

## Gympie Regional Council Infrastructure Charges Resolution – November 2017

### 1 Preliminary

#### 1.1 Title

The infrastructure charges resolution may be cited as the Gympie Regional Council Charges Resolution (2017).

#### 1.2 Purpose

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

- (a) An adopted charge for the purpose of determine a levied charge for funding part of the establishment cost of the following trunk infrastructure networks:
  - (i) Transport network;
  - (ii) Public parks network;
  - (iii) Stormwater network;
  - (iv) Water supply network;
  - (v) Sewerage network.
- (b) Other matters relevant to the adopted charges.

#### 1.3 Effect

This resolution is made under s112 of the *Planning Act 2016* (PA) and has effect on and from 23 November 2017.

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

- (a) The State planning regulations and guidelines;
- (b) The applicable local planning instruments;
- (c) The resolution is attached to but does not form part of the Planning Scheme.

#### 1.4 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 dictionary in Schedule 1;
- (c) 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.

## 2 Application of the adopted charge

### 2.1 Application to local government area

The Infrastructure Charges Resolution applies to the entire Gympie Regional Council local government area. But where development is outside the priority infrastructure area shown in the LGIP, Council will assess the impact of the development upon the trunk networks.

### 2.2 Application to development

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.

### 2.3 Development inconsistent with assumptions about future development

Development is inconsistent with the assumptions about future infrastructure in the Local Government Infrastructure Plan (LGIP) if:

- (a) The type of development – the development of the premises is not consistent with the type of development for the area in which the premises is located as identified in the LGIP; or
- (b) The scale of development – development of the premises is not consistent with the demand planned for the area in which the premises is located as identified in the LGIP; or
- (c) The location of development - the premises is located outside the Priority Infrastructure Area (PIA) as identified in the LGIP; or
- (d) The timing of development – if the development results in infrastructure being supplied earlier than planned for in the schedule of works for trunk infrastructure in the LGIP.

### 2.4 Automatic increase provision

The adopted charge for all development will be increased from the date of the charge notice to the date of payment and in line with Producer Price Index (PPI).

## 3 Adopted charge rate

### 3.1 Adopted infrastructure charge for reconfiguring a lot

The adopted infrastructure charge for reconfiguring a lot is the amount stated in for Residential (3 or more bedroom dwelling) in Table 2 less any credit identified in section 4.2.

### 3.2 Adopted infrastructure charge for material change of use – residential development

The adopted infrastructure charge for material change of use is the amount stated in Table 2 for the relevant residential development type.

The proportional network split is generally in accordance with Table 1. In the event a development is not serviced by water and/or sewer:

- (e) Where the development is serviced by water, but not sewer – the adopted charge in Column 4 of Table 2 will be reduced by 25%; or

- (f) Where the development is not serviced by water or sewer - the adopted charge in Column 4 of Table 2 will be reduced by 45%.

**Table 1 Proportional network costs**

Network	Total trunk infrastructure network value	Proportional split
Water	\$93,116,531	26%
Sewer	\$74,639,643	21%
Stormwater	\$10,282,077	3%
Transport	\$101,528,418	29%
Parks	\$74,593,012	21%

**Table 2 Adopted Infrastructure Charge – Material Change of Use – Residential**

Column 1	Column 2	Column 3	Column 4			
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand	Adopted infrastructure charge			
			Gympie	Cooloola Coast	Goomeri	Imbil and Kilkivan
Residential	Caretaker's accommodation	Each dwelling with 2 or less bedrooms	\$16,000	\$14,000	\$11,842	\$11,109
	Dual occupancy Dwelling house					
	Multiple dwelling	Each dwelling with 3 or more bedrooms	\$19,000	\$17,000	\$14,210	\$13,330
	Hotel Short-term accommodation	Per suite	\$3500	\$3500	\$2710	\$2710
Accommodation (short term)	Tourist park	Each group of 2 sites or less tent or caravan sites	\$2500	\$2500	\$2168	\$2168
		Each group of 3 sites tent or caravan sites	\$4000	\$4000	\$3252	\$3252
		Each cabin with 2 or less bedrooms	\$6500	\$6500	\$5420	\$5420
		Each cabin with 3 or more bedrooms	\$6500	\$6500	\$5420	\$5420
Accommodation (long term)	Community residence Hostel	Per suite	\$3500	\$3500	\$2710	\$2710
	Relocatable home park Retirement facility	Per dwelling unit	\$10,000	\$10,000	\$8130	\$8130

## 3.3 Adopted infrastructure charge for material change of use – non-residential development

The adopted infrastructure charge for material change of use is the amount stated in Table 3 and Table 4 for the relevant non-residential development type.

