

Maranoa Regional Council
Adopted Infrastructure Charges Resolution
for the Bendemere Shire Planning Scheme Area
administered by the Maranoa Regional Council

1. Preliminary

1.1 Short title

This adopted infrastructure charges resolution may be cited as the *Adopted Infrastructure Charges Resolution (Bendemere) 2015*.

1.2 When resolution has effect

This resolution has been made by the Maranoa Regional Council and has effect on and from 1 July 2015.

1.3 Authority for resolution

The authority for this resolution is given by the *Sustainable Planning Act 2009* (SPA) and the *Local Government Act 2009* (LGA). The content of the resolution responds to the requirements of the SPA, LGA, *Sustainable Planning Regulation 2009* (SPR) and related statutory provisions and guidelines.

1.4 Purpose of resolution

This resolution:

- 1.4.1 sets adopted infrastructure charges for the priority infrastructure areas (PIAs) of the Bendemere Shire planning scheme area of the Maranoa Regional Council (Council); and
- 1.4.2 sets policies and guidance to be used by the Council in interpreting and applying the relevant legislation and guidelines for adopted infrastructure charges and recovery of costs associated with impacts of development on infrastructure in the context of the Bendemere Shire planning scheme area.

1.5 Definitions

- 1.5.1 A term defined in the *Sustainable Planning Act 2009* (SPA), the *Sustainable Planning Regulation 2009* (SPR), related statutory provisions and guidelines and the *Bendemere Shire Planning Scheme 2006* and used in this resolution has the meaning given in those documents in accordance with the normal hierarchy of legislation. The statutory provisions include the version of Queensland Planning Provisions in force at the time of this resolution comes into effect.

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- 1.5.2 If a term is defined in this resolution for the purposes of this resolution, it has the meaning defined in this resolution where legislation allows.
- 1.5.3 If a term is not defined by the applicable legislation, related statutory provisions and guidelines or *Bendemere Shire Planning Scheme 2006* and is not defined in this resolution, the term is to, subject to section 14A (applying interpretations which best achieve an Act's purpose) of the *Acts Interpretation Act 1954*, have the meaning assigned to it by the Macquarie Dictionary that is current at the date the resolution takes effect.

2. Priority infrastructure area

- 2.1 The priority infrastructure areas (PIAs) for the Bendemere Shire planning scheme area of the Maranoa Regional Council area are the priority infrastructure areas identified in the *State Planning Regulatory Provision (adopted charges) 2012* (SPRP) as "Map 4 Priority Infrastructure Plan Maranoa Regional Council Planning Scheme – Wallumbilla Priority Infrastructure Area" and "Map 5 Priority Infrastructure Plan Maranoa Regional Council Planning Scheme – Yuleba Priority Infrastructure Area". These PIAs are respectively identified in this resolution as Map1: Wallumbilla PIA and Map 2: Yuleba PIA.

3. Comparison of planning scheme use categories and SPRP charge categories

- 3.1 To assist in applying the adopted infrastructure charges schedule in schedule 1 of the SPRP, table 1 provides a guide to the uses under the planning scheme that come within the uses mentioned in column 2 of the adopted infrastructure charges schedule.
- 3.2 Some definitions in the relevant planning scheme may cover a different set of uses to the defined set of uses in the *Queensland Planning Provisions, Version 3.1* (QPP3). Where this occurs, the inclusion of a QPP3 defined term, (*in brackets and in italics*) after a planning scheme use, limits the scope of planning scheme defined use to only those matters permitted by the QPP3 use definition.

Table 1 - Planning scheme use categories and SPRP charge categories

Column 1 Current planning scheme use categories	Column 2 SPRP charge categories
Residential	
Dwelling House	Dwelling house
Caretakers Residence	Caretaker's accommodation

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Accommodation Units (<i>Multiple dwelling</i>)	Multiple dwelling
Dual Occupancy	Dual occupancy
Accommodation (short term)	
Hotel	Hotel
Host Home Accommodation, Motel (<i>Short-term accommodation</i>)	Short-term accommodation
Camping Ground, Caravan Park (<i>Tourist park</i>), Tourist Facility (accommodation)	Tourist park
Accommodation (long term)	
Community use (<i>Community residence</i>)	Community residence
Motel (<i>Hostel</i>)	Hostel
Caravan Park (<i>Relocatable home park</i>)	Relocatable home park
Accommodation Units (Retirement village)	Retirement facility
Places of assembly	
Community Use (<i>Club</i>), Indoor Recreation (<i>Club</i>)	Club
Community Use (<i>Community use</i>), Community Orientated Use (<i>Community use</i>)	Community use
Commercial Premises (<i>Function facility</i>)	Function facility
Commercial Premises (<i>Funeral parlour</i>)	Funeral parlour
Place of worship	Place of worship
Commercial (bulk goods)	
Showroom (<i>Agricultural supplies store</i>)	Agricultural supplies store
Showroom (<i>Bulk landscape supplies</i>)	Bulk landscape supplies
Showroom (<i>Garden centre</i>)	Garden centre
Showroom (<i>Hardware and trade supplies</i>)	Hardware and trade supplies
Showroom (<i>Outdoor sales</i>)	Outdoor sales
Showroom (<i>Showroom</i>)	Showroom
Commercial (retail)	
Shop (<i>Adult store</i>), Commercial Premises (<i>Adult store</i>)	Adult store
Catering Shop	Food and drink outlet
Commercial Premises (<i>Service industry</i>)	Service industry
Service Station	Service station
Shop, Commercial Premises (<i>Shop</i>)	Shop
Shopping Centre	Shopping centre

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Commercial (office)	
Professional Office (<i>Office</i>)	Office
Professional Office (<i>Sales Office</i>)	Sales office
Education facility	
Child Care Centre	Child care centre
Community Use (<i>Community care centre</i>)	Community care centre
Educational Establishment (<i>Educational establishment</i>)	Educational establishment
Entertainment	
Hotel (<i>non-residential component</i>)	Hotel (non-residential component)
Indoor Recreation (<i>Theatre</i>)	Theatre
Indoor Recreation (<i>Cabaret</i>)	Nightclub
Indoor sport and recreational facility	
Indoor Recreation (<i>Indoor sport and recreation</i>), Indoor sport	Indoor sport and recreation
Industry	
Low Impact Industry	Low impact industry
Medium Impact Industry	Medium impact industry
Industry (<i>Research and technology industry</i>)	Research and technology industry
Agriculture (<i>Rural industry</i>)	Rural industry
Storage Facility (<i>Warehouse</i>), Warehouse (<i>Warehouse</i>)	Warehouse
N/A	Waterfront and marine industry
High impact industry	
Noxious or Offensive Industry	Noxious and hazardous industries
High Impact Industry	High impact industry
Low impact rural	
N/A	Animal husbandry
Agriculture (<i>Cropping</i>)	Cropping
Agriculture (<i>Permanent plantations</i>)	Permanent plantations
N/A	Wind farm
High impact rural	
Intensive Animal Industry (<i>Aquaculture</i>)	Aquaculture
Intensive Animal Industry (<i>Intensive animal industries</i>)	Intensive animal industries
Agriculture (<i>Intensive horticulture</i>)	Intensive horticulture

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Warehouse (<i>Wholesale nursery</i>)	Wholesale nursery
Commercial Premises (<i>Winery</i>)	Winery
Essential services	
Community Orientated Use (<i>Correctional facility</i>)	Correctional facility
Community Orientated Use (<i>Emergency services</i>)	Emergency services
Health Care Premises	Health care services
Community Orientated Use (<i>Hospital</i>)	Hospital
Accommodation Units (Retirement village)	Residential care facility
Commercial Premises (<i>Veterinary services</i>)	Veterinary services
Specialised uses	
Transport Terminal (<i>Air services</i>)	Air services
Intensive Animal Industry (<i>Animal keeping</i>)	Animal keeping
Off-street car park	Car park
Community Orientated Use (<i>Crematorium</i>)	Crematorium
Open Space and Recreation Activities (<i>Major sport recreation and entertainment facility</i>)	Major sport recreation and entertainment facility
Open Space and Recreation Activities (<i>Motor sport</i>)	Motor sport
Open Space and Recreation Activities (<i>Outdoor sport and recreation</i>)	Outdoor sport and recreation
Transport Terminal (<i>Port services</i>)	Port services
Tourist Facility (<i>Tourist attraction</i>)	Tourist attraction
Public Utility (<i>Utility installation</i>)	Utility installation
Extractive Industry	Extractive industry
Caravan Park (<i>Non-residential workforce accommodation</i>)	Non-residential workforce accommodation
Minor uses	
Advertising Sign, Advertising Hoarding	Advertising device
Community Orientated Use (<i>Cemetery</i>)	Cemetery
Home Based Business	Home based business
N/A	Landing
N/A	Market
N/A	Roadside stalls
Telecommunications Facility	Telecommunications facility
N/A	Temporary use
Park	Park

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N/A	Outdoor lighting
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4. Adopted infrastructure charges within the PIA

- 4.1** The adopted infrastructure charges mentioned in table 2, column 3, apply for development for a use mentioned in column 2 that is inside the PIA stated in column 4.
- 4.2** The adopted infrastructure charges which apply for a development for a use mentioned in table 2, column 2 may be levied at any of the development approval steps that may apply to the development, if they have not been collected at any earlier development approval step.
- 4.3** It is Council policy to collect the adopted infrastructure charges at the earliest of the development approvals required for the development.
- 4.4** The payment of adopted infrastructure charges is subject to the credits, refunds and offsets provisions of this resolution.
- 4.5** The payment of adopted infrastructure charges is calculated in accordance with the following formula:

TAIC is the total adopted infrastructure charge that may be levied for the development after taking account of credits, discounts, refunds and offsets provided for in this resolution.

AIC is the adopted infrastructure charge for all trunk networks to service the development stated in table 2.

