

**Fraser Coast Regional Council**

**Regulated Infrastructure Charges**

**RESOLUTION**

- A. That pursuant to Section 648D of the *Sustainable Planning Act 2009*, Council's 'adopted infrastructure charges resolution' is as follows:

- A1. This resolution is attached to Fraser Coast Regional Council's Hervey Bay City Planning Scheme 2006, the Maryborough City Plan 2000, the Planning Scheme for Tiara Shire Council 2005 (as administered by Fraser Coast Regional Council), and the Planning Scheme for the Shire of Woocoo 2006.

To remove any doubt, it is declared that the details of the resolution are not part of the Local Government's planning schemes.

- A2. This resolution has effect on and from 1 July 2011.

- A3. This resolution adopts a charge for particular development that is equal to the *maximum adopted charge* outlined in Table 1 of the Draft State Planning Regulatory Provision (Adopted Charges)(SPRP).

To enable the *adopted infrastructure charges schedule* identified in Table 1 of the Draft State Planning Regulatory Provision (Draft SPRP) (refer Attachment 1 of report for draft version only) to be applied to existing development use types, Table 3 (Attachment 2 of report) identifies the relationship between existing planning scheme use types and the classes of development to which the *adopted infrastructure charges schedule* apply.

To remove any doubt, where an existing planning scheme use type corresponds to more than one use in the *adopted infrastructure charges schedule*, the applicable infrastructure charge will depend on the nature of the proposed use and will be determined by the Chief Executive Officer or Executive Manager, Development Assessment, as Council's delegate.

Table 4 (Attachment 3 of report) identifies the Council's adopted infrastructure charges for particular development within the Fraser Coast Regional Council area.

- A4. This resolution includes the types of assessable development for which infrastructures charges may apply and the method and timing of payment of applicable infrastructure charges (Attachment 4 of report);
- A5. This resolution includes how a charge for particular development is to be discounted to take into account the existing usage of trunk infrastructure by the premises on or in relation to which the development is carried out.

The discount is to be calculated in accordance with the methodology stated in Attachment 5 of report.

A6. Until Council's priority infrastructure plan is adopted, this resolution –

- (i) states the Standards of Service for each network in the Fraser Coast Regional Council area in Attachment 6 of report; and
- (ii) identifies the trunk infrastructure networks to which the adopted infrastructure charges apply in the former Hervey Bay City local government area in Attachment 7(a) of report and states the establishment cost of identified trunk infrastructure in Attachment 7(b) of report; and
- (iii) identifies the trunk infrastructure networks to which the adopted infrastructure charges apply in the former Maryborough City local government area and states the establishment cost of identified trunk infrastructure in Attachment 8 of report; and
- (iv) identifies the trunk infrastructure networks to which the adopted infrastructure charges apply in the former Tiaro Shire local government area (as administered by the Fraser Coast Regional Council) and states the establishment cost of identified trunk infrastructure in Attachment 9 of report.

A7. The terms used in this resolution are defined in the *Sustainable Planning Act* or the *State Planning Regulatory Provision (Adopted Charges)*.

And

B. That Council:

- B1. Adopts the Draft Infrastructure Charges Incentives Administrative Policy in Amended Attachment 10 of report to identify the financial incentives available for eligible types of development to establish within the Fraser Coast area.
- B2. the policy be reviewed by 1 July 2012.

## **ATTACHMENTS:**

- 1. Table 2 of Draft State Planning Regulatory Provisions (**
- 2. Table 3 - Planning Scheme Use types to which adopted infrastructure charges apply**
- 3. Table 4 - Adopted infrastructure charges**
- 4. Application, Method and Payment of Charges**
- 5. Methodology for calculation of charge credit and offsets**
- 6. Standards of Service for the Fraser Coast Regional Council area**
- 7(a) Plans for Trunk Infrastructure Works for the former Hervey Bay City local government area (Planning Scheme Policy 4, Schedule 6) – Available on DVD on request**
- 7(b) Schedule of Infrastructure Works for the former Hervey Bay City local government area (Planning Scheme Policy 4, Schedule 4) – Available on DVD on request**
- 8. Plans and Schedule for Trunk Infrastructure Works for the former Maryborough City local government area – Available on DVD on request**
- 9. Plans and Schedule for Trunk Infrastructure Works for the former Tiaro Shire local government area, as administered by the Fraser Coast Regional Council – Available on DVD on request**
- 10. Infrastructure Charges Incentives Administrative Policy**

## ATTACHMENT 1

**Table 1 – Adopted infrastructure charges schedule**

Adopted infrastructure charge category	Queensland Planning Provision use	Maximum adopted charge
3 or more bedroom dwelling		\$28 000 per dwelling
1 or 2 bedroom dwelling		\$20 000 per dwelling
Accommodation (short term)	<ul style="list-style-type: none"> <li>• Hotel</li> <li>• Short-term accommodation</li> <li>• Tourist park</li> </ul>	\$10 000 per dwelling unit (1 or 2 bedroom dwelling) or \$14 000 per dwelling unit (3 or more bedroom dwelling)
Accommodation (long term)	<ul style="list-style-type: none"> <li>• Community residence</li> <li>• Hostel</li> <li>• Relocatable home park</li> <li>• Retirement facility</li> </ul>	\$20 000 per dwelling unit (1 or 2 bedroom dwelling)) or \$28 000 per dwelling unit (3 or more bedroom dwelling)
Places of assembly	<ul style="list-style-type: none"> <li>• Club</li> <li>• Community use</li> <li>• Function facility</li> <li>• Funeral parlour</li> <li>• Place of worship</li> </ul>	\$70 per m <sup>2</sup> of Gross Floor Area (GFA) plus \$10 per impervious m <sup>2</sup> for stormwater
Commercial (bulk goods)	<ul style="list-style-type: none"> <li>• Agricultural supplies store</li> <li>• Bulk landscape supplies</li> <li>• Garden centre</li> <li>• Hardware and trade supplies</li> <li>• Outdoor sales</li> <li>• Showroom</li> </ul>	\$140 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
Commercial (retail)	<ul style="list-style-type: none"> <li>• Adult store</li> <li>• Food and drink outlet</li> <li>• Service industry</li> <li>• Service station</li> <li>• Shop</li> <li>• Shopping centre</li> </ul>	\$180 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
Commercial (office)	<ul style="list-style-type: none"> <li>• Office</li> <li>• Sales office</li> </ul>	\$140 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
Education facility	<ul style="list-style-type: none"> <li>• Child care centre</li> <li>• Community care centre</li> <li>• Educational establishment</li> </ul>	\$140 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater

<b>Entertainment</b>	<ul style="list-style-type: none"> <li>• Hotel (non-residential component)</li> <li>• Nightclub</li> <li>• Theatre</li> </ul>	\$200 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
<b>Indoor sport and recreational facility</b>	<ul style="list-style-type: none"> <li>• Indoor sport and recreation</li> </ul>	\$200 per m <sup>2</sup> of GFA, court areas at \$20 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
<b>Industry</b>	<ul style="list-style-type: none"> <li>• Low impact industry</li> <li>• Medium impact industry</li> <li>• Research and technology industry</li> <li>• Rural industry</li> <li>• Warehouse</li> <li>• Waterfront and marine industry</li> </ul>	\$50 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
<b>High impact industry</b>	<ul style="list-style-type: none"> <li>• High impact industry</li> <li>• Noxious and hazardous industries</li> </ul>	\$70 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater
<b>Low impact rural</b>	<ul style="list-style-type: none"> <li>• Animal husbandry</li> <li>• Cropping</li> <li>• Permanent plantations</li> <li>• Wind farms</li> </ul>	Nil charge
<b>High impact rural</b>	<ul style="list-style-type: none"> <li>• Aquaculture</li> <li>• Intensive animal industries</li> <li>• Intensive horticulture</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>	\$20 per m <sup>2</sup> of GFA for the high impact rural facility (e.g. washing, packaging, processing, refrigeration)
<b>Essential services</b>	<ul style="list-style-type: none"> <li>• Correctional facility</li> <li>• Emergency services</li> <li>• Health care services</li> <li>• Hospital</li> <li>• Residential care facility</li> <li>• Veterinary services</li> </ul>	\$140 per m <sup>2</sup> of GFA plus \$10 per impervious m <sup>2</sup> for stormwater

<b>Specialised uses</b>	<ul style="list-style-type: none"> <li>• Air services</li> <li>• Animal keeping</li> <li>• Car park</li> <li>• Crematorium</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Motor sport</li> <li>• Outdoor sport and recreation</li> <li>• Port services</li> <li>• Tourist attraction</li> <li>• Utility installation</li> <li>• Extractive industry</li> </ul>	Use and demand determined at time of assessment
<b>Minor uses</b>	<ul style="list-style-type: none"> <li>• Advertising device</li> <li>• Cemetery</li> <li>• Home based business</li> <li>• Landing</li> <li>• Market</li> <li>• Non-resident workforce accommodation</li> <li>• Roadside stalls</li> <li>• Telecommunications facility</li> <li>• Temporary use</li> <li>• Park</li> <li>• Outdoor lighting</li> </ul>	Nil charge