All development is levied the adopted charge for transport, public parks and stormwater networks in accordance with Table 3 and Table 4. In the event a development is not serviced by water and/or sewer:

- (a) Where the development is serviced by water, but not sewer – the adopted charge will be reduced by the amount for the Water Supply network in Column 4; or
- (b) Where the development is not serviced by water or sewer - the adopted charge will be reduced by the amount for the Water Supply network and the Sewerage network in Column 4.

# Infrastructure Charges Resolution 2017



**Table 3 Adopted Infrastructure Charge – Material Change of Use – Non-residential – Gympie and Cooloola Coast**

Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				
			Water supply network	Sewerage network	Transport network	Public parks	Stormwater (per m <sup>2</sup> impervious)
Places of Assembly	Club Community use Function facility Funeral parlour Place of worship	Per m2 GFA	\$12	\$10	\$14	\$10	\$6
Commercial (bulk goods)	Agricultural supplies store Bulk landscape supplies Garden centre Hardware and trade supplies Outdoor sales Showroom	Per m2 GFA	\$24	\$19	\$29	\$19	\$6
Commercial (retail)	Adult store Food and drink outlet Service industry Service station Shop Shopping centre	Per m2 GFA	\$31	\$25	\$36	\$24	\$6
Commercial (office)	Office Sales office	Per m2 GFA	\$24	\$19	\$29	\$18	\$6
Education	Childcare centre	Per m2 GFA	\$23	\$18	\$28	\$18	\$6

# Infrastructure Charges Resolution 2017



Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				Stormwater (per m <sup>2</sup> impervious)
			Water supply network	Sewerage network	Transport network	Public parks	
facility	Community care centre Educational establishment other than Flying Start for Queensland Children program						
Entertainment	Hotel (non- residential component) Nightclub Theatre	Per m2 GFA	\$24	\$19	\$29	\$19	\$6
Indoor sport and recreational facility	Indoor sport and recreation	Per m2 GFA (other than court area)	\$35	\$28	\$41	\$28	\$6
		Per m2 GFA of court area	\$4	\$2	\$4	\$2	\$1
Industry	Low impact industry Medium impact industry Rural industry Transport depot Warehouse Waterfront and marine industry	Per m2 GFA	\$8	\$7	\$11	\$6	\$6
High impact industry	High impact industry Noxious and hazardous industry	Per m2 GFA	\$12	\$10	\$14	\$10	\$6
Low impact rural	Animal husbandry Cropping	Per m2 GFA	Nil charge				

# Infrastructure Charges Resolution 2017



Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				
			Water supply network	Sewerage network	Transport network	Public parks	Stormwater (per m <sup>2</sup> impervious)
	Permanent plantations Wind farm						
High impact rural	Aquaculture Intensive animal industry Intensive horticulture Wholesale nursery Winery	Per m2 GFA	\$4	\$2	\$4	\$2	\$1
Essential services	Emergency services Health care services Hospital Residential care facility Veterinary services	Per m2 GFA	\$24	\$19	\$29	\$19	\$6
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	Per m2 GFA	The adopted charge is the charge that the local government decides should apply for the use at the time of assessment.				

# Infrastructure Charges Resolution 2017



Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				Stormwater (per m <sup>2</sup> impervious)
			Water supply network	Sewerage network	Transport network	Public parks	
	Tourist attraction Utility installation Other uses not specified						
Minor uses	Advertising device Home based business Landing Market Park Roadside stalls Telecommunications facility Temporary use	Per m2 GFA	Nil charge				



