cost (Land Contribution) and Schedule 3: Method for re-calculating establishment cost (Work Contribution).

The offset to the value of the establishment cost will be applied to the levied charge.

The refund will be equal to the difference between the establishment cost of the trunk infrastructure contribution and the levied charge.

(12) Definition of trunk infrastructure

This section outlines the infrastructure which is defined as trunk infrastructure in the Gympie Regional Council area. Table 6 defines the trunk infrastructure in Column 2 and outlines the infrastructure which is excluded from the definition of trunk in Column 3.

Table 6 Definition of trunk infrastructure

Column 1 Network	Column 2 Items of trunk infrastructure	Column 3 Exclusions from the definition of Items of trunk infrastructure
Water	<p>Council owned:</p> <ul style="list-style-type: none"> • Bulk water storage and collection systems (dams, intake pump station, bores, weirs etc); • Raw water mains; • Treatment facilities; • Chlorination facilities; • Reservoirs (ground level and towers); • Water reticulation mains greater than 150mm diameter; • Pump stations; • Monitoring and control systems (bulk water meters, SCADA and alarm systems); • Water allocations for Council purposes. 	<ul style="list-style-type: none"> • all other infrastructure not listed in Column 2; • development infrastructure internal to a development or to connect a development to the external infrastructure network.
Sewerage	<ul style="list-style-type: none"> • Sewage treatment facilities identified on Gympie Regional Council Plans for Trunk Infrastructure & Catchment Area Sewerage; • Sewage treatment plant effluent disposal and re-use systems; • Gravity sewers greater than 225mm diameter; 	<ul style="list-style-type: none"> • all other infrastructure not listed in Column 2; • pump stations and rising mains of a temporary nature; • development infrastructure internal to a development

Column 1 Network	Column 2 Items of trunk infrastructure	Column 3 Exclusions from the definition of Items of trunk infrastructure
	<ul style="list-style-type: none"> • Pump stations with a capacity greater than 40kL/hr; • Rising mains greater than 80mm diameter; • Monitoring and control systems (meters, SCADA and alarm systems). 	<p>or to connect a development to the external infrastructure network;</p> <ul style="list-style-type: none"> • onsite effluent systems; • privately owned systems.
Stormwater management	<p>The drainage path, across any lands under the control of Council, whether any improvement is made to the natural surface of the drainage path or not, that is used for the purposes of transporting water run-off and/or the environmental treatment of such run-off, either above or below the ground within an existing urban area or one that is intended to be developed as an urban area under the Council's Strategic Plan, where the catchment area upstream of the drainage path exceeds 40 Ha.</p>	<p>Within the overland flow path, where a component of infrastructure is used for another purpose such as the carriageway or a pathway, it is not considered as part of Trunk Stormwater Drainage Infrastructure;</p> <ul style="list-style-type: none"> • development infrastructure internal to a development or to connect a development to the external infrastructure network; • infrastructure required to meet the requirements for no net worsening.
Transport	<p>Trunk Urban Roads¹</p> <ul style="list-style-type: none"> • Urban Arterial Roads: pathways including pedestrian bridges, traffic lanes (sub-base, base, seal), guardrails, walls within the road reserve, bridges, traffic signals, clearing, earthworks, road furniture and intersections excluding intersections directly with State-controlled Roads. • Urban Sub-arterial Roads: pathways including pedestrian bridges, traffic lanes (sub-base, base, seal), guardrails, walls within the road reserve, bridges, traffic signals, clearing, earthworks, road furniture and intersections excluding intersections directly with State-controlled Roads. • CBD Roads: pathways including pedestrian bridges, traffic lanes and parking lanes (sub-base, base, seal), kerb and channel, subsoil drains, stormwater pipes, pits and manholes, guardrails, walls, clearing, earthworks, road furniture and intersections excluding intersections directly with State-controlled Roads. <p>Trunk Rural Residential Roads¹</p> <ul style="list-style-type: none"> • Only those Rural Residential Arterial roads and Rural Residential Sub-Arterial roads identified as a Trunk Road on Gympie Regional Council Plans for Trunk 	<p>General exclusions:</p> <ul style="list-style-type: none"> • traffic calming devices; • traffic signals and intersection works onto State-controlled Roads; • medians; • traffic islands not part of intersection works; • street lighting; • walls outside of the road reserve. <p>Additional exclusions for Urban Arterial Roads and Urban Sub-arterial Roads:</p> <ul style="list-style-type: none"> • parking lanes; • kerb and channel; • cross road drainage; • stormwater pipes, pits and manholes.