\* GFA has the meaning given in the Queensland Planning Policy

## ATTACHMENT 2

**Table 3 - Planning Scheme Use types to which adopted infrastructure charges apply**

Planning Scheme Uses <sup>1</sup>				Adopted infrastructure charges schedule uses	Queensland Planning Provisions use
Hervey Bay Planning Scheme <sup>2</sup>	Maryborough City Plan	Planning Scheme for Tiaro Shire Council	Planning Scheme for the Shire of Woocoo		
Bed and Breakfast, Caretaker's Residence, House, Multiple Residential, <u>Duplex</u>	Detached House, Multiple Dwelling, Other Residential	Caretakers Residence, Dwelling House, Relatives Apartments, Residential Premises, Host Premises	Accommodation units, Bed and breakfast accommodation, Caretakers residence, Dwelling house, Relative's apartment	3 or more bedroom dwelling 1 or 2 bedroom dwelling	Dwelling house, Multiple dwelling
Accommodation Building, Caravan Park, Motel, Multiple Residential, Relocatable Home Park	Accommodation Units, Other Residential, Caravan Park, Host Farm Accommodation, Hotel	Caravan Park, Holiday Cabins, Host premises, Residential Premises	Caravan Park, Host farm, Hotel, Motel, Tourist facility	Accommodation (Short term)	Hotel, Tourist Park, Short term accommodation
Accommodation Building, Multiple Residential, Retirement Village	Accommodation Units, Other Residential	Residential Premises	Accommodation units	Accommodation (long Term)	Community Residence, Hostel, Relocatable Home Park, Retirement Facility
Funeral Parlour, <u>Community and Cultural Facilities</u> , Community Facility	Community Facilities	Commercial Facilities, Community Activities, Low Impact Industry (Funeral Parlour)	Funeral Parlour, Place of worship, Special use	Places of Assembly	Club, Community Use, Function Facility, Funeral Parlour, Place of Worship

<sup>1</sup> To remove any doubt, where an existing planning scheme use type corresponds to more than one use in the *adopted infrastructure charges schedule*, the applicable infrastructure charge will depend on the nature of the proposed use and will be determined by the Chief Executive Officer or Executive Manager, Development Assessment, as Council's delegate.

<sup>2</sup> Underlined uses are proposed new uses, as identified in the Draft Amendments for Public Notification, 24 November 2010.

Planning Scheme Uses <sup>3</sup>				Adopted infrastructure charges schedule uses	Queensland Planning Provision Use
Hervey Bay Planning Scheme <sup>4</sup>	Maryborough City Plan	Planning Scheme for Tiaro Shire Council	Planning Scheme for the Shire of Woocoo		
Outdoor Sales Premises, <u>Showroom, Trade and Hardware Supplies</u>	Commercial Activities A, Commercial Activities B	Commercial Facilities	Commercial premises, Landscape services, Bulk storage	Commercial (Bulk Goods)	Agricultural Supplies Store, Bulk Landscaping Supplies, Garden Centre, Hardware and Trade Supplies, Outdoor Sales, Showroom
Local Shop, Restaurant, Shop, <u>Shopping Centre, Mechanical Repair Workshop, Service Industry, Service Station</u>	Restaurant, Shopping District, Shopping Local, Service Station, Commercial Activities A	Commercial Facilities, Service Industry, Service Station, Local Store, Refreshment Premises, Low Impact Industry (Service Industry)	Commercial premises, Restaurant, Service station	Commercial (Retail)	Adult Store, Food and Drink Outlet, Service Industry, Service Station, Shop, Shopping Centre
Office	Commercial Activities A	Commercial Facilities, Community Activities	Commercial premises	Commercial (Office)	Office, Sales Office
Child Care Centre, <u>Educational Facility, Community Facility</u>	Community Facilities	Child Care Centre, Community Activities	Child care centre, Educational establishment	Education Facility	Child Care Centre, Community Care Centre, Educational Establishment
Licensed Premises, Indoor Recreation	Hotel, Recreation Indoor	Commercial Facilities, Indoor Entertainment	Entertainment venue, Hotel	Entertainment	Hotel (non-residential component), Nightclub, Theatre
Indoor Recreation	Recreation Indoor	Indoor Entertainment, Recreational Use	Entertainment venue	Indoor Sport and Recreation Facility	Indoor Sport and Recreation Facility

<sup>3</sup> To remove any doubt, where an existing planning scheme use type corresponds to more than one use in the *adopted infrastructure charges schedule*, the applicable infrastructure charge will depend on the nature of the proposed use and will be determined by the Chief Executive Officer or Executive Manager, Development Assessment, as Council's delegate.

<sup>4</sup> Underlined uses are proposed new uses, as identified in the Draft Amendments for Public Notification, 24 November 2010.



Planning Scheme Uses <sup>5</sup>				Adopted infrastructure charges schedule uses	Queensland Planning Provision use
Hervey Bay Planning Scheme <sup>6</sup>	Maryborough City Plan	Planning Scheme for Tiaro Shire Council	Planning Scheme for the Shire of Woocoo		
Equipment and Vehicle Depot, Industry, Mechanical Repair Workshop, <u>Service Industry</u> , Warehouse, <u>Shipping Container Storage</u>	Industry A, Industry B, Industry - Marine	Commercial Facilities, Industry Uses, Medium Impact Industry, Service Industry, Low Impact Industry, Rural Industry	Bulk storage, General industry, Rural industry, Transport facility	Industry	Low Impact Industry, Medium Impact Industry, Research and Technology Industry, Rural Industry, Warehouse, Waterfront Marine Industry
Special Industry	Other	Industry Uses, High Impact Industry	Heavy industry	High Impact Industry	High Impact Industry, Noxious and Hazardous Industries
Agriculture, Animal Husbandry	Agricultural Uses, Grazing	Agriculture, Animal Husbandry, Forestry, Stable	Agriculture A, Agriculture B, Animal husbandry A, Forest practice	Low Impact Rural	Animal Husbandry, Cropping, Permanent Plantations, Wind Farm
Aquaculture, Minor Aquaculture, Intensive Animal Keeping, Agriculture	Intensive Animal Husbandry, Agricultural Uses	Cattery or Kennel, Intensive Rural Use, Plant Nursery	Agriculture A, Agriculture B, Animal husbandry B, Aquaculture, Chemical treatment of timber	High Impact Rural	Aquaculture, Intensive Animal Industries, Intensive Horticulture, Wholesale Nursery, Winery
Medical Centre, Veterinary Facility, Correctional Facility, <u>Hospital</u> , Community Facility	Community Facilities, Commercial Activities A	Veterinary Premises, Community Activities, Commercial Facilities	Hospital, Special purpose facility, Special use, Veterinary services	Essential Services	Correctional Facility, Emergency Services, Health Care Services, Hospital, Residential Care Facility, Veterinary Services

<sup>5</sup> To remove any doubt, where an existing planning scheme use type corresponds to more than one use in the *adopted infrastructure charges schedule*, the applicable infrastructure charge will depend on the nature of the proposed use and will be determined by the Chief Executive Officer or Executive Manager, Development Assessment, as Council's delegate.

<sup>6</sup> Underlined uses are proposed new uses, as identified in the Draft Amendments for Public Notification, 24 November 2010.

Planning Scheme Uses <sup>7</sup>				Adopted infrastructure charges schedule uses	Queensland Planning Provision use
Hervey Bay Planning Scheme <sup>8</sup>	Maryborough City Plan	Planning Scheme for Tiaro Shire Council	Planning Scheme for the Shire of Woocoo		
Car Park, Extractive Industry, Outdoor Recreation, Passenger Terminal, Minor Public Utility, <u>Utility</u> , Public Utility, Cemetery (Crematorium), Undefined Use	Recreation Outdoor, Passenger Terminal, Car Park, Community Facilities, Other	Community Activities, Extractive Industry, Public Utility, Recreational Use, Tourist Attraction, Low Impact Industry (Funeral Parlour-Crematorium), Undefined Use	Extractive Industry, Local utility, Private airstrip, Public utility, Stock salesyard, Tourist attraction, Tourist facility, Woodchip Mill, Special Use (Crematorium), Undefined use	Specialised uses	Air Services, Animal Keeping, Car Park, Crematorium, Major Sport Recreation and Entertainment Facility, Motor Sport, Outdoor Sport and Recreation, Port Services, Tourist Attraction, Utility Installation, Extractive Industry
Roadside Stall, Family Day Care, Home Activity, Home Business, Display home/office, <u>Display Home</u> , <u>Temporary Estate Sales Office</u> , Cemetery, Park Facility, <u>Road</u> , Telecommunication facility, <u>Telecommunications Facility- Major</u>	Home Based Business, Park, Industrial Residential, Community Facilities (Low Impact Telecommunications facility)	Home Business, Park, Public Utility (Telecommunications Facility)	Estate Sales Office, Home industry, Home occupation, Telecommunications facilities, Park, Roadside stall, Special use (Cemetery)	Minor Uses	Advertising Device, Cemetery, Home Based Business, Landing, Market, Non-residential Workforce Accommodation, Roadside Stalls, Telecommunications Facility, Temporary Use, Park, Outdoor Lighting

<sup>7</sup> To remove any doubt, where an existing planning scheme use type corresponds to more than one use in the *adopted infrastructure charges schedule*, the applicable infrastructure charge will depend on the nature of the proposed use and will be determined by the Chief Executive Officer or Executive Manager, Development Assessment, as Council's delegate.