# Infrastructure Charges Resolution 2017



**Table 4 Adopted Infrastructure Charge – Material Change of Use – Non-residential – Goomeri, Imbil, Kilkivan**

Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				
			Water supply network	Sewerage network	Transport network	Public parks	Stormwater (per m <sup>2</sup> impervious)
Places of Assembly	Club Community use Function facility Funeral parlour Place of worship	Per m2 GFA	\$10	\$8	\$11	\$8	\$5
Commercial (bulk goods)	Agricultural supplies store Bulk landscape supplies Garden centre Hardware and trade supplies Outdoor sales Showroom	Per m2 GFA	\$20	\$16	\$23	\$16	\$5
Commercial (retail)	Adult store Food and drink outlet Service industry Service station Shop Shopping centre	Per m2 GFA	\$26	\$21	\$29	\$21	\$5
Commercial (office)	Office Sales office	Per m2 GFA	\$20	\$16	\$23	\$16	\$5
Education	Childcare centre	Per m2 GFA	\$19	\$15	\$22	\$15	\$5

# Infrastructure Charges Resolution 2017



Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				Stormwater (per m <sup>2</sup> impervious)
			Water supply network	Sewerage network	Transport network	Public parks	
facility	Community care centre Educational establishment other than Flying Start for Queensland Children program						
Entertainment	Hotel (non- residential component) Nightclub Theatre	Per m2 GFA	\$20	\$16	\$23	\$16	\$5
Indoor sport and recreational facility	Indoor sport and recreation	Per m2 GFA (other than court area)	\$29	\$23	\$32	\$23	\$5
		Per m2 GFA of court area	\$3	\$2	\$3	\$2	\$1
Industry	Low impact industry Medium impact industry Rural industry Transport depot Warehouse Waterfront and marine industry	Per m2 GFA	\$7	\$6	\$8	\$6	\$5
High impact industry	High impact industry Noxious and hazardous industry	Per m2 GFA	\$10	\$8	\$11	\$8	\$5
Low impact rural	Animal husbandry Cropping	Per m2 GFA	Nil charge				

# Infrastructure Charges Resolution 2017



Column 1	Column 2	Column 3	Column 4		Column 5		Column 6
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)				
			Water supply network	Sewerage network	Transport network	Public parks	Stormwater (per m <sup>2</sup> impervious)
	Permanent plantations Wind farm						
High impact rural	Aquaculture Intensive animal industry Intensive horticulture Wholesale nursery Winery	Per m2 GFA	\$3	\$2	\$3	\$2	\$1
Essential services	Emergency services Health care services Hospital Residential care facility Veterinary services	Per m2 GFA	\$20	\$16	\$23	\$16	\$5
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	Per m2 GFA	The adopted charge is the charge that the local government decides should apply for the use at the time of assessment.				

# Infrastructure Charges Resolution 2017



Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	
Adopted infrastructure charge category	Planning scheme use definition	Unit of demand (Columns 4 and 5)	Adopted infrastructure charge (\$ per unit of demand)			
			Water supply network	Sewerage network	Transport network	Public parks
	Tourist attraction Utility installation Other uses not specified					
Minor uses	Advertising device Home based business Landing Market Park Roadside stalls Telecommunications facility Temporary use	Per m2 GFA	Nil charge			

## 4 Administration of adopted charge

### 4.1 Time of payment

A levied charge is payable at the following time:

- (a) If the charge applies to reconfiguring of a lot – when Council approves the plan of subdivision;
- (b) If the charge applies for a material change of use – when the change happens.

### 4.2 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 in Table 2 equivalent to a Detached Dwelling (3 or more bedrooms).

This allows the charge to be credited to take into account the existing usage of trunk infrastructure by the premises on the subject site. For the avoidance of doubt, where a credit exceeds the value of an adopted charge no refund will be paid by Council.

### 4.3 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 a 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 charge notice 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.

## 5 Trunk infrastructure

### 5.1 Definition of trunk infrastructure

This section outlines the infrastructure which is defined as trunk infrastructure in the Gympie Regional Council area. Table 5 defines the trunk infrastructure in Column 2 and outlines the infrastructure which is excluded from the definition of trunk in Column 3.