CDRO the sum of the credits, discounts, refunds and offsets that apply.

$$\text{TAIC} = \text{AIC} - \text{CDRO}$$

Table 2 – Adopted infrastructure charges

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges	Column 4 Part of Local Government Area (LGA) to which charge applies
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Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of Local Government Area (LGA) to which charge applies
Residential	• Dwelling house • Caretaker's accommodation • Multiple dwelling • Dual occupancy	Adopted infrastructure charge	Adopted infrastructure charges for stormwater network	Map1: Wallumbilla PIA
		\$5,000 per dwelling unit 1 or 2 bedroom dwelling	N/A	Map 2: Yuleba PIA
	• Dwelling house • Caretaker's accommodation • Multiple dwelling • Dual occupancy	\$7,000 per dwelling unit 3 or more bedroom dwelling	N/A	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Accommodation (short term)	• Hotel • Short-term accommodation • Tourist park	For a tent or caravan site in a tourist park: \$2,500 per 1 or 2 tent/caravan sites or \$3,000 per 3 tent or caravan sites	N/A	Map1: Wallumbilla PIA Map 2: Yuleba PIA
		For a cabin in a tourist park: \$2,500 per cabin with 1 or 2 bedrooms or \$3,000 per cabin with 3 or more bedrooms		Map1: Wallumbilla PIA Map 2: Yuleba PIA

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Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of Local Government Area (LGA) to which charge applies
		For a hotel or short-term accommodation: \$2,500 per suite (with 1 or 2 bedrooms) or \$3,000 per suite (with 3 or more bedrooms) or \$2,500 per bedroom (for a bedroom that is not within a suite)		Map1: Wallumbilla PIA Map 2: Yuleba PIA
Accommodation (long term)	•Community residence •Hostel •Relocatable home park •Retirement facility	For a relocatable home park: \$5,000 per 1 or 2 bedroom relocatable dwelling site or \$7,000 per 3 or more bedroom relocatable dwelling site	N/A	Map1: Wallumbilla PIA Map 2: Yuleba PIA
				Map1: Wallumbilla PIA Map 2: Yuleba PIA

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Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of Local Government Area (LGA) to which charge applies
		For a community residence, retirement facility or hostel: \$5,000 per suite (with 1 or 2 bedrooms) or \$7,000 per suite (with 3 or more bedrooms) or \$5,000 bedroom (for a bedroom that is not within a suite)		Map1: Wallumbilla PIA Map 2: Yuleba PIA
Places of assembly	•Place of worship	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Commercial (bulk goods)	•Agricultural supplies store •Bulk landscape supplies •Garden centre •Hardware and trade supplies •Outdoor sales •Showroom	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Commercial (retail)	•Adult store •Food and drink outlet •Service industry •Service station •Shop •Shopping centre	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA

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Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of Local Government Area (LGA) to which charge applies
Commercial (office)	• Office • Sales office	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Education facility	• Child care centre • Community care centre • Educational establishment	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Indoor sport and recreational facility	• Indoor sport and recreation	\$10 per m ² of GFA, court areas at \$8 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Industry	• Low impact industry • Medium impact industry • Research and technology industry • Rural industry • Warehouse • Waterfront and marine industry	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
High impact industry	• Noxious and hazardous	\$10 per m ² of GFA	\$4 per impervious m ²	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Low impact rural	• Animal husbandry • Cropping • Permanent plantations • Wind farms			

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Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of Local Government Area (LGA) to which charge applies
High impact rural	• Intensive animal industries • Intensive horticulture	\$10 per m ² of GFA	N/A	Map1: Wallumbilla PIA Map 2: Yuleba PIA
Specialised uses	• Air services • Car park • Major sport, recreation and entertainment facility • Non-resident workforce accommodation • Outdoor sport and recreation • Tourist attraction • Utility installation • Extractive industry	The adopted infrastructure charge is the charge (in column 3) for the charge category (in column 1) that the local government determines should apply for the use at the time of assessment.		
Minor uses	• Home-based business • Park	Nil charge		
Any other use	A use not otherwise listed in column 2, including a use that is unknown because the development application does not specify a proposed use	The adopted infrastructure charge is the charge (in column 3) for the charge category (in column 1) that the local government determines should apply for the use at the time of assessment.		

- 4.6 The adopted infrastructure charges have been set with reference to a benchmark percentage of the median sale price of land in the Wallumbilla PIA and the Yuleba PIA. The benchmark is set by a separate resolution of Council

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and applies across the whole Maranoa Regional Council Area. The benchmark helps to establish infrastructure charges at approximately the same percentage of median land sale prices in each PIA across the region.

The benchmark means that the effects of the adopted infrastructure charges are approximately the same on all developments within the PIAs across the region.

The actual costs of infrastructure provision are higher than the adopted infrastructure charges. Because of the benchmark approach, the effective subsidy provided by the Council for trunk infrastructure services provision for new development will vary in accordance with the existing unused capacity and planned trunk infrastructure in each PIA.

If development demands increase significantly in an area (*for example, a resource industry expands*), and the median land sale prices increase, the infrastructure charges may be raised by Council resolution to remain at approximately the same benchmark of median land sale prices, particularly if the need to supply new infrastructure also increases.

This strategy is a policy decision to balance economic development with the imposition of development infrastructure establishment costs on other ratepayers.

5. Development inside the PIA

- 5.1** This section of the resolution sets out Council policies and guidance to be used by the Council in interpreting and applying the relevant legislation and guidelines in the context of the Bendemere Shire planning scheme area when seeking the payment of infrastructure charges for development for a use inside a PIA.
- 5.2** Council policies and guidance recognise two scenarios for development for a use inside the PIA:
 - 5.2.1** Development inside the PIA which is consistent with the with the assumptions stated in the relevant LGIP about the type, scale, location or timing of future development; and
 - 5.2.2** Development inside the PIA which is inconsistent with the assumptions stated in the relevant LGIP about the type, scale, location or timing of future development.
 - 5.2.3** To remove all doubt, for the purposes of section 647 of the *Sustainable Planning Act 2009*, a development inside a PIA is deemed to be consistent with the assumptions stated in the relevant LGIP about the type, scale, location or timing of future development if the development is exempt, self-assessable or code assessable, unless an adopted infrastructure policy resolution of the Council identifies particular code assessable development as inconsistent.

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- 5.3** For development inside the PIA and consistent with the assumptions stated in the relevant LGIP about the type, scale, location or timing of future development:
- 5.3.1 The original developer will pay the adopted infrastructure charges for the PIA networks that will be used; and
 - 5.3.2 The original developer will be entitled to offsets and refunds for constructing the infrastructure connecting the development to the PIA networks to be used providing the infrastructure services, or will service, other users.
 - 5.3.3 If a refund is required, the Council reserves the right to make the refund up to 12 months after the development is off-maintenance and to use the refund to pay any outstanding rates, fees, charges or maintenance costs associated with the development if these have not been paid within that period.
- 5.4** For development inside the PIA and inconsistent with the assumptions stated in the relevant LGIP about the type, scale, location or timing of future development:
- 5.4.1 The original developer will pay the adopted infrastructure charges for the PIA networks that will be used; and
 - 5.4.2 The original developer will be entitled to offsets and refunds for constructing the infrastructure connecting the development to the PIA networks to be used providing the infrastructure services, or will service, other users, but the offsets and refunds will only apply to the proportion of the costs that:
 - (a) may be apportioned reasonably to other users of the infrastructure; and
 - (b) has been, is or is to be, the subject of a levied charge by the local government.
 - 5.4.3 The maximum period in which the original developer can claim refunds is 7 years after the development approval becomes effective.
 - 5.4.4 If a refund is required, the Council reserves the right to make the refund up to 12 months after the development is off-maintenance and to use the refund to pay any outstanding rates, fees, charges or on-maintenance costs associated with the development if these have not been paid within that period.

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- 5.4.5 To remove all doubt, the original developer will not be entitled to refunds unless the Council has collected infrastructure charges for that particular infrastructure from other developers.
- 5.4.6 To remove all doubt, the original developer will be not be entitled to offsets or refunds in excess of the proportion of the establishment and operating costs attributed to other users of that particular infrastructure.

6. Infrastructure charges and impact cost recovery for development outside the PIA

- 6.1 This section of the resolution sets out Council policies and guidance to be used by the Council in interpreting and applying the relevant legislation and guidelines in the context of the Bendemere Shire planning scheme area when seeking the payment of infrastructure charges for development for a use outside the PIA.
- 6.2 Council policies and guidance recognise two scenarios for development outside the PIA:
 - 6.2.1 Development outside the PIA but within the urban areas identified on a urban strategic plan; and
 - 6.2.2 Development outside the PIA and outside the urban areas identified on an urban strategic plan.
 - 6.2.3 Where a strategic plan does not exist, areas zoned for urban purposes and areas adjacent to areas zoned for urban purposes will be considered as within an urban strategic plan.
- 6.3 For development outside the PIA and within the urban strategic plan area:
 - 6.3.1 The original developer will pay the infrastructure charges equivalent to the adopted infrastructure charges for development within the PIA for the PIA networks that will be used; and
 - 6.3.2 The original developer will pay the costs of connecting that development to the PIA networks to be used; and
 - 6.3.3 The original developer will be entitled to offsets and refunds when the Council has collected infrastructure charges from subsequent developers who have also made use of that connecting infrastructure.
 - 6.3.4 The maximum period in which the original developer can claim refunds is 7 years after the development approval becomes effective.
 - 6.3.5 To remove all doubt, the original developer will not be entitled to refunds unless the Council has collected infrastructure charges for that particular infrastructure from other developers.