Column 1 Network	Column 2 Items of trunk infrastructure	Column 3 Exclusions from the definition of Items of trunk infrastructure
	<p>Infrastructure & Catchment Area Eastern Districts Urban Transport are defined as trunk;</p> <ul style="list-style-type: none"> • Trunk Rural Residential Roads: clearing, earthworks, pavement, seal, cross road drainage, road furniture, guardrails, bridges, intersections excluding those intersections directly onto State-controlled Roads. 	
	<p>Public Transport</p> <ul style="list-style-type: none"> • Bus terminals, bus stops and shelters owned and managed by Council within CBD Roads. 	<ul style="list-style-type: none"> • All public transport infrastructure which is owned and managed by others.
	<p>Pathways</p> <p>Trunk pathways and pedestrian bridges for pedestrians or cyclists are located:</p> <ul style="list-style-type: none"> • within the road reserve of all State-controlled declared roads within the urban 40, 50 and 60 km/hr speed zones; • CBD Roads; • Urban Arterial Roads; and • Urban Sub-arterial Roads (one side only), as identified on Gympie Regional Council Plans for Trunk Infrastructure Transport - Pathways. <p>Additional connecting pathways listed below and identified Gympie Regional Council Plans for Trunk Infrastructure Transport - Pathways are defined as trunk:</p> <ul style="list-style-type: none"> • Corella Road – Old Maryborough Road; via Hamilton Road • Gympie Connection Road – Tin Can Bay Road; via Rifle Range Road and Wisers Road • Crescent Road; from Red Hill Road to Tin Can Bay Road • Rocklea Drive; from Sorensen Road to Power Road • Waldock Road; from Groundwater Road to Heilbronn Road • Heilbronn Road; from Waldock Road to McIntosh Creek Road • Stanley Street; from Crown Road to Excelsior Road • Bligh Street – Church Street; from Hilton Road to Stuart Street • Garrick Street; from Musgrave Street to Parsons Road • Power Street; from Gympie Connection Road to Mellor Street 	<ul style="list-style-type: none"> • All other pathway infrastructure not listed. • Pathway infrastructure on the opposite side of Urban Sub-arterial Roads, than those identified on Gympie Regional Council Plans for Trunk Infrastructure Transport - Pathways.

Column 1 Network	Column 2 Items of trunk infrastructure	Column 3 Exclusions from the definition of Items of trunk infrastructure
	<ul style="list-style-type: none"> • Musgrave Street; from Gympie Connection Road to Popes Road • Popes Road-Myall Street; from Louisa Street to Pine Street • Gympie State High School to One Mile State School; via Fisher Lane, AJ Mitchell Park and One Mile Sports Fields • Carlo Road; from Kurrawa Drive to Carlo Point boat ramp • Endeavour Drive-Investigator Avenue; from Bayside Road to Nautilus Drive • Mauretania Avenue; from Endeavour Drive to Nautilus Drive • Bayside Road; from Queen Elizabeth Drive to Mullins Creek Park • Tin Can Bay Foreshore; from Crab Creek to Bass Street via Norman Point. 	
Public parks and community facilities land	<p>Land for:</p> <ul style="list-style-type: none"> • District recreation parks; • Regional recreation parks; • District sports parks; • Regional sports parks; • Community facilities. <p>Embellishments for:</p> <ul style="list-style-type: none"> • District recreation parks; • Regional recreation parks; • District sports parks; • Regional sports parks. 	<ul style="list-style-type: none"> • Drainage reserves and land for environmental or conservation purposes; • Land which does not meet the Desired Standards of Service for the Public Parks and Land for Community Facilities Network; • Land which includes infrastructure for other networks (eg. sewer pump station).

Note 1: The Road Hierarchy is defined in maps contained in the extrinsic material document "Background information for Transport Network for the Gympie Regional Council Local Government Infrastructure Plan".