**Table 5** *Definition of trunk infrastructure*

<b>Transport Infrastructure Network</b>	<b>Definition of Trunk infrastructure</b>	<b>Exclusions (non-trunk infrastructure)</b>
<b>Water Supply</b>	<p>Council owned:</p> <ul style="list-style-type: none"> <li>• Bulk water storage and collection systems (dams, intake pump station, bores, weirs etc);</li> <li>• Raw water mains;</li> <li>• Treatment facilities;</li> <li>• Chlorination facilities;</li> <li>• Reservoirs (ground level and towers);</li> <li>• Water mains greater than 150mm diameter;</li> <li>• Pump stations;</li> <li>• Monitoring and control systems (bulk water meters, SCADA and alarm systems);</li> <li>• Water allocation for Council purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• all other infrastructure not listed in column 2;</li> <li>• pump stations and rising mains of a temporary nature;</li> <li>• development infrastructure internal to a development or to connect a development to the external infrastructure network;</li> <li>• onsite effluent systems;</li> <li>• privately owned systems.</li> </ul>
<b>Sewerage</b>	<ul style="list-style-type: none"> <li>• Sewage treatment facilities identified on Gympie Regional Council Plans for Trunk Infrastructure &amp; Catchment Area Sewerage;</li> <li>• Sewage treatment plant effluent disposal and re-use systems;</li> <li>• Gravity sewers greater than 225mm diameter;</li> <li>• Pump stations with a capacity greater than 40kL/hr;</li> <li>• Rising mains greater than 80mm diameter;</li> <li>• Monitoring and control systems (meters, SCADA and alarm systems).</li> </ul>	<ul style="list-style-type: none"> <li>• all other infrastructure not listed in column 2;</li> <li>• pump stations and rising mains of a temporary nature;</li> <li>• development infrastructure internal to a development or to connect a development to the external infrastructure network;</li> <li>• onsite effluent systems;</li> <li>• privately owned systems.</li> </ul>

<b>Transport Infrastructure Network</b>	<b>Definition of Trunk infrastructure</b>	<b>Exclusions (non-trunk infrastructure)</b>
<b>Trunk Urban Roads</b>	<ul style="list-style-type: none"> <li>Urban Arterial 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 within the road reserve, bridges, traffic signals, clearing, earthworks, road furniture, and intersections, excluding intersections directly with State-controlled Roads.</li> <li>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.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic calming devices;</li> <li>Traffic signals and intersection works onto State-controlled Roads;</li> <li>Medians;</li> <li>Traffic islands not part of intersection works;</li> <li>Street lighting;</li> <li>Walls outside of the road reserve;</li> <li>All other roads.</li> </ul> <p>Additional exclusions for Urban Sub-arterial Roads:</p> <ul style="list-style-type: none"> <li>parking lanes;</li> <li>kerb and channel;</li> <li>cross road drainage;</li> <li>stormwater pipes, pits and manholes.</li> </ul>
<b>Trunk Rural Residential Roads</b>	<ul style="list-style-type: none"> <li>Only those Rural Residential Roads identified on LGIP Plans for Trunk Infrastructure - Transport are defined as trunk;</li> <li>Trunk Rural Residential Roads: clearing, earthworks, pavement, seal, cross road drainage, road furniture, guardrails, bridges, intersections excluding those intersections directly onto State-controlled Roads.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic calming devices;</li> <li>Traffic signals and intersection works onto State-controlled Roads;</li> <li>Medians;</li> <li>Traffic islands not part of intersection works;</li> <li>Street lighting;</li> <li>Walls outside of the road reserve;</li> <li>All other rural residential roads.</li> </ul>