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- 6.3.6 To remove all doubt, the original developer will be not be entitled to offsets or refunds in excess of the proportion of the establishment and operating costs attributed to other users of that particular infrastructure.
 - 6.3.7 If a refund is required, the Council reserves the right to make the refund up to 12 months after the development is off-maintenance and to use the refund to pay any outstanding rates, fees, charges or on-maintenance costs associated with the development if these have not been paid within that period.
- 6.4** For development outside the PIA and outside the urban strategic plan area:
- 6.4.1 The original developer will pay the infrastructure charges equivalent to the adopted infrastructure charges for development within the PIA for any PIA networks that will be used; and
 - 6.4.2 The original developer will pay the costs of connecting that development to the PIA networks for any PIA networks that will be used; and
 - 6.4.3 The original developer will be entitled to offsets and refunds for any connecting infrastructure on the same basis as development which is outside the PIA but within the urban areas identified on an urban strategic plan.
 - 6.4.4 In considering the costs for impacts of development on the transport infrastructure networks of the Maranoa Regional Council area, the following criteria are applied:
 - (a) For development which is remote from the PIA and outside the urban strategic plan area, the requirements for connection of the development to the transport infrastructure networks are normally based on the development having a fit-for-purpose road connection to the fit-for-purpose road system in the Maranoa Regional Council area.
 - (b) Development which is remote from the PIA and outside the urban strategic plan area, may have transport impacts on the local government road system extending beyond the fit-for-purpose road system.
 - (c) The impacts of development on the sections of the local government road system which are not fit-for-purpose are accelerated deterioration of the road network infrastructure.
 - (d) The *State Planning Regulatory Provision (adopted charges) 2012* (SPRP) leaves it to the local government to determine the parameters for an adopted infrastructure charge for specialised uses like "Extractive industry".

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- 6.4.5 In considering the costs for impacts of development on the transport infrastructure networks, the Council will apportion the costs of the additional impacts on the not fit-for-purpose part of the local government road system using calculations which consider the total use of the road system.
- 6.4.6 The estimate of the cost of accelerated deterioration of the not fit-for-purpose road system is set out in schedule 5.
- 6.5 For connecting infrastructure outside the PIA, the following definitions apply:
 - 6.5.1 **Original developer** is the developer who first installs or pays for the connecting infrastructure.
 - 6.5.2 **Subsequent developer** is a developer whose project makes use of the connecting infrastructure and this project is not part of the original developer's project.
 - 6.5.3 **Connecting infrastructure** becomes trunk infrastructure when other users, not associated with the original developer's project make use of the connecting infrastructure or a development condition requires additional capacity to be provided in the connecting infrastructure.
 - 6.5.4 **Connecting infrastructure** is non-trunk infrastructure when other users, not associated with the original developer's project do not make use of the connecting infrastructure and a development does not require additional capacity to be provided in the connecting infrastructure.
 - 6.5.5 **Fit-for-purpose road** is a road which meets the Capricorn Municipal Development Guidelines (CMDG) design specifications for a road carrying the volume and type of traffic.

7. Schedules

- 7.1 The following schedules set out legislative requirements, policies and guidelines to be applied or followed:

Schedule 1 – Credits and discounts

Schedule 2 - Offsets and refunds

Schedule 3 - Conversions

Schedule 4 – Apportionment of charges to different networks

Schedule 5 – Automatic increase provision

Schedule 6 – Cost of accelerated deterioration

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Schedule 7 – Maps and trunk infrastructure networks

Schedule 8 – Standards of service

Schedule 9 – Temporary use

Schedule 1 – Credits and discounts

1. Calculating credits and discounts:

- 1.1. The methods set out in Schedule 1 are to be used to determine credits and discounts in the calculation of adopted infrastructure charges which are to be paid by a developer.
- 1.2. There are different methods for residential and non-residential uses.

2. Residential use credits

- 2.1. A vacant residential lot will be given credit for the equivalent of 1 three-bedroom dwelling.
- 2.2. Existing development on a residential lot will be given credit for whichever is the greater of (1) all existing dwellings at the rate applicable to each type of dwelling or (2) the equivalent of 1 three-bedroom dwelling.
- 2.3. Existing development calculations will be based on the lawful dwellings that existed on 28 May 2011 or which have been lawfully built on the land after that date.

NOTE A set of aerial photographs flown on 28 May 2011 will be used by Council to help determine existing development. Other records may be used to demonstrate existing uses on 28 May 2011.

- 2.4. If a development has been approved but not yet been developed and the applicable infrastructure charges have been paid, the approved development will be treated as an existing use in assessing the credits for subsequent development approvals.
- 2.5. If a self-assessable development can be made, the development that could be made as self-assessable development will be assessed as an existing use.
- 2.6. If a development lapses or is withdrawn, the infrastructure charges paid for that development will be refunded, after taking account of whether or not the charges paid have been used in the calculation of any credits given for subsequent development approvals.
- 2.7. A credit will not be given which is greater than the adopted infrastructure charges less any applicable discounts for the development of the use given in table 2 "Adopted infrastructure charges".

To remove all doubt, **C must be no greater than AIC – D**

C is the credits that apply for existing lawful uses.

AIC is the adopted infrastructure charge for all trunk networks to service the development stated in table 2.

D is the discounts that apply because of the infrastructure networks that are not going to be used.

3. Residential use discounts

- 3.1. Infrastructure charges for developments which are not serviced or planned to be serviced by networks for trunk infrastructure will be discounted as follows:
 - 3.1.1 The transport network component of the infrastructure charge is 35% of the total PIA charge for all networks. If there is no use of the transport networks, the total PIA charge for all networks will be discounted by 35%.
 - 3.1.2 The water network component of the infrastructure charge is 35% of the total PIA charge for all networks. If there is no use of the water networks, the total PIA charge for all networks will be discounted by 35%.
 - 3.1.3 The community infrastructure network component of the infrastructure charge is 10% of the total PIA charge for all networks. If there is no use of the community infrastructure networks, the total PIA charge for all networks will be discounted by 10%.
 - 3.1.4 The stormwater infrastructure network component of the infrastructure charge is 20% of the total PIA charge for all networks. If there is no use of the stormwater networks, the total PIA charge for all networks will be discounted by 20%.

4. Other matters for Residential uses credits and discounts

- 4.1. If a lot is not serviced by one or more of the different types of infrastructure networks, the credits allocated to a vacant lot or to existing uses on the lot do not include credits for the networks that do not service the lot.
- 4.2. Calculations of credits and discounts are made on a lot by lot basis.

5. Non-residential use credits

- 5.1. For non-residential lots up to 5,000 square metres, each lot will have a gross floor area (GFA) credit equal to 20% of the lot size or the GFA of existing uses, whichever is the greater.

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- 5.2. For non-residential lots up to 5,000 square metres, each lot will have an impervious area (IA) credit equal to 60% of the site area or the IA of existing uses, whichever is the greater.
- 5.3. For non-residential lots larger than 5,000 square metres, the maximum credit is 1,000 square metres of gross floor area (GFA) or the GFA of the existing lawful uses, whichever is the greater.
- 5.4. For non-residential lots larger than 5,000 square metres, the maximum credit is the greater of 3,000 square metres of impervious area (IA) or the IA of the existing lawful uses, whichever is the greater.
- 5.5. Existing development calculations will be based on the lawful structures and impervious areas that existed on 28 May 2011 or which have been lawfully built on the land after that date.

NOTE A set of aerial photographs flown on 28 May 2011 will be used by Council to help determine existing development. Other records may be used to demonstrate existing uses on 28 May 2011.

- 5.6. If a development has been approved but not yet been developed and the applicable infrastructure charges have been paid, the approved development will be treated as an existing lawful use in assessing the credits for subsequent development approvals.
- 5.7. If a self-assessable development can be made, the development that could be made as self-assessable development will be assessed as an existing lawful use.
- 5.8. If a development lapses or is withdrawn, the infrastructure charges paid for that development will be refunded, after taking account of whether or not the charges paid have been used in the calculation of any credits given for subsequent development approvals.
- 5.9. A credit will not be given which is greater than the adopted infrastructure charges less any applicable discounts for the development of the use given in table 2 "Adopted infrastructure charges".

To remove all doubt, **C must be no greater than AIC – D**

C is the credits that apply for existing lawful uses.

AIC is the adopted infrastructure charge for all trunk networks to service the development stated in table 2.

D is the discounts that apply because of the infrastructure networks that are not going to be used.

6. Non-residential use discounts

- 6.1. Infrastructure charges for developments which are not serviced or planned to be serviced by networks for trunk infrastructure will be discounted as follows:
 - 6.1.1 The transport network component of the infrastructure charge is 50% of the total PIA charge for all networks, except stormwater. If there is no use of the transport networks, the total PIA charge for all networks will be discounted by this 50%.
 - 6.1.2 The water network component of the infrastructure charge is 40% of the total PIA charge for all networks, except stormwater. If there is no use of the water networks, the total PIA charge for all networks will be discounted by this 40%.
 - 6.1.3 The community infrastructure network component of the infrastructure charge is 10% of the total PIA charge for all networks. If there is no use of the community infrastructure networks, except stormwater, the total PIA charge for all networks will be discounted by this 10%.
 - 6.1.4 The stormwater infrastructure network component of the infrastructure charge is 100% of the total PIA charge for stormwater networks. If there is no use of the stormwater networks, the total PIA charge for stormwater networks will be discounted by 100%.

7. Other matters for non-residential use credits and discounts

- 7.1. If a lot is not serviced by one or more of the different types of infrastructure networks, the credits allocated to a vacant lot or to existing uses on the lot do not include credits for the networks that do not service the lot.
- 7.2. Calculations of credits and discounts are made on a lot by lot basis.

Schedule 2 - Offsets and refunds

1. Purpose

1.1 This section outlines:

- 1.1.1 the application of an offset or refund where development has been conditioned to provide necessary trunk infrastructure; and
- 1.1.2 the process for determining the establishment cost of trunk infrastructure for the offset or refund where the applicant does not agree with the establishment cost outlined in the infrastructure charges notice.

2. Application of an offset or refund

2.1 An offset or refund for trunk infrastructure only applies where, for a development the Council has:

- 2.1.1 required the following:
 - (i) a necessary infrastructure condition for infrastructure identified in this charges resolution or an LGIP as per section 646 and 979 of the *Sustainable Planning Act 2009*; or
 - (ii) a necessary infrastructure condition for other infrastructure under section 647 and 979 of the *Sustainable Planning Act 2009* ; and
- 2.1.2 supplied a scope of works including the standard to which the trunk infrastructure is to be provided and the location of the trunk infrastructure; and
- 2.1.3 levied an infrastructure charge and indicated an offset or refund is applicable on an infrastructure charges notice for the same premises under section 637 (Requirements for infrastructure charges notice) of the *Sustainable Planning Act 2009*.