<sup>8</sup> Underlined uses are proposed new uses, as identified in the Draft Amendments for Public Notification, 24 November 2010.

## ATTACHMENT 3

Table 4 - Adopted infrastructure charges

	Development for which an adopted infrastructure charge may apply	Adopted infrastructure charges	Proportional split of adopted infrastructure charges per network				
			Water	Sewerage	Transport	Community Facilities & Parks	Stormwater
Residential Development	3 or more bedroom dwelling & new lots with dwelling entitlement	\$28,000 per dwelling or allotment	12%	26%	26%	20%	16%
	1 or 2 bedroom dwelling	\$20,000 per dwelling					
	Accommodation (Short Term) 3 or more bedroom dwelling	\$14,000 per dwelling					
	Accommodation (Short Term) 1 or 2 bedroom dwelling	\$10,000 per dwelling					
	Accommodation (Long Term) 3 or more bedroom dwelling	\$28,000 per dwelling					
	Accommodation (Long Term) 1 or 2 bedroom dwelling	\$20,000 per dwelling					
Non-Residential Development	Places of Assembly	\$70 per m <sup>2</sup> of GFA	14%	32%	31%	23%	\$10 per impervious m <sup>2</sup>
	Commercial (Bulk Goods)	\$140 per m <sup>2</sup> of GFA					
	Commercial (Retail)	\$180 per m <sup>2</sup> of GFA					
	Commercial (Office)	\$140 per m <sup>2</sup> of GFA					
	Education Facility	\$140 per m <sup>2</sup> of GFA					
	Entertainment	\$200 per m <sup>2</sup> of GFA					
	Indoor Sport and Recreation Facility	Court Areas at \$20 per m <sup>2</sup> of GFA, elsewhere \$200 per m <sup>2</sup> of GFA					
	Industry	\$50 per m <sup>2</sup> of GFA					
	High Impact Industry	\$70 per m <sup>2</sup> of GFA					
	Low Impact Rural	Nil Charge	14%	32%	31%	23%	Nil Charge \$10 per impervious m <sup>2</sup>
	High Impact Rural	\$20 per m <sup>2</sup> of GFA					
	Essential Services	\$140 per m <sup>2</sup> of GFA					
	Specialised Uses	Use and demand determined at time of assessment					
	Minor uses	Nil Charge					

## **ATTACHMENT 4**

### **Application, Method and Payment of Charges**

#### **(A) Applicable Development**

Trunk infrastructure charges are triggered by the approval of assessable development including:

- (a) reconfiguring of a Lot (ROL);
- (b) material change of use (MCU); and
- (c) carrying out of building works (BW).

#### **(B) Method and timing of payment**

Payment of the infrastructure charge shall be in accordance with Section 648H of the *Sustainable Planning Act 2009*.

Where a development has more than one type of development approval, payment shall be the earliest time of the applicable approvals.

Where a previous contribution has been made for a new allotment after 1 July 2011 and a one or two bedroom dwelling is constructed on the allotment, the Applicant may request in writing a refund of the difference between the charge for a 1 or 2 bedroom dwelling and the amount paid.

## **ATTACHMENT 5**

### **Methodology for Calculation of Charge Credit and Offsets**

#### **(A) Calculation of Charge Credit:**

A charge credit may apply where:

- (a) the land has an existing lawful use. The credit is calculated using the charges schedule applicable in the current SPRP; and/or
- (b) monetary contributions have been paid for trunk infrastructure and the use has not commenced or is not being utilised. In this instance, the payment credit will be indexed to 1 July 2011 using the Producer Price Index – ABS Publications 6427 – Table 15 Index Numbers and Percentage Changes for Road and Bridge Construction, Queensland. Indexation after 1 July 2012 shall be in accordance with any SPRP charges increase.

A charge credit will only be provided to a maximum equal to the calculated charge unless the charge credit is a result of previous contributions.

#### **(B) Calculation of Charge Offset:**

The charge offset is the establishment cost of providing trunk infrastructure. These costs can be offset against the adopted regulated charge in Table 2.

Where the charge offset is greater than the charge for the same network, the infrastructure provider may enter into an agreement to be refunded out of pocket costs. This may include a refund of that proportion of the establishment cost of the trunk infrastructure that reasonably can be apportioned to other premises.

Where infrastructure has been constructed or provided as part of a previous approval (e.g. park dedications), no offsets or credits will be available unless the infrastructure has been specifically provided for in a previous infrastructure agreement or development approval that included the proposed development. Infill development will generally not be entitled to infrastructure charge offsets.

## ATTACHMENT 6

### Standards of Service for the Fraser Coast Regional Council area

#### Water supply

The Standards for water supply trunk infrastructure are shown in Table1 – *Standards of Service – Water Supply* and should be read in conjunction with Local Government's own adopted technical standards.

**Table 1 Standards of Service – Water Supply**

Planning Standard	Community Outcome
Ensure drinking water complies with the NHMRC Australian Drinking Water Guidelines.	<ul style="list-style-type: none"> <li>Provides uniform quality of water monitored in relation to recognised standards.</li> <li>Provide a safe and reliable water supply.</li> <li>Safeguards community health.</li> </ul>
Water infrastructure provides for system operation and monitoring in accordance with recognised standards.	<ul style="list-style-type: none"> <li>Ensures environmental controls are maintained.</li> <li>Ensures potable water is provided in a manner consistent with environmental standards.</li> </ul>
Reduce non-revenue water.	<ul style="list-style-type: none"> <li>Extend asset life.</li> <li>Improve environmental flows.</li> <li>Reduced greenhouse gas emissions.</li> <li>Reduce extraction of water from source.</li> </ul>
Provide infrastructure which minimises power usage.	<ul style="list-style-type: none"> <li>Reduced cost of energy.</li> <li>Cost effective service for community.</li> <li>Reduced greenhouse gas emission.</li> </ul>
Develop and maintain excellence in appropriate new technologies.	<ul style="list-style-type: none"> <li>Reduced cost of energy and chemicals.</li> <li>Cost effective service for community.</li> <li>Reduced greenhouse gas emissions.</li> <li>Reduced environmental effects from chemical production.</li> </ul>
Provide infrastructure which minimises whole of life costs.	<ul style="list-style-type: none"> <li>Cost effective service for community.</li> <li>Reduced energy cost.</li> <li>Reduced maintenance costs.</li> <li>Reduced overall operation costs.</li> <li>Reduced replacement costs.</li> <li>Reduction in disposal of waste.</li> <li>Reduced environmental effects from chemical production.</li> </ul>
Design Standard	Community Outcome
Design water supply infrastructure to comply with: <ul style="list-style-type: none"> <li>PSP2 Development Manual;</li> <li>PSP15 Procedures Manual;</li> <li>Plans for Trunk Infrastructure – Water Supply;</li> <li>WSAA Code (except as varied by PSP2 – Development Manual); and</li> <li>Water Act 2000</li> </ul>	<ul style="list-style-type: none"> <li>Provides uniform quality of water monitored in relation to recognised standards.</li> <li>Provide a safe and reliable water supply.</li> <li>Safeguards community health.</li> </ul>

## Sewerage

The Standards for sewerage trunk infrastructure are shown in Table 2 – *Standards of Service - Sewerage* and should be read in conjunction with Local Government's own adopted technical standards.