(13) Conversion criteria

This section applies where:

- a. A development approval requires the construction of non-trunk infrastructure; and
- b. The construction of the non-trunk infrastructure has not commenced.

An applicant may apply, in writing, to the Council to have non-trunk infrastructure converted to trunk infrastructure and eligible for an offset. The Council will consider the application, and may request further information, based on the following criteria. All criteria must be met for a conversion application to be approved and the Council will give the applicant notice of the decision. The infrastructure:

- a. Has capacity to service multiple other developments in the area; and
- b. Services development which is consistent with the planning assumptions in the Planning Scheme; and
- c. Services development completely inside the priority infrastructure area; and
- d. Is owned or is to be owned by the Council; and
- e. Is not temporary infrastructure or sacrificial works to be superseded by an ultimate solution; and

- f. The function and purpose of the infrastructure is consistent with other trunk infrastructure identified in Table 4.20 and the plans for trunk infrastructure shown in the Planning Scheme, excluding stormwater; and
- g. The infrastructure would meet the desired standards of service in the Planning Scheme; and
- h. The infrastructure is consistent with the definition of trunk infrastructure in section 12 above and is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 665 of the Act; and
- i. The type, size and location of the infrastructure is the most cost effective option (based on the life cycle cost of the infrastructure to service future urban development in the area at the desired standard of service) for servicing multiple users in the area; and
- j. The infrastructure could have been planned by the Council without knowing the detailed layout of lot reconfigurations or the design details for material change of use applications in the area.

(14) Indexing adopted infrastructure charges

The adopted charge for all development will be increased from the date of the ICN to the date of payment and in line with the PPI index.

Schedule 1: Dictionary

“Act” means the *Sustainable Planning Act 2009* and all subordinate legislation made under that Act.

“Bedroom” means a habitable room that:

- a. is of sufficient floor area to accommodate the placement and use of a standard single bed; and
- b. incorporates the level of privacy normally associated with private sleeping accommodation.
- c. However, the term does not include multipurpose spaces such as family rooms, living rooms or similar, or any other room that is only likely to be used on an infrequent basis or by a short term visitor to the premises.

“Court areas” means the area of premises where the leisure, sport or recreation activity is conducted and excludes the area of the premises not used for conducting the leisure, sport or recreation activity, such as areas for spectators, office or administration, amenities or food and beverages.

“PPI Index” means the 3 year moving average quarterly average Producer Price Index for construction 6247.0 available from the Australian Bureau of Statistics.

Schedule 2: Method for re-calculating establishment cost (Land Contribution)

The following methodology will be followed when recalculating the value of a Land Contribution:

- (1) The establishment cost of trunk infrastructure that is land must be determined using the before and after method for estimating the current market value of land (the before and after method of valuation). The before and after method of valuation must be given effect through the following procedural requirements:
 - a. The applicant, at their own cost, must provide to the Council a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (the valuation).
 - b. The Council may accept the valuation.
 - c. If the Council accepts the valuation, the valuation is the establishment cost of the infrastructure.
 - d. If the Council does not accept the valuation provided by the applicant, it must, at its own cost, have a valuation undertaken by a certified practicing valuer.
 - e. If the Council rejected the valuation provided by the applicant, it must provide written notice to the applicant and propose a new valuation and its reasons for doing so.
 - f. Where a written notice of the Council’s proposed valuation has been given, the applicant may negotiate and agree with the Council regarding a valuation. The agreed valuation is the establishment cost of the infrastructure.
 - g. If agreement cannot be reached, the Council must have a valuation undertaken by an independent, certified practicing valuer to assess the market value of the specified land.

The independent, certified practicing valuer is to be appointed by the Council, in its discretion, in consultation with the applicant. The Council will request the applicant provide two valuers for the Council’s consideration. The cost of this independent assessment is to be equally shared between the Council and the applicant. The amended valuation determined by the independent certified practicing valuer is the establishment cost of the infrastructure.