3. Determining the establishment cost of trunk infrastructure for an offset or refund

- 3.1 Where the applicant who is bound to provide trunk infrastructure and has been levied an infrastructure charge for the same development and the applicant does not agree with the establishment cost outlined in the infrastructure charges notice for the trunk infrastructure must, at their own cost, provide to the Council the following:

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- 3.1.1 for a trunk infrastructure that is works;
- (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); and
 - (ii) a first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (the cost estimate); or
- 3.1.2 for a trunk infrastructure that is land - a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (the valuation).
- 3.2 The Council is to give a notice to the applicant which states whether the bill of quantities and the cost estimate or the valuation are accepted or not;
- 3.2.1 if the Council accepts the bill of quantities and the cost estimate of the valuation, the cost estimate or valuation is the establishment cost of the infrastructure;
- 3.2.2 if the Council does not accept the bill of quantities and the cost estimate or the valuation, the Council must, at its own cost, have;
- (i) for the bill of quantities and the cost estimate, 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.
 - (ii) for the valuation, a valuation undertaken by a certified practicing valuer.
- 3.2.3 If the local government rejected the bill of quantities and the cost estimate or the valuation provided by the applicant, it must provide written notice to the applicant and propose the new bill of quantities and cost estimate or the valuation and its reasons for doing so.
- 3.3 Where a written notice of the local governments proposed bill of quantities and cost estimate or valuation has been given, the applicant may negotiate and agree with the local government regarding a cost estimate or valuation.

The agreed cost estimate or valuation is the establishment cost of the infrastructure.

4. If agreement cannot be reached

- 4.1 If agreement cannot be reached, the local government must;

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- 4.1.1 for the bill of quantities and the cost estimate, 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.
- 4.1.2 for the valuation, have a valuation undertaken by an independent, certified practicing valuer to assess the market value of the specified land.
- The independent assessor or certified practicing valuer is to be appointed by agreement between the local government and the applicant. The cost of this independent assessment is to be equally shared between the local government and the applicant.
- The amended cost estimate or valuation determined by the independent assessor is the establishment cost of the infrastructure.
- 4.2 If the local government and the applicant cannot reach agreement on the appointment of an independent assessor or independent certified practicing valuer, the establishment cost of the infrastructure is determined by calculating the average of the previous two cost estimates prepared on behalf of the applicant and the local government respectively.
- 4.3 The local government must give an amended infrastructure charges notice to the applicant stating:
- (a) the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended infrastructure charges notice using the Producer Price Index – Road and bridge construction index for Queensland; and
 - (b) that the establishment cost of the infrastructure stated in the amended infrastructure charges notice is indexed from the date that it is stated in the amended infrastructure charges notice 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.

Schedule 3 - Conversions

1. Purpose

1.1 This section outlines:

- 1.1.1 the process to apply for a conversion application where non-trunk infrastructure has been conditioned as part of a development application and the applicant considers the non-trunk infrastructure to be trunk infrastructure; and
- 1.1.2 the criteria for deciding a conversion application.

2. Applying to convert particular non-trunk infrastructure to trunk infrastructure

- 2.1 An application to convert particular non-trunk infrastructure to trunk infrastructure may be made to the Council only where the following applies;
 - (i) the *Council* has required non-trunk infrastructure to be provided in a particular condition of a development approval under section 665 of the *Sustainable Planning Act 2009*; and
 - (ii) the construction of the non-trunk infrastructure has not started; and
 - (iii) the conversion application is made in accordance with section 659 of the *Sustainable Planning Act 2009*.
- 2.2 The Council will decide the application in accordance with the decision criteria outlined in section 3 below, and section 660 and 661 of the *Sustainable Planning Act 2009*.
- 2.3 Where the Council agrees to the conversion application, any offset or refund is determined in accordance with schedule 2 above.

3. Criteria for deciding conversion application

- 3.1 The following section outlines the criteria for deciding conversion applications as per section 660 of the *Sustainable Planning Act 2009*.
 - 3.1.1 For infrastructure to be considered trunk infrastructure, each of the following criteria must be met;
 - (i) the infrastructure has capacity to service other developments in the area; and
 - (ii) the function and purpose of the infrastructure is consistent with other trunk infrastructure identified in this charges resolution for the area; and

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- iii) the infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 665 of the *Sustainable Planning Act 2009*; and
 - (iv) the type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area; and
 - (v) the infrastructure is consistent with the desired standards of service outlined in Schedule 8 of this resolution.
- 3.1.2 The most cost effective option under 3.1.1(iv) means the least cost option based upon the life cycle cost of the infrastructure required to service future urban development in the area at the desired standard of service. The calculation of life cycle cost shall reflect the following assumptions:
- (i) Lifecycle cost to be determined as the Net Present Value (NPV) of all cost incurred over a 50 year term;
 - (ii) Values contained within the NPV will not be escalated for inflation but be stated in present day terms (real values);
 - (iii) The discount rate used in the analysis will be the nominal 90 day bank bill rate as applicable at the 31st December on the year prior to the assessment, plus a margin of 1.5%. This will be adjusted to a real rate by deducting an allowance for inflation of 2.5% per annum;
 - (iv) Financing costs will not be separately included in the assessment ;
 - (v) The NPV must include the following costs:
 - The capital cost of all proposed works. This includes the cost of providing and removing any temporary works; and
 - An estimate of capital and recurrent maintenance costs; and
 - Estimated differences in timing of Infrastructure Charges revenues to Council; and
 - Any other costs (either capital or operational) identified as part of the mitigation strategies associated with the assessment.

Any strategies proposed by the developer to mitigate the financial impact of the development are to be clearly stated.

- 3.2 To provide clarity on the separation between trunk and non-trunk infrastructure, the following items are deemed to be non-trunk infrastructure unless circumstances prove otherwise:
- 3.2.1 Connections from the development to the trunk infrastructure network where the connection only has the capacity to service the development.
 - 3.2.2 Construction and sealing of the roadway pavement between the defined footpath and the edge of the travel section of an adjoining roadway.

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- 3.2.3 Construction of the footpath, kerb and channel on the development frontage to the road.
- 3.2.4 Drainage necessary to service the road frontage of the development from the centerline of the road to the property boundary.

Schedule 4 - Apportionment of charges to different networks

1. Apportionment of charges to different networks

- 1.1 For development for residential use, the percentage of the adopted infrastructure charge allocated to each network for development inside the PIA is set out in table S4.1.
- 1.2 For development for non-residential use, the percentage of the adopted infrastructure charge allocated to each network for development inside the PIA is set out in table S4.2.

Table S4.1 Development for Residential Use

Network	Percentage of adopted infrastructure charge
Transport	35%
Water supply	35%
Stormwater	20%
Parks & Community Land	10%

Table S4.2 Development for Non-residential Use

Network	Percentage of adopted infrastructure charge
<i>GFA component</i>	
Transport	50%
Water supply	40%
Parks & Community Land	10%
<i>Impervious area (IA) component</i>	
Stormwater	100%

Schedule 5 - Automatic increase provision

1. Apportionment of charges to different networks

- 1.1 There will be automatic increases in levied charges from when they are levied to when they are paid (an automatic increase provision). The amount of the increase will be calculated using the following formulae:

$$\text{ATAIC} = (\text{TAIC} \times \text{PPIA} / \text{PIB})$$

Where:

ATAIC is the adjusted total adopted infrastructure charge that may be levied for the development after taking account of credits, discounts, refunds, offsets and automatic increases provided for in this resolution

TAIC is the total adopted infrastructure charge that may be levied for the development after taking account of credits, discounts, refunds and offsets provided for in this resolution

PPIA is the PPI preceding the payment date

PIB is the PPI preceding the date the infrastructure charge was levied.

PPI is the **3-yearly PPI index average which** is defined by the *Sustainable Planning Act 2009* as the PPI index smoothed in accordance with the 3-year moving average quarterly percentage change between quarters.

PPI Index is defined by the *Sustainable Planning Act 2009* to mean the following:

(a) generally—the producer price index for construction 6427.0 (ABS PPI) index number 3101—Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics;

(b) if an index described in paragraph (a) ceases to be published—another similar index prescribed by regulation.

- 1.2 The automatic increase will not be more than the lesser of the following—

- 1.2.1 the difference between the levied charge and the maximum adopted charge the local government could have levied for the development when the charge is paid; or

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- 1.2.2 The increase for the PPI index for the period starting on the day the levied charge was levied and ending on the day it is paid, adjusted by reference to the 3-yearly PPI index average.

Schedule 6 - Cost of accelerated deterioration

The estimate of the cost of accelerated deterioration of the not fit-for-purpose road network outside of all Maranoa Region PIAs has been discounted to \$0.50 per tonne carried for the 2015-2016 financial year for the purpose of impact cost recovery. This amount is called the “discounted estimate of road impact costs”.

The discounted estimate of road impact costs is based on the use of local government not fit-for-purpose road networks outside the PIAs by heavy vehicles not associated with non-intensive agriculture.

If the Council sets a discounted estimate of road impact costs in a separate Council resolution for the Maranoa Region as a whole, then that amount will apply as the discounted estimate of road impact costs for this resolution.