**Table2 Standards of Service – Sewerage**

Planning Standard	Community Outcome
Ensure wastewater collection, transportation and treatment system remains effective.	<ul style="list-style-type: none"> <li>• Reduced impact from blockages, overflows and spills.</li> <li>• Reduced impact on residents.</li> <li>• Reduced release of Nitrogen and phosphorous to aquatic ecosystems.</li> <li>• Improved community health.</li> <li>• Reduced greenhouse gas emissions.</li> </ul>
Provide infrastructure which minimises energy usage.	<ul style="list-style-type: none"> <li>• Reduced cost of energy.</li> <li>• Cost effective service for community.</li> <li>• Greenhouse gas reduction.</li> </ul>
Provide infrastructure which minimises whole of life costs.	<ul style="list-style-type: none"> <li>• Cost effective service for community.</li> <li>• Reduced energy cost.</li> <li>• Reduced maintenance costs.</li> <li>• Reduced overall operation costs.</li> <li>• Reduced replacement costs.</li> <li>• Reduction in disposal of waste.</li> <li>• Reduced greenhouse gas emissions.</li> <li>• Reduced environmental effects from chemical production.</li> </ul>
Achieve excellence in appropriate new technologies.	<ul style="list-style-type: none"> <li>• Reduced cost of energy and chemicals.</li> <li>• Cost effective service for community.</li> <li>• Reduced greenhouse gases.</li> <li>• Reduced environmental effects from chemical production.</li> </ul>
100% re-use of effluent.	<ul style="list-style-type: none"> <li>• Beneficial use of reclaimed water and biosolids.</li> <li>• Opportunity for cost recovery for reclaimed water treatment.</li> <li>• Reduction in use of potable water supply and treatment.</li> <li>• Reduced release of nitrogen and phosphorous to aquatic ecosystems.</li> <li>• Reduction of raw water extraction from source.</li> </ul>
Design Standard	Community Outcome
Design wastewater infrastructure to comply with: <ul style="list-style-type: none"> <li>• PSP2 - Development Manual;</li> <li>• PSP15 – Procedures Manual;</li> <li>• EPA including EPP requirements and guidelines;</li> <li>• Plans for Trunk Infrastructure – Sewerage;</li> <li>• WSAA Code (except as varied by PSP2 – Development Manual), and</li> <li>• Water Act 2000</li> </ul>	<ul style="list-style-type: none"> <li>• Noise control.</li> <li>• No adverse visual effect.</li> <li>• Control of overflows from system.</li> <li>• Improves community health.</li> <li>• Reduction in contaminated discharges.</li> <li>• Reduced odour emissions.</li> </ul>
Ensure infiltration and inflow in the wastewater collection and transportation system remains within industry acceptable limits (compliance with Environmental licences, IEMS and associated EMPs).	<ul style="list-style-type: none"> <li>• Reduced cost of energy for effluent transport, treatment and disposal.</li> <li>• Minimise customer overflow issues.</li> <li>• Maximise life of system.</li> <li>• Reduced overflows to local waterways.</li> </ul>

## Transport

The Standards for the transport trunk infrastructure are shown in Table3 – *Standard of Service – Transport* and should be read in conjunction with Local Government's own adopted technical standards.

**Table 3 Desired Standards of Service - Transport**

Planning Standard	Community Outcome
<b>Road Network</b>	
Define the road network as a functional road hierarchy of State Controlled Roads, Arterial Roads, Sub-arterial Roads, Trunk Collectors, Collector Streets and Local Streets as specified in PSP2 Development Manual, which support the City's urban and rural settlement patterns and commercial and economic activities.	<ul style="list-style-type: none"> <li>• Protects the amenity of residential communities by removing non-local traffic.</li> <li>• Improves local safety by removing "through" traffic.</li> <li>• Reduces fuel consumption and emission levels by sustaining efficient operating speeds.</li> <li>• Maintains travel speeds in off-peak periods.</li> <li>• Reduces vehicle operating costs.</li> <li>• Improves public transport operation by improving travel speeds.</li> <li>• Supports economic growth by developing efficient and integrated transport networks.</li> <li>• Minimises through traffic and heavy vehicles in residential areas.</li> <li>• Limits community severance.</li> </ul>
<b>Public Transport Networks</b>	
Ensure new development includes provision for public transport infrastructure.	<ul style="list-style-type: none"> <li>• Improves access to public transport.</li> <li>• Improves transport opportunities for non-car owners and non-licensed people.</li> <li>• Improves efficiency of public transport.</li> <li>• Reduces fuel consumption and emission levels through the use of efficient transport modes.</li> <li>• Improves comfort and weather protection at public transport stops.</li> <li>• Provides better information about when services will arrive.</li> <li>• Reduces trip time.</li> <li>• Increases public transport patronage and reduces private vehicle emissions and fuel consumption.</li> </ul>
<b>Pedestrian Path and Cycleway Network</b>	
Provide safe and convenient walk/cycle path network in accordance with the local government's Plans for Trunk Infrastructure – Pedestrian Path and Cycleway Network.	<ul style="list-style-type: none"> <li>• Reduces fuel consumption and emission levels through the use of efficient transport modes.</li> <li>• Encouragement of cycling and walking has positive health outcomes.</li> <li>• Promotes health benefits.</li> <li>• Improves transport opportunities for local trips.</li> <li>• Ensures an acceptable level of amenity for users.</li> </ul>



Design Standard	Community Outcome
<b>Road Network</b>	
<p>Road network system is designed and provided in accordance with:</p> <ul style="list-style-type: none"> <li>• PSP2 Development Manual;</li> <li>• PSP 15 Procedures Manual;</li> <li>• Queensland Streets, Austroads, DTMR and Australian Standards as referenced in the PSP2 Development Manual; and</li> <li>• Plans for Trunk Infrastructure – Road Network.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce delays during peak periods.</li> <li>• Improve safety by reducing vehicle speed differentials.</li> <li>• Supports efficient and integrated freight movement network.</li> </ul>
<b>Public Transport Networks</b>	
<p>Provision of bus infrastructure including shelters, seats, lighting and information and is designed and provided in accordance with;</p> <ul style="list-style-type: none"> <li>• PSP2 Development Manual;</li> <li>• PSP15 Procedures Manual;</li> <li>• Queensland Streets, Austroads, DTMR and Australian Standards as referenced in the PSP2 Development Manual; and</li> <li>• Plans for Trunk Infrastructure – Public Transport</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage the use of existing and planned bus services.</li> <li>• Ensures the infrastructure is fit for purpose and meets its performance requirements for use by the public.</li> <li>• Encourage the use of existing and planned bus services by providing safe, convenient and functional supportive infrastructure.</li> </ul>
<b>Pedestrian Paths and Cycleway Network</b>	
<p>Walk/Cycle path network is designed and provided in accordance with:</p> <ul style="list-style-type: none"> <li>• PSP2 Development Manual;</li> <li>• PSP15 Procedures Manual;</li> <li>• Queensland Streets, Austroads, DTMR and Australian Standards as referenced in the PSP2 Development Manual; and</li> <li>• Plans for Trunk Infrastructure – Pedestrian Paths and Cycleways.</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage cycling and walking as acceptable alternatives.</li> <li>• Infrastructure provided meets recognised standards.</li> </ul>

## Stormwater

The Standards for stormwater trunk infrastructure are shown in Table 4 – *Standards of Service - Stormwater* and should be read in conjunction with Local Government's own adopted technical standards.

**Table 4 Standards of Service – Stormwater**

Planning Standard	Community Outcome
<b>Stormwater Quantity</b>	
The provision of natural waterways and engineered "natural" channels wherever possible to facilitate drainage through the catchment.	<ul style="list-style-type: none"> <li>• Generally, lower capital costs to design and construct engineered "natural" channel systems over conventional drainage systems, within the constraints of the Planning Scheme.</li> <li>• Preserves, enhances and/or re-instates natural drainage lines.</li> </ul>
Provide an economical system that allows for free and safe drainage of urban land.	<ul style="list-style-type: none"> <li>• Minimises risk to property and life from flooding.</li> <li>• Reduces the average annual damage cost to the community.</li> </ul>
Provide a continuous drainage system to all users.	<ul style="list-style-type: none"> <li>• Stormwater will drain away from the site.</li> <li>• Provides certainty to the public and development industry about the future control and ownership of the drainage system.</li> <li>• Would preserve, enhance and/or re-instate natural drainage lines.</li> </ul>