- h. The Council must give an amended ICN to the applicant stating:

- i. the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN using the land value index.
 - ii. that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge in accordance with the land value index.
- (2) The specific inclusions for determining the establishment cost of the land component of an infrastructure contribution are limited to the value of the land.
- (3) The specific exclusions for determining the establishment cost of the land component of an infrastructure item are:
 - a. Registration fees;
 - b. Stamp Duty;
 - c. Goods and Services Tax;
 - d. Costs associated with the preparation of a survey plan; and
 - e. Legal fees associated with preparing a registration documents.

Schedule 3: Method for re-calculating establishment cost (Work Contribution)

- (1) The following methodology will be followed when recalculating the value of a Work Contribution:
 - a. The Council must provide to the applicant the scope of works including the standard to which the trunk infrastructure is to be provided and the location of the trunk infrastructure (the scope of works).
 - b. The applicant must, at their cost, provide to the Council:
 - i. a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (the bill of quantities).
 - ii. a first principles estimate prepared by a qualified and registered Quantity Surveyor or RPEQ for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (the cost estimate).
 - c. The Council may accept the bill of quantities and cost estimate provided by the applicant.
 - d. The Council may negotiate with the applicant prior to accepting the bill of quantities and cost estimate provided by the applicant.
 - e. If the Council accepts the bill of quantities and the cost estimate, the cost estimate is the establishment cost of the infrastructure.
 - f. If the Council does not accept the bill of quantities and cost estimate provided by the applicant it must, at its cost, have an assessment undertaken by an appropriately qualified person to:
 - i. determine whether the bill of quantities is in accordance with the scope of works;
 - ii. determine whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
 - iii. provide a new cost estimate using a first principles estimating approach.
 - g. If the Council rejected the bill of quantities and the cost estimate provided by the applicant, it must provide written notice to the applicant and propose the new bill of quantities and cost estimate and its reasons for doing so.
 - h. Where a written notice of the Council's proposed bill of quantities and cost estimate has been given, the applicant may negotiate and agree with the Council regarding a cost estimate. The agreed cost estimate is the establishment cost of the infrastructure.
 - i. If agreement cannot be reached, the Council must refer the bill of quantities and the cost estimate to an independent, suitably qualified person (the independent assessor) to:
 - i. assess whether the bill of quantities is in accordance with the scope of works;

- ii. assess whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
- iii. provide an amended cost estimate using a first principles estimating approach.

The independent assessor is to be appointed by the Council, at its discretion, in consultation with the applicant. The cost of this independent assessment is to be equally shared between the Council and the applicant. The amended cost estimate determined by the independent assessor is the establishment cost of the infrastructure.

- j. The Council must give an amended ICN to the applicant stating:
 - i. the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN using the Producer Price Index – Road and bridge construction index for Queensland.
 - ii. that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and bridge construction index for Queensland.
- (2) The specific inclusions for determining the value of the work component (works contribution) of an infrastructure contribution are:
- a. Limited to the construction of the trunk infrastructure to the standard of the network provider, without any associated works;
 - b. the cost of pre-construction and construction period professional services including planning, survey, geotechnical investigations, design, project management, contract administration and environmental. The maximum allowance for the professional services shall be:
 - Planning 2%
 - Survey 2%
 - Geotechnical Investigation 2%
 - Design 8%
 - Project management and contract administration 6%
 - Environmental 1%
 - c. any cost under a construction contract (excluding for latent conditions, provisional items and sums) for the work not covered by any of the other inclusions listed herein;
 - d. contingency of no more than 10% of the value of the supply and installation/construction components of the works;
 - e. a portable long service leave payment for a construction contract;
 - f. any insurance premium for the work; and
 - g. the cost of the development or compliance approvals for the work.
- (3) The specific exclusions for determining the value of the work component of an infrastructure item are:
- a. Professional fees not associated with planning, survey, geotechnical investigations, design, project management, contract administration and environmental studies;
 - b. the cost of carrying out any necessary temporary infrastructure;
 - c. the cost of carrying out any other infrastructure which is not part of the required trunk infrastructure item;
 - d. the cost of the decommissioning, removal and rehabilitation of infrastructure identified in (a) and (b);
 - e. any part of the required Trunk Infrastructure Contribution provided at no cost to the claimant;
 - f. the GST component of the costs for the required trunk infrastructure item if an input tax credit can be claimed for the work.