Schedule 7 - Maps and trunk infrastructure networks

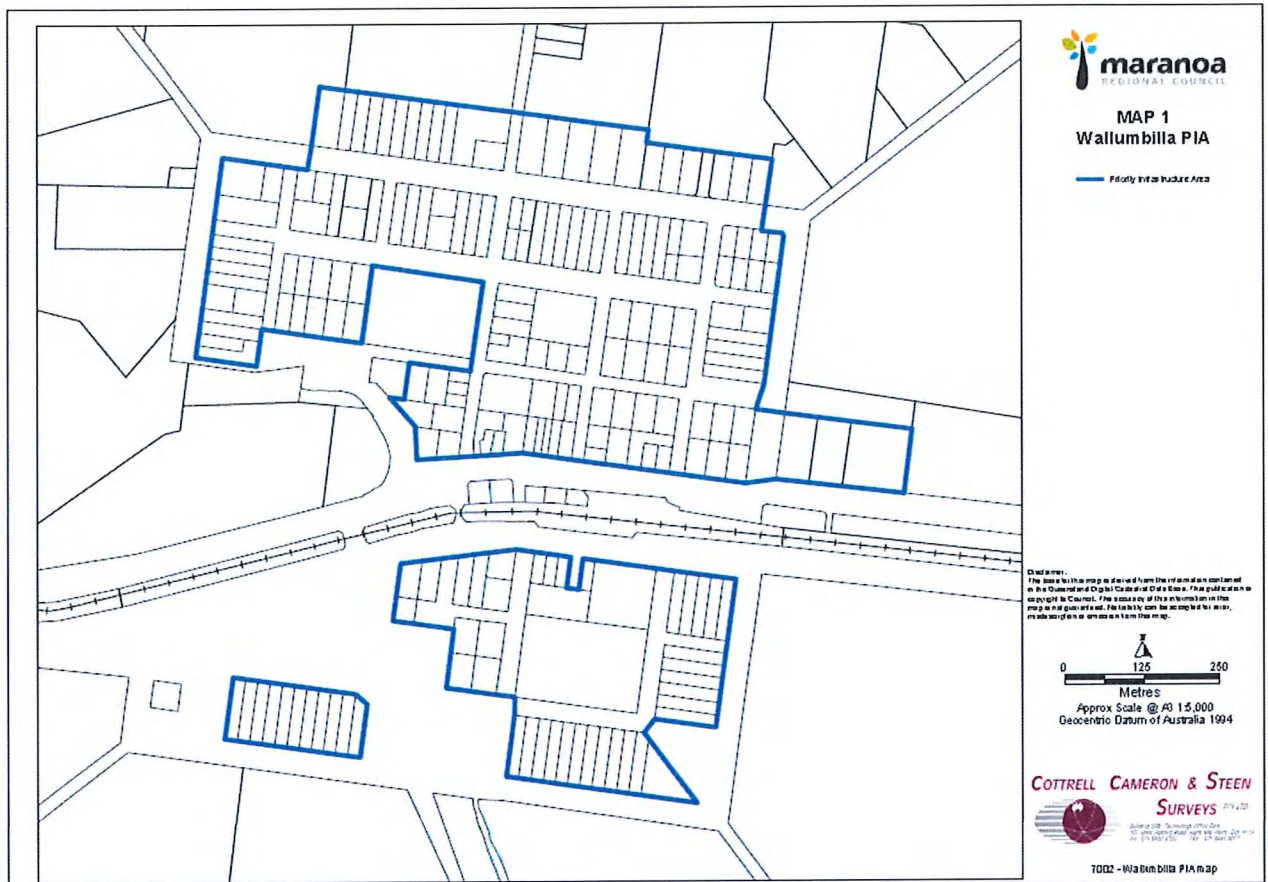
1. Maps

- 1.1 Map 1 Bendemere Shire PIA is the priority infrastructure area identified in the *State Planning Regulatory Provision (adopted charges) 2012* (SPRP) as "Map 3 Priority Infrastructure Plan Maranoa Regional Council Planning Scheme – Bendemere Shire Priority Infrastructure Area". This PIA is identified in this resolution as Map 1: Bendemere Shire PIA.
- 1.2 Trunk infrastructure shown in Maps 2-6 is identified as the trunk infrastructure for the local government area.

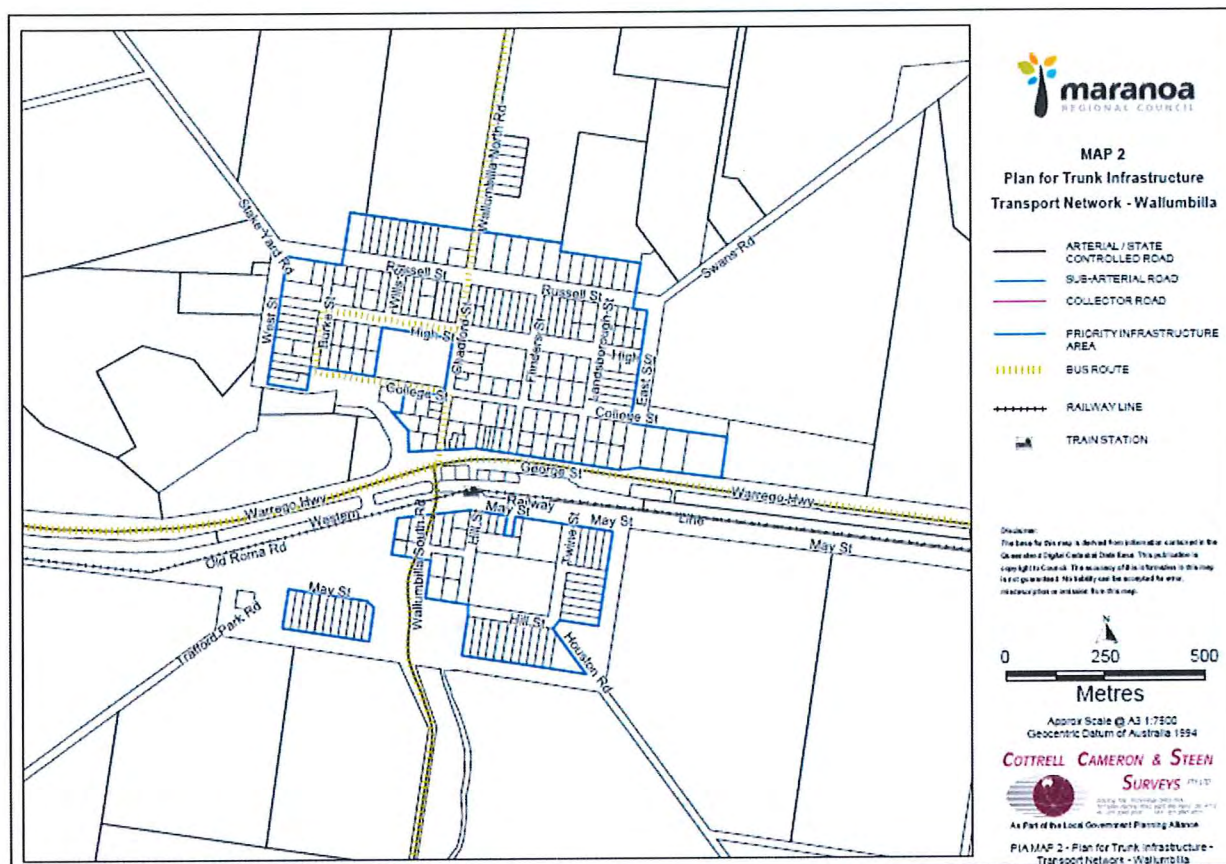
2. Trunk infrastructure

- 2.1 Until a priority infrastructure area plan is made —
 - 2.2.1 the trunk infrastructure shown in Maps 2-6 is identified as the trunk infrastructure for the local government area.
 - 2.2.2 the trunk infrastructure network or trunk infrastructure networks to which the adopted infrastructure charge applies are – *water supply, sewerage, stormwater, transport and parks and community facilities*.
 - 2.2.3 the standard of service for each network or network mentioned above is stated to be the standard set out in Schedule 8.