The provision of regional detention facilities that maintain the required hydrological regime for the existing and ultimate catchment development scenario.	<ul style="list-style-type: none"> <li>Depending upon sequencing of development, it may reduce the proportion of onsite detention or "sub-regional" detention required to be constructed by the developer.</li> <li>May offset expensive constructed drainage system upgrades necessary to cater for development.</li> <li>Assists in protecting the stability of the downstream waterway from increased scour and erosion.</li> <li>Assists in the maintenance of 'environmental' flow regimes to support aquatic and riparian ecosystems.</li> <li>Provides for environmental enhancement opportunities.</li> </ul>
Where natural waterways or regional detention facilities are not possible, provide an economical detention/retention facility that does not result in flooding of private property at optimal locations through the catchment.	<ul style="list-style-type: none"> <li>Minimises risk to property and life from flooding.</li> <li>Reduces the average annual damage cost to the community.</li> <li>Should not result adverse changes in the hydrological cycle impacting upon the waterway, riparian and aquatic ecology, and water quality.</li> </ul>
Where natural waterways or regional detention facilities are not possible, provide a detention/retention facility that maintains or improves public safety.	<ul style="list-style-type: none"> <li>Minimises risk to life from flooding.</li> <li>Does not increase the risk to public safety.</li> <li>Minimise adverse changes in the hydrological cycle impacting upon the waterway, riparian and aquatic ecology, and water quality.</li> </ul>
Ensure that roads have adequate flood immunity and drainage capacity.	<ul style="list-style-type: none"> <li>Safer roads for driving during storm events.</li> <li>Maintain strategic evacuation routes in natural disasters.</li> </ul>
Ensure roads do not cause upstream flooding.	<ul style="list-style-type: none"> <li>Appropriate drainage provided to ensure flood immunity for upstream properties.</li> <li>Prevent pooling and bank destabilisation.</li> </ul>
Ensure the impact on fauna and aquatic wildlife migration is not degraded.	<ul style="list-style-type: none"> <li>Protect and enhance the environment, for the long term and for intergenerational equity.</li> <li>Maintain and enhance fauna, including aquatic migration.</li> </ul>
Acquire land for the purposes of stormwater conveyance. Land tenure may either be easement or reserve.	<ul style="list-style-type: none"> <li>Public ownership of drainage reserves for flood immunity.</li> <li>Opportunities for dual uses.</li> </ul>
<b>Stormwater Quality</b>	
Provide stormwater quality improvement facilities that protect the environmental values of the City's waterways, wetlands and groundwater resources.	<ul style="list-style-type: none"> <li>Maintain amenity and use of receiving waterways.</li> <li>Protect and enhance the environment, for the long term – intergenerational equity.</li> <li>Water quality maintained and potentially improved for recreational uses.</li> </ul>
Provide a stormwater quality improvement facility that maintains or improves public safety.	<ul style="list-style-type: none"> <li>Does not increase the risk to public safety.</li> </ul>
Rehabilitate sections of the waterway where erosion, scouring and sedimentation have occurred.	<ul style="list-style-type: none"> <li>Improved aesthetic value to the community.</li> <li>Support repair of ecosystem structure and function.</li> </ul>
Rehabilitation to facilitate the restoration of ecosystem structure and function.	<ul style="list-style-type: none"> <li>Intergenerational equity.</li> <li>Improved aesthetic value to the community.</li> <li>Maintenance of environmental goods and services.</li> <li>Increased species richness and biodiversity.</li> <li>Improved aquatic and riparian ecosystem structure and function.</li> </ul>
Waterway corridors to enhance and supplement vegetation corridors.	<ul style="list-style-type: none"> <li>Intergenerational equity.</li> <li>Maintenance of environmental goods and services.</li> <li>Support the integrity of ecosystems and promotes biodiversity.</li> <li>Provides ecosystem structures for species movement.</li> </ul>

Design Standard	Community Outcome
<p>Design stormwater infrastructure to comply with:</p> <ul style="list-style-type: none"> <li>• PSP 2- Development Manual;</li> <li>• PSP 15 – Procedures Manual;</li> <li>• Queensland Urban Drainage Manual (QUDM), Main Roads' Road drainage Design Manual, Queensland Water Quality Guidelines, Water Sensitive urban Design, Soil Erosion &amp; Sediment Control – Engineering Guidelines for Queensland Construction Sites, IPWEAQ Standard Drawings and Natural Channel Design Guidelines (BCC) as referenced in the PSP2 Development Manual;</li> <li>• EPA requirements and guidelines;</li> <li>• Land Act (1994); and</li> <li>• Plans for Trunk Infrastructure – Stormwater.</li> </ul>	<ul style="list-style-type: none"> <li>• Free and safe drainage of urban land.</li> <li>• Maintain or improve water quality and ecological health.</li> <li>• Provision of infrastructure that is fit for purpose and has a viable whole of life cycle cost to the community.</li> </ul>
<p>Implement Water Sensitive Urban Design principles to achieve on site quantity and quality treatment and minimise offsite discharge.</p>	<ul style="list-style-type: none"> <li>• Maximise the water quality on site.</li> <li>• Negative impacts on adjoining and downstream properties are minimised.</li> </ul>
<p>Implement catchment attenuation measures to minimise the impact of peak run-off by conveyance of design runoff from minor and major storm events in accordance with PSP2 Development Manual.</p> <p>Design attenuation measures to maintain pre-development peak flow levels from the development site for 100 yr ARI storm event.</p> <p>The freeboard requirements at stormwater pits, overland flow paths and open channels are to be in accordance with QUDM.</p> <p>Design attenuation measures in the same catchment to ensure that the coincident peak discharge at downstream control points is not increased. Provide a legal discharge point for all properties within the catchment and a continuous passage of land for the drainage system.</p>	<ul style="list-style-type: none"> <li>• Reduces the cumulative impact from existing and future developments on peak flow levels</li> <li>• Reduces the need to increase the size of waterway corridors and underground drainage</li> <li>• Increases active and passive recreation opportunities</li> <li>• Minimises the impact on the environmental values of downstream waterway corridors by maintaining pre-development flows and velocities</li> <li>• Reduces downstream sedimentation by slowing developed flow velocities</li> </ul>
<p>The outflow hydrograph from the detention basin is in accordance with stormwater drainage.</p> <p>Detention basins are designed for fully developed catchment conditions.</p> <p>All elements of the detention/retention facility are designed to minimise the risk to public safety. Appropriate freeboard from the detention facility's design flood event is maintained to private properties' levels. Spillway and outlet structures are incorporated into the detention/retention.</p>	<ul style="list-style-type: none"> <li>• Minimises risk to property and life from flooding.</li> <li>• Assists in protecting the stability of the downstream waterway from increased scour and erosion.</li> <li>• Assists in the maintenance of hydrological "environmental" flow regimes necessary to support aquatic and riparian ecosystems.</li> <li>• Provides for environmental enhancement opportunities.</li> </ul>
<p>Design bridges and culverts with appropriate flood immunity and capacity to convey floodwater, taking into account the Council's road hierarchy.</p> <p>Construction of bridges and culverts must not</p>	<ul style="list-style-type: none"> <li>• Ensures road crossings operate safely in times of inundation.</li> <li>• Reduces the risk of flooding for upstream properties.</li> <li>• Provides opportunities for extended pedestrian and bicycle links.</li> <li>• Enhances ecological link.</li> </ul>

adversely impact on the natural environment, such as through the loss of vegetation and undesirable impacts on bio-diversity. Ensure culvert and bridge structures do not incorporate features such as grates and meshes that will impede the movement of aquatic wildlife.  Design bridges and culverts to maintain fauna and recreational links.	<ul style="list-style-type: none"> <li>Prevents pooling and bank destabilisation upstream.</li> </ul>
Acquire land and/or easements over land to provide a legal point of discharge for all properties within the catchment and a continuous controllable passage of land for the drainage system, within the constraints of the Planning Scheme  Ensure easement and reserve width requirements are in accordance with PSP2 Development Manual.	<ul style="list-style-type: none"> <li>Public ownership of drainage reserves for flood immunity.</li> <li>Opportunities for dual uses.</li> <li>Provides conduit for environmental corridors.</li> </ul>
Areas for rehabilitation to be identified from Catchment Management Plans (CMPs) or Environmental Management Plans (EMPs)  Riparian buffer widths to be rehabilitated in accordance with the PSP2 Development Manual.	<ul style="list-style-type: none"> <li>Improved aesthetic value to the community.</li> <li>Support repair and improvement of ecosystem structure and function.</li> </ul>
Riparian vegetation to connect with adjacent vegetated areas of significance e.g. protected areas, national parks etc.	<ul style="list-style-type: none"> <li>Support the integrity of ecosystems and promotes biodiversity.</li> <li>Provides ecosystem structures for species movement.</li> </ul>

## Public parks and land for community facilities

The Standards for the public parks and land for community facilities trunk infrastructure are shown in Table 5 – *Standards of Service – Public parks and land for community facilities* and should be read in conjunction with Local Government's own adopted technical standards.