<b>Transport Infrastructure Network</b>	<b>Definition of Trunk infrastructure</b>	<b>Exclusions (non-trunk infrastructure)</b>
<b>Pathways</b>	<p>Trunk pathways and pedestrian bridges for pedestrians or cyclists located:</p> <ul style="list-style-type: none"> <li>• within the road reserve of all State-controlled declared roads within the urban 40, 50 and 60 km/hr speed zones;</li> <li>• CBD Roads;</li> <li>• Urban Arterial Roads; and</li> <li>• Urban Sub-arterial Roads (one side only), as identified on LGIP Plans for Trunk Infrastructure - Pathways.</li> </ul> <p>Additional connecting pathways listed below and identified on LGIP Plans for Trunk Infrastructure - Pathways are defined as trunk:</p> <ul style="list-style-type: none"> <li>• Tin Can Bay Road – Bayside Road; from Dugong Street to Queen Elizabeth Drive</li> <li>• Corella Road - Hamilton Road – Old Maryborough Road; from Corella Court to Fairway Drive</li> <li>• Rifle Range Road - Wises Road; from Gympie Connection Road to Tin Can Bay Road</li> <li>• Crescent Road; from Red Hill Road to Tin Can Bay Road</li> <li>• Rocklea Drive; from Sorensen Road to Power Road</li> <li>• Waldock Road; from Groundwater Road to Heilbronn Road</li> <li>• Heilbronn Road; from Waldock Road to McIntosh Creek Road</li> <li>• Stanley Street; from Crown Road to Excelsior Road</li> <li>• Bligh Street – Church Street; from Hilton Road to Stuart Street</li> <li>• Garrick Street; from Gympie Connection Road to Parsons Road</li> <li>• Power Street; from Gympie Connection Road to Mellor Street</li> <li>• Musgrave Street; from Garrick Street to Popes Road</li> <li>• Popes Road - Myall Street; from Louisa Street to Pine Street</li> <li>• Fisher Lane - AJ Mitchell Park - One Mile Sports Fields; from Gympie State High School to One Mile State School</li> <li>• Carlo Road; from Kurrawa Drive to Carlo Point boat ramp</li> </ul>	<p>All other pathways not listed in the inclusions.</p>



# Infrastructure Charges Resolution 2017



<b>Transport Infrastructure Network</b>	<b>Definition of Trunk infrastructure</b>	<b>Exclusions (non-trunk infrastructure)</b>
<b>Pathways (continued)</b>	<ul style="list-style-type: none"> <li>• Endeavour Drive - Investigator Avenue; from Bayside Road to Queen Elizabeth Drive</li> <li>• Mauretania Avenue; from Endeavour Drive to Nautilus Drive</li> <li>• Bayside Road; from Queen Elizabeth Drive to Mullins Creek Park</li> <li>• Tin Can Bay Foreshore; from Crab Creek to Bass Street via Norman Point.</li> </ul>	
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>• Bus terminals, bus stops, and shelters owned by Council and located on Trunk Roads.</li> </ul>	All public transport infrastructure not listed in the inclusions or not owned by Council.
<b>Stormwater</b>	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.	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Development infrastructure internal to a development or to connect a development to the external infrastructure network; and</li> <li>• infrastructure required to meet the requirements for no net worsening.</li> </ul>
<b>Public parks</b>	<p>Land for:</p> <ul style="list-style-type: none"> <li>• District recreation parks;</li> <li>• Regional recreation parks;</li> <li>• District sports parks;</li> <li>• Regional sports parks.</li> </ul> <p>Embellishments for:</p> <ul style="list-style-type: none"> <li>• District recreation parks;</li> <li>• Regional recreation parks;</li> <li>• District sports parks;</li> <li>• Regional sports parks.</li> </ul>	<ul style="list-style-type: none"> <li>• Local recreation parks</li> <li>• Drainage reserves and land for environmental or conservation purposes;</li> <li>• Land which does not meet the Desired Standards of Service for the Public Parks Network;</li> <li>• Land which includes infrastructure for other networks (eg. sewer pump station).</li> </ul>

<b>Transport Infrastructure Network</b>	<b>Definition of Trunk infrastructure</b>	<b>Exclusions (non-trunk infrastructure)</b>
<b>Community facilities land</b>	Land for community facilities including meeting halls, libraries, neighbourhood centres.	<ul style="list-style-type: none"> <li>• Drainage reserves and land for environmental or conservation purposes;</li> <li>• Land which does not meet the Desired Standards of Service for the Community Facilities Network;</li> <li>• Land which includes infrastructure for other networks (eg. sewer pump station).</li> </ul>

## 5.2 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 or refund. 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 Section 5 and the plans for trunk infrastructure shown in the Planning Scheme; and
- g. The infrastructure would meet the desired standards of service in the Local Government Infrastructure Plan in the Planning Scheme; and
- h. The infrastructure is consistent with the definition of trunk infrastructure in section 5 and is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 144 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.

## Schedule 1: Dictionary

“**Act**” means the *Planning Act 2016* 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.

“**Producer Price Index (PPI)**” 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 Infrastructure Charge Notice (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.