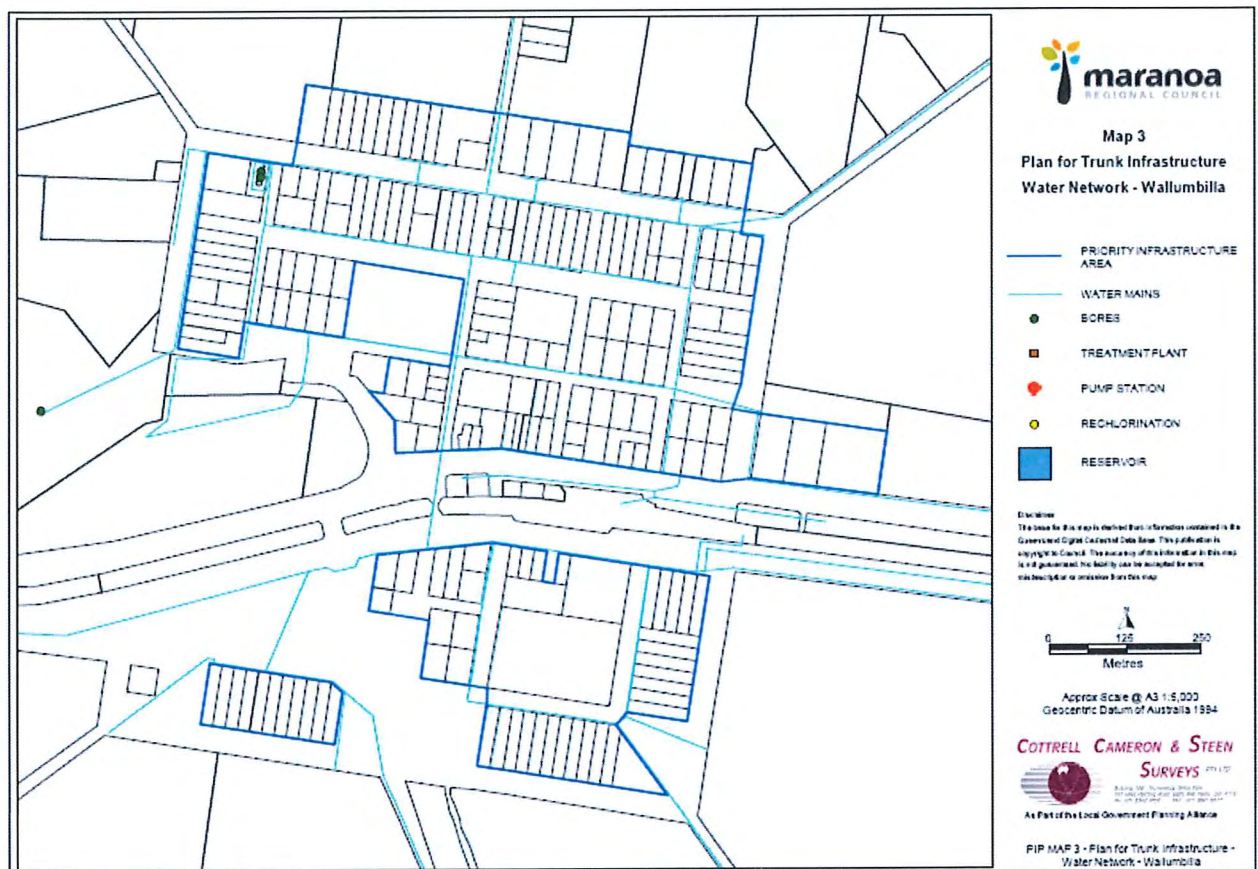
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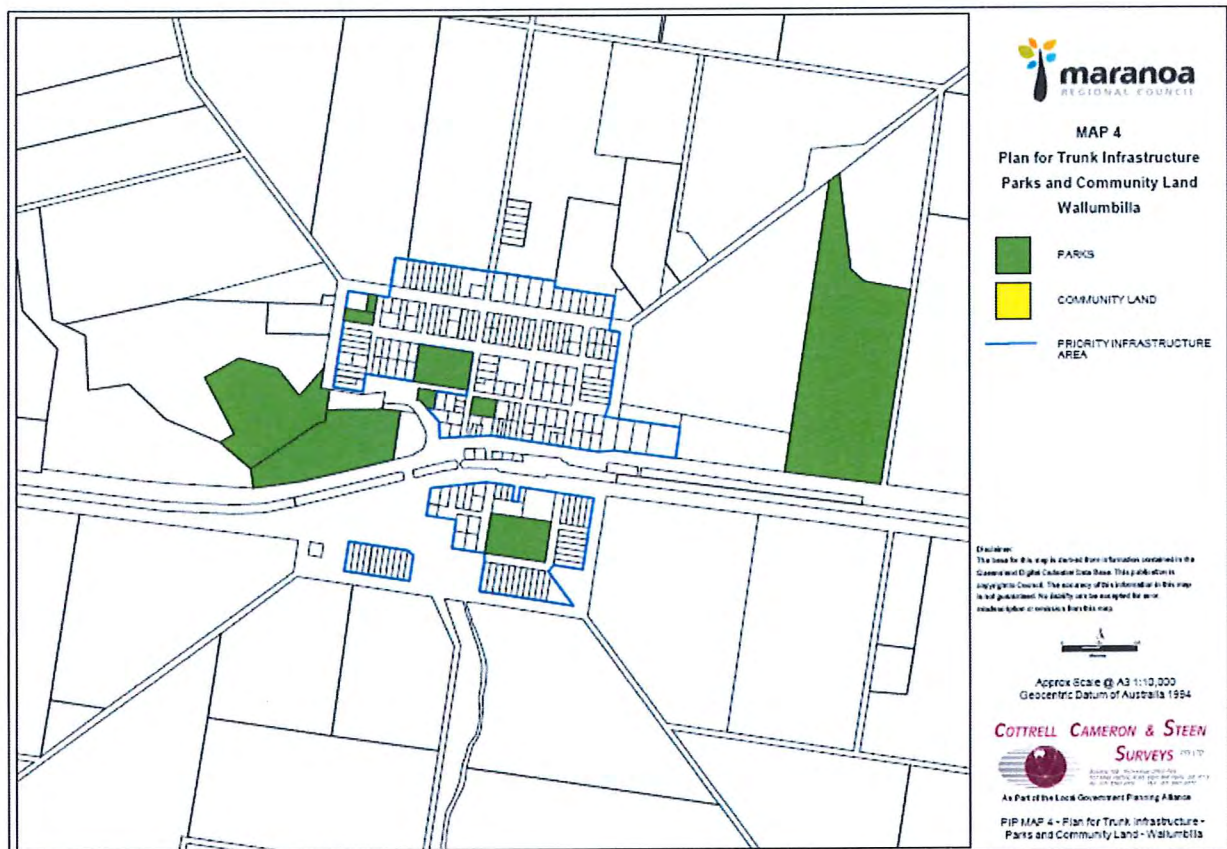
Adopted Infrastructure Charges Resolution (Bendemere) 2015



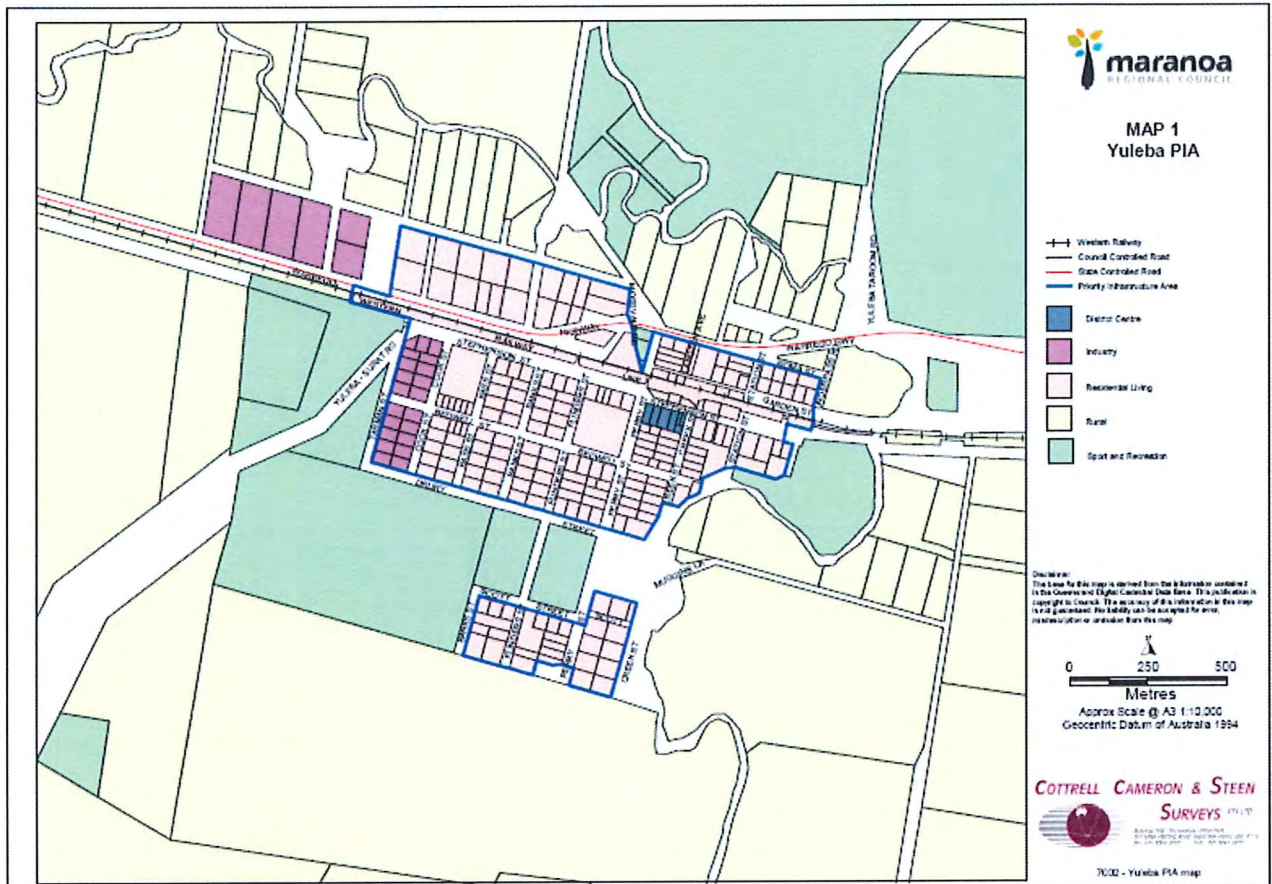
Adopted Infrastructure Charges Resolution (Bendemere) 2015