**Table 5 Standards of Service – Public parks and land for community facilities**

Planning Standard	Community Outcome
Provide a connected and accessible network of parks, open space, and community facilities that meet the needs of the Local government's residents and visitors.	<ul style="list-style-type: none"> <li>Provides opportunities for access and increased usage of open space, recreational and community facilities.</li> <li>Provides for an appropriate balance of land uses and ensures high levels of amenity in the urban form.</li> <li>Provides a basis for a healthy and active community.</li> </ul>
Ensure strong linkages and, where possible, co-location of existing and future parks, open space and community facilities in accordance with the local government's Recreation and Open Space Strategy.	<ul style="list-style-type: none"> <li>Ensures utilisation of existing and future assets while maintaining maximum access.</li> </ul>
Provide embellishments to public parks, commensurate with the range of activities envisaged.	<ul style="list-style-type: none"> <li>Provides open space embellishments that meet the needs of the community by providing a range of facilities for social activities and/or fitness/recreational pursuits.</li> <li>Ensures activities are met and contained within designated areas - reducing potential off site impacts to other more sensitive areas in the Local government.</li> </ul>

Ensure that existing and future parks, open space and community facilities with significant environmental, waterway or cultural heritage value are managed appropriately.	<ul style="list-style-type: none"> <li>Protects and enhances items of cultural interest in the Local government for the benefit of current and future communities in the Local government.</li> <li>Provides a basis for tourism opportunities.</li> <li>Protection of the natural landscape ensures maintenance of quality of air, water and land resources reducing negative impacts requiring amelioration.</li> <li>Recreational and sporting parks promote the health and well being of the Local government's residents.</li> </ul>
Design Standard	Outcomes Achieved
Public parks and community land areas are provided in accordance with the preferred quantity, distribution (citywide, district, local, sporting, community), quality and level of development specified in the PSP2 – Development Manual, Plans for Trunk Infrastructure – Public Parks and Community Land, and Tables 5.6 to 5.8.	<ul style="list-style-type: none"> <li>Provides a standard of service reflecting the communities' needs as identified by the local government's adopted strategies.</li> <li>Provides recreation and sporting parks with a diverse range of activity opportunities and landscape settings to encourage healthy lifestyles and maximise opportunities for activity.</li> <li>Recreation and open space facilities are managed in the most efficient and cost effective way.</li> <li>Recreation and open space facilities can be safely and conveniently accessed by all existing and potential users.</li> </ul>
<p>Flood and storm surge immunity for parks and community facilities are achieved in accordance with the PSP2 – Development Manual.</p> <p>Areas of public open space are provided, exclusive of any land affected by unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard.</p>	<ul style="list-style-type: none"> <li>Ensure adequate provision of safe, accessible and usable facilities.</li> </ul>
Access to public parks and community facilities are to be in accordance with the PSP2 – Development Manual and the accessibility standards in Table 5.7.	<ul style="list-style-type: none"> <li>Provides community access to a range of park, open space and community facilities.</li> </ul>
Public park embellishments are provided in accordance with the PSP2 – Development Manual and Plans for Trunk Infrastructure – Public Parks and Community Land. Embellish public parks to complement the hierarchy and setting and purpose of the public park as identified in Table 5.9.	<ul style="list-style-type: none"> <li>Provides a range of park types that are suitably embellished to meeting their purpose within the park hierarchy.</li> </ul>

**Table 6 Rate of land provision for public parks and land for community facilities**

Infrastructure item	Rate of provision (Ha/1000 people)		
	Local	District	Citywide
Recreation park (2.5 Ha/1000)	1 Ha/1000	1.3 Ha/1000	0.2 Ha/1000
Sport park (2 Ha/1000)	0	1.6 Ha/1000	0.4 Ha/1000
Land for community facilities (0.3 Ha/1000)	0	0.15 Ha/1000	0.15 Ha/1000

**Table 7 Accessibility standards for public parks and land for community facilities**

Infrastructure item	Accessibility standard (km)		
	Local	District	Citywide
Recreation park	500m	2-3km	10-15km
Sport park	NA	2-3km	15km
Land for community facilities	NA	5km	20km

**Table 8 Size of public parks and land for community facilities**

Infrastructure item	Minimum size (Ha)		
	Local	District	City Wide
Recreation park	1 Ha	2-6 Ha	6+ Ha
Sport park	NA	6+ Ha	6+ Ha
Land for community facilities	0.5 Ha	0.5 Ha	0.5 Ha



**Table.9 Standard facilities/embellishments for public parks**

Park Hierarchy	Park Setting	Embellishments																				
		Toilet (2 cubicle)	Toilet (4 cubicle)	Playground	Pathway (hard surface)	Pathway (dirt)	Shelter	Shade Trees	Tables & chairs	BBQ	Shower	Water bubbler	Signage	Landscaping	Restoration / Revegetation	Irrigation	Turfing	Fencing / Bollarding/ Edging	Park lighting	Path lighting	Bicycle parking	Car parking
Local	Urban	x	x	✓	✓	x	✓	✓	✓	x	x	x	✓	✓	x	x	✓	✓	✓	✓	✓	x
	Semi-urban	x	x	✓	✓	x	✓	✓	✓	x	x	x	✓	✓	✓	x	✓	✓	x	✓	✓	x
	Natural	x	x	x	x	✓	x	✓	✓	x	x	x	✓	x	✓	x	x	✓	x	x	✓	x
District	Urban	x	✓	✓	✓	x	✓	✓	✓	✓	x	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	✓
	Semi-urban	x	✓	✓	✓	x	✓	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	x
	Natural	✓	x	x	x	✓	✓	✓	✓	x	x	✓	✓	x	✓	x	x	✓	x	x	✓	x
City-Wide	Urban	x	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	✓
	Semi-urban	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	✓	✓
	Natural	x	✓	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	x	✓	x	x	✓	x	✓	✓	✓
Sports Park	Urban	x	✓	✓	✓	x	✓	✓	✓	✓	x	✓	✓	✓	x	✓	✓	✓	✓	✓	✓	✓
Community Purpose Land	Urban	x	x	✓	✓	x	x	x	✓	x	x	x	✓	✓	x	✓	✓	✓	✓	✓	✓	✓

**Policy Title:                   INFRASTRUCTURE CHARGES INCENTIVES  
ADMINISTRATIVE POLICY**

Policy Subject:               Development

Policy No.:                   #2041421

Directorate:                 Community and Development

Department:               Strategic Planning

Section:

Responsible Officer:       Executive Manager, Strategic Planning

Authorised by:             Director, Community and Development

Adopted date:               29/06/11

Review date:               By 01/07/12

Amended date:

This policy commences on 1 July 2011.

## **1.0 OBJECTIVE:**

The objective of this policy is to provide subsidised infrastructure charges as an incentive for development within the Fraser Coast Regional Council area.

## **2.0 POLICY:**

This policy outlines the financial incentives that are available to developers and establishes the criteria for eligibility according to the type of development and its location within the Fraser Coast Regional Council area. The policy will ensure consistency in application and provide certainty to applicants.

Development that is ineligible for any subsidies will be subject to Council's *adopted infrastructure charges resolution*, pursuant to Section 648D of the *Sustainable Planning Act 2009*.

A copy of the *adopted infrastructure charges* are shown in Attachment 3.

## **2.1 APPLICABILITY:**

The Policy is applicable to development that meets one or more of the following categories, as detailed in Section 2.2 - Assessment Criteria:

- Category 1 – Contribution to Fraser Coast Economy; and/or
- Category 2 – Infill residential development; Central Business District development; Employment Generating Businesses; or Small Residential Lots; and/or
- Category 3 – Medical Facilities; and/or

- Category 4 – Roll-in provisions for development in the former local government areas of Maryborough, Tiaro and Woocoo; and/or
- Category 5 – Development considered to be of Special Community Benefit.

The maximum amounts of subsidy available for each category are as follows:

- Category 1 – 10%;
- Category 2 – 10%;
- Category 3 – 20%;
- Category 4 – 30%;
- Category 5 – Subject to Individual Assessment.

Where compliance with two or more of the categories is achieved, the subsidy will accumulate as a percentage of the original charge (e.g. 10% subsidy for Category 1 + 20% subsidy for Category 3 = 30% Total Subsidy).

The subsidy applies to the applicable infrastructure charges calculated pursuant to Council's *adopted infrastructure charges resolution* (i.e. the infrastructure charges less any applicable credits or offsets).

Where a development permit provides for staging, the assessment criteria below can be applied to individual stages.

The application of the Policy will be entirely at the discretion of the Council and/or the Chief Executive Officer.

Developers or landowners who wish to determine whether their development is eligible for a subsidy in accordance with this Policy should apply in writing to the Council for advice. Enquiries should be addressed to:

The Chief Executive Officer  
Fraser Coast Regional Council  
PO Box 1943  
Hervey Bay QLD 4655

## **2.2 ASSESSMENT CRITERIA:**

### **Category 1 – Contribution to Fraser Coast Economy**

#### **Purpose:**

The purpose of this category is to assist the Fraser Coast Economy in challenging times, by offering an infrastructure charges subsidy to encourage eligible development.

#### **Eligible development:**

Eligible development must meet all of the following requirements:

- (a) The development is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- (b) The Development Permit takes effect no later than 30 June 2012; and



- (c) The applicable infrastructure charges are paid on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later<sup>1</sup>.