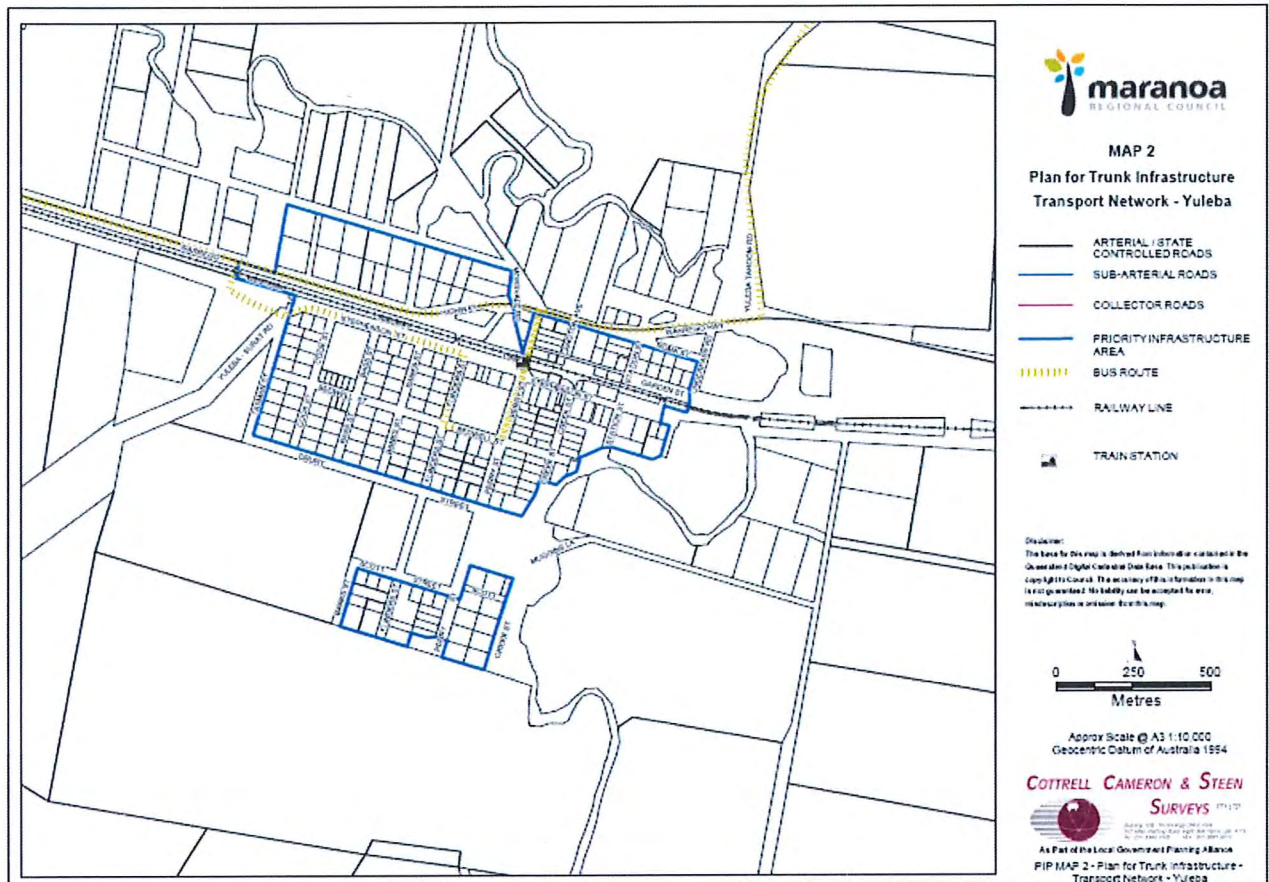
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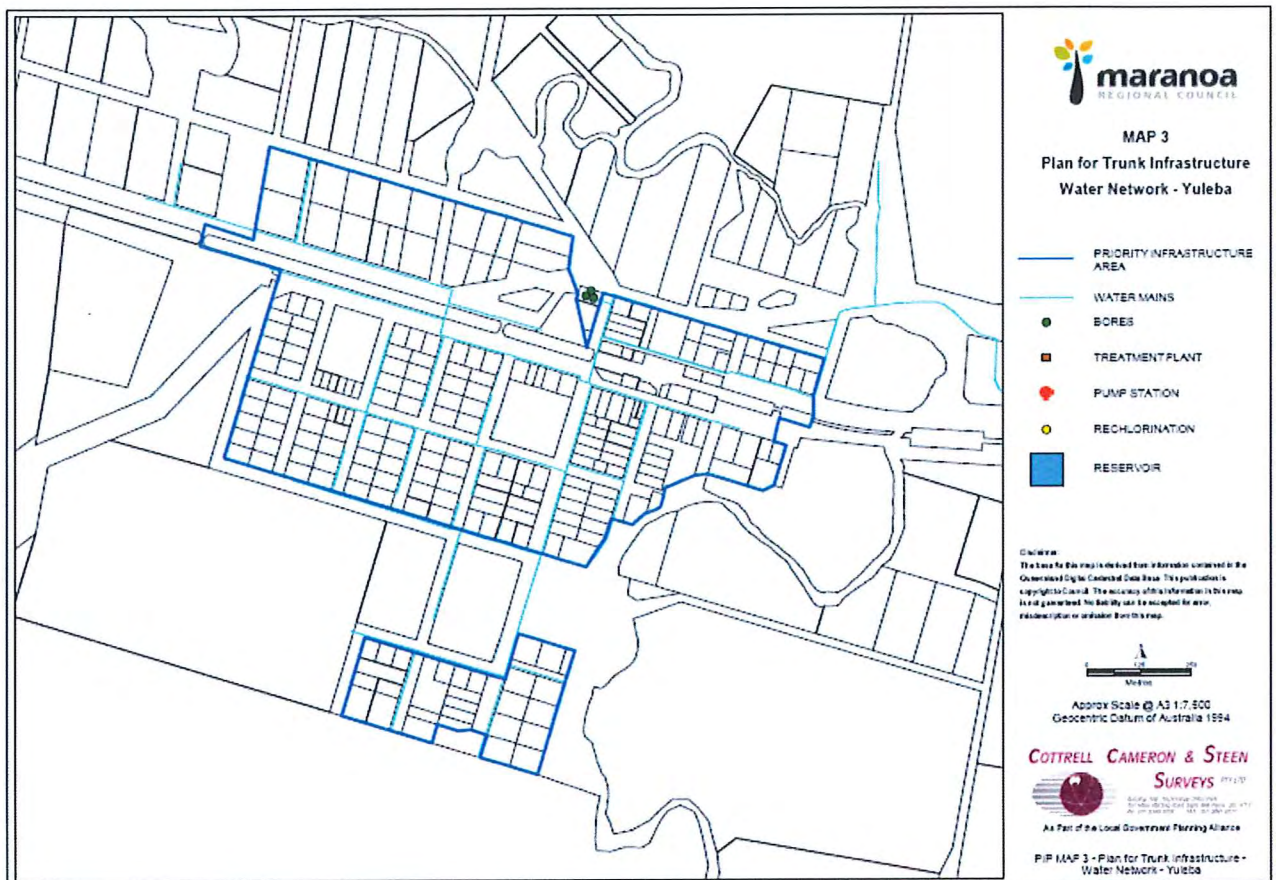
Adopted Infrastructure Charges Resolution (Bendemere) 2015



Adopted Infrastructure Charges Resolution (Bendemere) 2015



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MAP 4
Plan for Trunk Infrastructure
Parks and Community Land
Yuleba

LEGEND

- PARKS
- COMMUNITY LAND
- PRIORITY INFRASTRUCTURE AREA

Scale
0 250 500
Metres
Approx Scale @ A3 1:12,500
Geocentric Datum of Australia 1994

COTTRELL CAMERON & STEEN SURVEYS
As Part of the Local Government Planning Alliance

PIP MAP 4 - Plan for Trunk Infrastructure - Parks and Community Land - Yuleba

Schedule 8 - Desired Standards of Service

1. Water supply network desired standards of service

Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Reliability / Continuity of Supply	All development receives a reliable supply of potable water, with minimal interruptions to their service.	- Standards in Planning Scheme Schedule 4 – Standards for Water Supply - Customer Service Standards - Customer Service Obligations
Adequacy of Supply	All development is provided with a water supply which is adequate for the intended use.	- Water Service Association of Australia Codes - IPWEA Standards - Standards in Planning Scheme Schedule 4 – Standards for Water Supply - Customer Service Standards
Quality of Supply	Provide a uniform water quality in accordance with recognised standards which safeguards community health and is free from objectionable taste and odour.	- The <i>Australian Drinking Water Guidelines</i> developed by the National Health and Medical Research Council - St Standards in Planning Scheme Schedule 4 – Standards for Water Supply
Environmental Impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	- Compliance with the requirements of the <i>Environmental Protection Act, 1994</i> and associated Environmental Protection Policies and the <i>Water Act, 2000</i>. - Standards in Planning Scheme Schedule 8 – Environmental Management Plan Guidelines
Pressure and Leakage Management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	- System Leakage Management Plan (<i>Chapter 3, Part 3, Division 1A Water Act 2000</i>) <i>Water Supply(Safety and Reliability Act), 2008</i>
Infrastructure Design / Planning Standards	Design of the water supply network will comply with established codes and standards.	- Water Services Association of Australia – WSA 03 – 2002 – <i>Water Supply Code of Australia</i> <i>Australian Drinking Water Guidelines</i> - National Health and Medical Research Council <i>Planning Guidelines for Water Supply and Sewerage</i> - Department of Natural Resources and Water - Standards in Planning Scheme Schedule 4 – Standards for Water Supply

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Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Reliability / Continuity of Supply	All development receives a reliable supply of potable water, with minimal interruptions to their service.	• Customer Service Standards • Customer Service Obligations
Adequacy of Supply	All development is provided with a water supply which is adequate for the intended use.	• Water Service Association of Australia Codes • IPWEA Standards • Standards in Planning Scheme Schedule 4 – Standards for Water Supply • Customer Service Standards
Quality of Supply	Provide a uniform water quality in accordance with recognised standards which safeguards community health and is free from objectionable taste and odour.	• The <i>Australian Drinking Water Guidelines</i> developed by the National Health and Medical Research Council • Standards in Planning Scheme Schedule 4 – Standards for Water Supply
Environmental Impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	• Compliance with the requirements of the <i>Environmental Protection Act, 1994</i> and associated Environmental Protection Policies and the <i>Water Act, 2000</i>. • Standards in Planning Scheme Schedule 8 – Environmental Management Plan Guidelines
Pressure and Leakage Management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	• System Leakage Management Plan (<i>Chapter 3, Part 3, Division 1A Water Act 2000</i>) • <i>Water Supply(Safety and Reliability Act), 2008</i>
Infrastructure Design / Planning Standards	Design of the water supply network will comply with established codes and standards.	• Water Services Association of Australia – WSA 03 – 2011 – <i>Water Supply Code of Australia</i> • <i>Australian Drinking Water Guidelines</i> - National Health and Medical Research Council • <i>Planning Guidelines for Water Supply and Sewerage</i> - Department of Natural Resources and Water • Standards in Planning Scheme Schedule 4 – Standards for Water Supply

2. Stormwater network desired standard of service

Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Quantity	Collect and convey the design storm event in natural and engineered channels, a piped drainage network and system of overland flow paths to a lawful point of discharge in a safe manner that minimises the inundation of habitable rooms and protects life.	• <i>Queensland Urban Drainage Manual</i> - NRW • Standards in Planning Scheme Schedule 6 – Standards for Stormwater Drainage
Quality	The water quality of urban catchments and waterways are managed to protect and enhance environmental values and pose no health risk to the community.	• Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy • <i>Queensland Water Quality Guidelines 2006</i> – Environmental Protection Agency (where local guidelines do not exist) • <i>National Water Quality Guidelines</i> – National Water Quality Management Strategy (where local or regional guidelines do not exist)
Environmental Impacts	Adopt water sensitive urban design practices and on site water quality management to achieve EPA water quality objectives.	• Environmental Protection Agency requirements (section 42 Environmental Protection (Water) Policy 1997). • Standards in Planning Scheme Schedule 6 – Standards for Stormwater Drainage • Standards in Planning Scheme Schedule 8 – Environmental Management Plan Guidelines
Infrastructure Design / Planning Standards	Design of the stormwater network will comply with established codes and standards.	• <i>Queensland Urban Drainage Manual</i> - NRW • Standards in Planning Scheme Schedule 6 – Standards for Stormwater Drainage • <i>Natural Channel Design Guidelines</i>.
Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Quantity	Collect and convey the design storm event in natural and engineered channels, a piped drainage network and system of overland flow paths to a lawful point of discharge in a safe manner that minimises the inundation of habitable rooms and protects life.	• <i>Queensland Urban Drainage Manual</i> - NRW • Standards in Planning Scheme Schedule 6 – Standards for Stormwater Drainage