**Amount of subsidy:**

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

**Category 2 – Infill residential development; Central Business District (CBD) development; Employment Generating Businesses; and/or Small Residential Lots**

The purpose of this category is to provide additional incentives for development that meets the eligibility criteria for at least one of the following sub-categories: (a) infill residential development; (b) CBD development; (c) is an employment generating business; or (d) is a small lot subdivision.

**(a) Infill residential development**

**Purpose:**

The purpose of this sub-category is to foster the efficient use of small areas of existing zoned and serviced residential land.

Council considers that there are advantages to the wider community in ensuring the development of this land, such as better utilisation of existing infrastructure.

**Eligible development:**

Eligible development must meet all of the following requirements:

- (a) The development is classified "infill residential development" as defined in this Policy; and
- (b) The Development Permit for reconfiguring of a lot takes effect no later than 30 June 2012; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later<sup>2</sup>.

"Infill residential development" for the purposes of this Policy means land which –

- is situated within an established suburb;
- is substantially surrounded by existing urban development;
- is serviced by urban roads, water and sewer supply and is within 500 metres of a park;
- is less than 1 hectare in area;
- is capable of producing no more than 10 residential lots, or dwellings;
- is located within the identified Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- is generally consistent with the intended density.

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<sup>1</sup> Refer to Category 5(b) regarding exceptions.

<sup>2</sup> Refer to Category 5(b) regarding exceptions.

For the purposes of clarity, "infill residential development" does not include land zoned "Emerging Communities", "Rural Residential" or "Park Residential" in the Hervey Bay City Planning Scheme; "Rural Residential" in the Maryborough City Plan; "Rural Residential" in the Tiaro Planning Scheme; "Rural Residential A" or "Rural Residential B" in the Woocoo Planning Scheme.

**Amount of subsidy:**

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

**(b) Development within Central Business Districts of Maryborough and Pialba****Purpose:**

The purpose of this sub-category is to encourage development within the Central Business Areas of Maryborough and Pialba, Hervey Bay, which will result in better utilisation of existing infrastructure; help to consolidate development within the centres; and provide greater community benefits.

**Eligible development:**

Eligible development must meet all of the following requirements:

- (a) Development must be on land located within "Local Area 2" in Map 3.2 - City Centre Local Area (Attachment 1) of the Maryborough City Plan or the "Pialba Core" or "Pialba Frame" within the Hervey Bay Strategic Plan (Attachment 2) of the Hervey Bay City Planning Scheme;
- (b) The Development Permit takes effect no later than 30 June 2012; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later<sup>3</sup>.

**Amount of subsidy:**

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

**(c) Employment Generating Business****Purpose:**

The purpose of this sub-category is to provide incentives for new businesses or existing businesses to expand, which will generate additional employment opportunities after the construction stage.

**Eligible development:**

Eligible development must meet all of the following requirements:

- (a) The Applicant must demonstrate that the development will provide new permanent employment for six (6) or more full time employees or equivalent after the construction stage is complete or in the case of an existing small business (i.e. with less than 20 employees) the development will provide new permanent employment for two (2) or more full time employees or equivalent; and

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<sup>3</sup> Refer to Category 5(b) regarding exceptions.

- (b) The Development Permit takes effect no later than 30 June 2012; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later<sup>4</sup>.

**Amount of subsidy:**

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

**(d) Small residential lots****Purpose:**

The purpose of this sub-category is to encourage higher density residential subdivisions by providing a subsidy for all lots that are 500m<sup>2</sup> or less.

**Eligible development:**

Eligible development must meet all of the following requirements:

- (a) Each new allotment eligible for the subsidy must be 500m<sup>2</sup> or less in area; and
- (b) The development is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- (c) The Development Permit for Reconfiguring of a Lot takes effect no later than 30 June 2012; and
- (d) The applicable infrastructure charges are paid in full on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later<sup>5</sup>.

**Amount of subsidy:**

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

**Category 3 – Medical Facilities****Purpose:**

The purpose of this category is to provide incentives to encourage new medical facilities within the Fraser Coast Regional Council area.

**Eligible development:**

Eligible development must meet all of the following requirements:

- (a) The development is for Medical Facilities; and

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<sup>4</sup> Refer to Category 5(b) regarding exceptions.

<sup>5</sup> Refer to Category 5(b) regarding exceptions.

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- (b) The Development Permit takes effect no later than 30 June 2012; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later<sup>6</sup>.

**Amount of subsidy:**

A 20% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

**Category 4 – Roll-in provisions for development in** the former local government areas of **Maryborough, Tiaro and Woocoo**

**Purpose:**

The purpose of this category is to provide a roll-in subsidy for infrastructure charges applicable to development within the former local government areas of Maryborough City, Tiaro Shire (as administered by the Fraser Coast Regional Council) and Woocoo Shire, given the significant increases resulting from the new infrastructure charges regime.

**Eligible development:**

Eligible development must meet all of the following requirements:

- (a) The development is located within the Maryborough City Plan area, the Planning Scheme area for the former Tiaro Shire Council (as administered by Fraser Coast Regional Council) or the Planning Scheme area for the former Shire of Woocoo; and
- (b) The development is not subject to the construction of trunk infrastructure or an infrastructure agreement; and
- (c) The development is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- (d) The Development Permit takes effect no later than 30 June 2012; and
- (e) The applicable infrastructure charges are paid in full on or before 30 June 2012<sup>7</sup>.

**Amount of subsidy:**

A 30% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

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<sup>6</sup> Refer to Category 5(b) regarding exceptions.

<sup>7</sup> Refer to Category 5(b) regarding exceptions.

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**Category 5 – Special Community Benefit****Purpose:**

The purpose of this category is to promote and provide an incentive for development that provides special benefit to the community.

**Eligibility Criteria:**

Eligible development may include:

- (a) Development that exhibits innovative or leading edge design as an example of 'exemplar' development, incorporates high levels of efficiency and/or sustainability, demonstrates significant environmental awareness or provides special benefit to the community as determined by Council or the Chief Executive Officer; or
- (b) Development that is compliant with at least one of Categories 1- 4 and is of a type or scale that requires extended subsidy deadlines in consideration of the longer lead times; or
- (c) Any other development that is considered by Council or the Chief Executive Officer to warrant special consideration, such as existing development permits that took effect before 1 July 2011, that are significantly disadvantaged as a result of Council's *adopted infrastructure charges resolution*.

Other criteria:

- (d) The Applicant must lodge written representations for incentives under this category; and
- (e) The Development Permit takes effect no later than 30 June 2012; and
- (f) Unless otherwise approved by Council or the Chief Executive Officer, the applicable infrastructure charges are paid in full on or before 30 June 2012 or within twelve (12) months of the Development Permit taking effect, whichever is later.

**Amount of subsidy:**

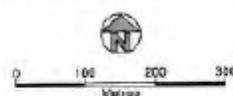
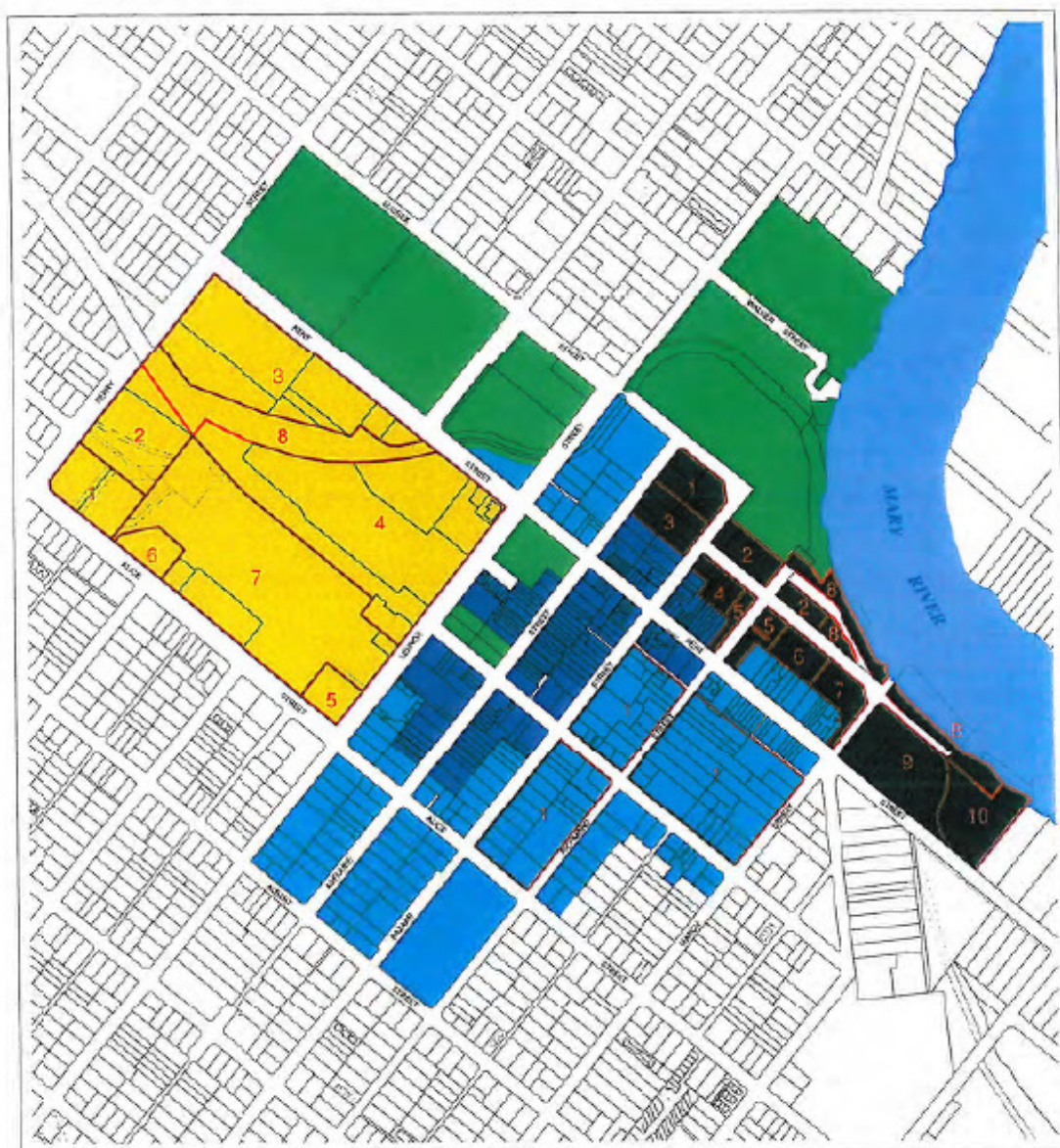
The applicable subsidy and conditions will be determined by Council or the Chief Executive Officer, having regard to Council's *adopted infrastructure charges resolution*.

**2.3 DEFINITIONS:**

Terms used in this Policy are as defined in the *Sustainable Planning Act 2009* and the *State Planning Regulatory Provision (Adopted Charges)*.

"*Development Permit*" for the purpose of this policy, refers to a Development Permit for Reconfiguring a Lot; Material Change of Use; or Building Works, for which infrastructure charges are payable.



**Attachment 1****Precincts**

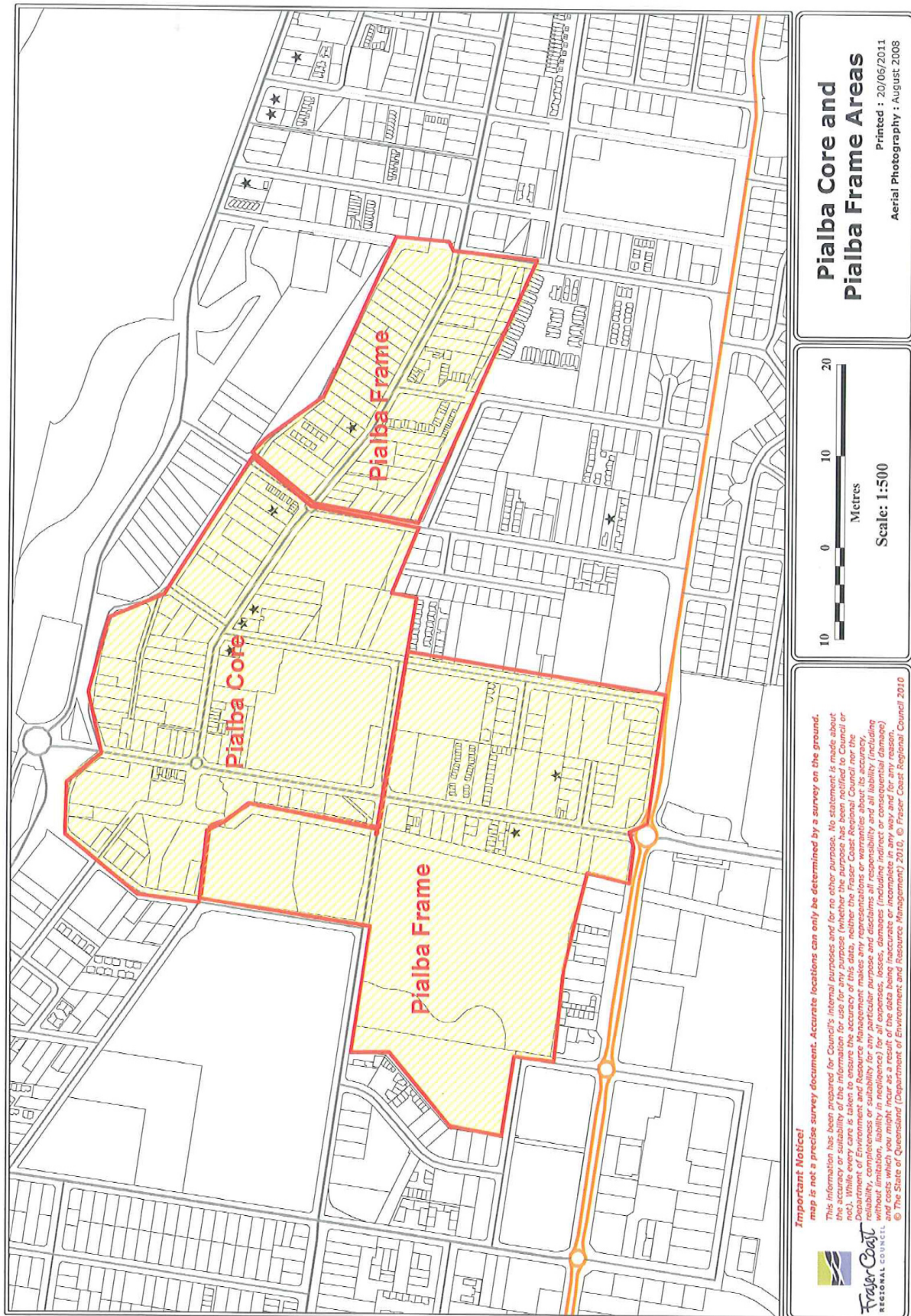
- Reillys Redevelopment Area
- Commercial Core
- Commercial Frame
- Wharf Street
- Community
- Sub Precinct Boundary and Number

LOCAL AREA 2

**City Centre Local Area**

*map* **3.2**



**Attachment 2**

**Attachment 3 - Adopted infrastructure charges<sup>8</sup>**

	Development for which an adopted infrastructure charge may apply	Adopted infrastructure charges (as at 1 July 2011)	Proportional split of adopted infrastructure charges per network				
			Water	Sewerage	Transport	Community Facilities & Parks	Stormwater
Residential Development	3 or more bedroom dwelling & new lots with dwelling entitlement	\$28,000 per dwelling or allotment	12%	26%	26%	20%	16%
	1 or 2 bedroom dwelling	\$20,000 per dwelling					
	Accommodation (Short Term) 3 or more bedroom dwelling	\$14,000 per dwelling					
	Accommodation (Short Term) 1 or 2 bedroom dwelling	\$10,000 per dwelling					
	Accommodation (Long Term) 3 or more bedroom dwelling	\$28,000 per dwelling					
	Accommodation (Long Term) 1 or 2 bedroom dwelling	\$20,000 per dwelling					
Non-Residential Development	Places of Assembly	\$70 per m <sup>2</sup> of GFA	14%	32%	31%	23%	\$10 per impervious m <sup>2</sup>
	Commercial (Bulk Goods)	\$140 per m <sup>2</sup> of GFA					
	Commercial (Retail)	\$180 per m <sup>2</sup> of GFA					
	Commercial (Office)	\$140 per m <sup>2</sup> of GFA					
	Education Facility	\$140 per m <sup>2</sup> of GFA					
	Entertainment	\$200 per m <sup>2</sup> of GFA					
	Indoor Sport and Recreation Facility	Court Areas at \$20 per m <sup>2</sup> of GFA, elsewhere \$200 per m <sup>2</sup> of GFA					
	Industry	\$50 per m <sup>2</sup> of GFA					
	High Impact Industry	\$70 per m <sup>2</sup> of GFA					
	Low Impact Rural	Nil Charge	14%	32%	31%	23%	Nil Charge \$10 per impervious m <sup>2</sup>
	High Impact Rural	\$20 per m <sup>2</sup> of GFA					
	Essential Services	\$140 per m <sup>2</sup> of GFA					
	Specialised Uses	Use and demand determined at time of assessment					
	Minor uses	Nil Charge					

<sup>8</sup> Refer to Council's *adopted infrastructure charges resolution* for information regarding credits and offsets.