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Quality	The water quality of urban catchments and waterways are managed to protect and enhance environmental values and pose no health risk to the community.	- Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy <i>Queensland Water Quality Guidelines 2006</i> – Environmental Protection Agency (where local guidelines do not exist) <i>National Water Quality Guidelines</i> – National Water Quality Management Strategy (where local or regional guidelines do not exist)
Environmental Impacts	Adopt water sensitive urban design practices and on site water quality management to achieve EPA water quality objectives.	- Environmental Protection Agency requirements (section 42 Environmental Protection (Water) Policy 1997). - Standards in Planning Scheme Schedule 6 – Standards for Stormwater Drainage - Standards in Planning Scheme Schedule 8 – Environmental Management Plan Guidelines
Infrastructure Design / Planning Standards	Design of the stormwater network will comply with established codes and standards.	<i>Queensland Urban Drainage Manual</i> - NRW - Standards in Planning Scheme Schedule 6 – Standards for Stormwater Drainage <i>Natural Channel Design Guidelines</i>.
Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Reliability	All development has access to a reliable sewerage collection, conveyance, treatment and disposal system.	- Standards in Planning Scheme Schedule 5 – Standards for Sewerage Supply - Customer service standards - Customer service obligations
Quality of Treatment	Ensures the health of the community and the safe and appropriate level of treatment and disposal of treated effluent.	- Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy <i>Queensland Water Quality Guidelines 2006</i> – Environmental Protection Agency (where local guidelines do not exist) <i>National Water Quality Guidelines</i> – National Water Quality Management Strategy (where local or regional guidelines do not exist)
Environmental Impacts	The environmental impacts of the sewerage network are minimised in accordance with community expectations.	Compliance with the requirements of the <i>Environmental Protection Act, 1994</i> and associated Environmental Protection Policies

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		Standards in Planning Scheme Schedule 8 – Environmental Management Plan Guidelines
Effluent Re-use	Reuse effluent wherever possible.	<i>Guidelines for Sewerage Systems: Reclaimed Water</i> – February 2000 <i>Queensland Water Recycling Guidelines</i> – December 2005
Infrastructure Design / Planning Standards	Design of the sewerage network will comply with established codes and standards.	<i>Planning Guidelines for Water Supply and Sewerage</i> - NRW <i>Sewerage Code of Australia</i> - Water Services Association of Australia - WSA 02 – 2014. <i>Sewerage Pumping Station Code of Australia</i>- Water Services Association of Australia - WSA 04 – 2005.

3. Transport network desired standard of service

Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Road Network Design / Planning Standards	The road network provides a functional urban and rural hierarchy and freight routes which support settlement patterns and commercial and economic activities. Design of the road system will comply with established codes and standards.	<i>Road Planning and Design Manual</i> - Department of Transport and Main Roads - Australian Standards - AUSTROADS guides, including Austroads Guide to Traffic Management Part 3, 2009. - Standards in Planning Scheme Schedule 2 – Standards for Roads, Car Parking Access and Maneuvering Areas
Public Transport Design / Planning Standards	New urban development is designed to achieve safe walking distance to existing or potential bus stops or existing or proposed demand-responsive public transport routes.	- Design accords with the Performance Criteria set by the Department of Transport and Main Roads - AUSTROADS guides for road-based public transport and high occupancy vehicles
Cycleways and Pathways Design / Planning Standards	Cycleways and pathways provide a safe and convenient network which encourages walking and cycling as acceptable alternatives. Design of the network will comply with established codes and standards.	- Australian Standards - AUSTROADS guides –Part 14 (Chapter 10) <i>Queensland Streets Manual</i>

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Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Road Network Design / Planning Standards	The road network provides a functional urban and rural hierarchy and freight routes which support settlement patterns and commercial and economic activities. Design of the road system will comply with established codes and standards.	• <i>Road Planning and Design Manual</i> - Department of Transport and Main Roads • Australian Standards • AUSTROADS guides, including Austroads Guide to Traffic Management Part 3, 2009. • Standards in Planning Scheme Schedule 2 – Standards for Roads, Car Parking Access and Manoeuvring Areas
Public Transport Design / Planning Standards	New urban development is designed to achieve safe walking distance to existing or potential bus stops or existing or proposed demand-responsive public transport routes.	• Design accords with the Performance Criteria set by the Department of Transport and Main Roads • AUSTROADS guides for road-based public transport and high occupancy vehicles
Cycleways and Pathways Design / Planning Standards	Cycleways and pathways provide a safe and convenient network which encourages walking and cycling as acceptable alternatives. Design of the network will comply with established codes and standards.	• Australian Standards • AUSTROADS guides –Part 14 (Chapter 10) • <i>Queensland Streets Manual</i>

4. Public parks and land for community facilities desired standard of service

Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
Functional Network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.	• Parks and Community Land is provided at a local, district and LGA-wide level • Parks and community land addresses the needs of both recreation and sport. Nature conservation is also provided for but not part of the charging regime
Accessibility	Public parks will be located to ensure adequate pedestrian, cycle and vehicle access.	• Accessibility criteria are identified in Table 4.1. • Accessibility of land for community facilities will be determined at the time of assessment
Land Quality / Suitability	Public parks will be provided to a	• The rate of public park provision

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Measure	Planning Criteria (qualitative standards)	Design Criteria (quantitative standards)
• Area / 1000 persons • Minimum size • Maximum grade • Flood immunity	standard which supports a diverse range of recreational, sporting and health promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope and has an acceptable level of flood immunity.	is identified in Table 4.2 • The size for public parks is identified in Table 4.3. • The maximum gradient for public parks is identified in Table 4.4. • The minimum flood immunity for public parks is identified in Table 4.5.
Embellishments	Public parks contain a range of embellishments to complement the type and use of the park.	• Standard embellishments for each type of park are identified in Table 4.6.
Infrastructure Design / Performance Standards	Maximise opportunities to co-locate recreational parks in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	• Australian Standards

Table 4.1: Accessibility Standard

Infrastructure Type	Accessibility Standard		
	Local	District	Area of Planning Scheme
Recreation park	Park or node ¹ within 500 m safe walking distance.	Park or node within 2-5 km.	Park/precinct based on specific feature or location – serves whole of planning scheme area.
Sport park	No formal provision.	Sporting Park within 5-10 km of residential and village areas.	1-3 Parks serves whole of area for regional competition or is base for competition within area.

Table 4.2: Rate of park provision

Infrastructure Type	Rate of provision (Ha/1000 people)		
	Local	District	Area of Planning Scheme
Recreation park	1.5	1.0	0.5
Sport park	N/A	1.0	0.4

Table 4.3: Size of parks

Infrastructure Type	Size (Ha)		
	Local	District	Area of Planning Scheme
Recreation park	1.5 Ha (2.0 Ha if a node).	2 Ha usable area	More than 5 Ha
Sport park	No formal provision.	5 Ha minimum	5-10 Ha

¹ Node is an area within a higher level park or within other open space (e.g. a waterway corridor) that is developed for play and picnic use.

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Table 4.4: Maximum grade desired for parks

Infrastructure Type	Maximum Gradient		
	Local	District	Area of Planning Scheme
Recreation park	1:20 for main use area 1:6 for remainder	1:20 for main use area Variable for remainder	1:20 for use areas Variable for remainder
Sport park	N/A	1:50 for field and court areas 1:10 for remainder	1:50 for all playing surfaces

Table 4.5: Minimum desired flood immunity for parks

Infrastructure Type	Minimum flood immunity (%)								
	Local			District			Area of Planning Scheme		
Flood Immunity	>Q5	>Q50	>Q100	>Q5	>Q50	>Q100	>Q5	>Q50	>Q100
Recreation park	50%	15%	0%	70%	30%	5%	90%	40%	10%
Sport park	N/A	N/A	N/A	70%	30%	5%	90%	40%	10%

Table 4.6: Standard embellishments for parks

Embellishment type	Recreation parks			Sport parks	
	Local	District	Area of Planning Scheme	District	Area of Planning Scheme
Internal Roads	N/A	N/A	If needed	N/A	Network as required
Parking	On street	Off street unless sufficient on-street available	Off street or dedicated on street parking, possibly in several locations	Off street parking provided as central hubs to facilities	Off street parking provided as central hubs to facilities
Fencing/Bollards	Bollards to prevent car access	Bollards to prevent car access	Range of fencing, boundary definition styles as appropriate to location	Bollards to prevent car access	Fencing and bollards to control access to site as well as limiting internal traffic access to fields and facilities.
Lighting	Safety lighting provided by street lights	For car park, toilets, youth space and picnic area	For car park, toilets, picnic areas and active recreation facilities	For car park, toilets, security lighting for buildings. Field lighting responsibility.	For car park, toilets, security lighting for buildings. Field lighting responsibility.
Toilet	Generally not provided	Usually provided	Provided	Provided if not being provided as part of club facilities	Provided by clubs as part of club facilities
Paths (pedestrian/cycle)	On footpath and providing access to boundary	Paths and links to park and within park	Internal links to facilities	Bikeway links to park. Internal links to facilities	Internal links to facilities
Shade structures	Shade from trees or structures provided for play areas and picnic node	Built shade for play and picnic facilities if insufficient natural shade	Shade for picnic facilities and all use nodes. Combination of natural and built.	Perimeter shade from appropriate tree species.	Perimeter shade from appropriate tree species.
Seating, tables and BBQ	1-2 tables 2+ seats BBQ's normally not provided	2+ sheltered tables 4+ seats BBQ's usually provided	Multiple picnic nodes, BBQ's and shelters provided	Not provided except as recreation nodes. 2-4 perimeter seats	Not provided except as recreation nodes. 2 perimeter seats per field
Taps/irrigation	1-2 drinking taps/fountains	2+ drinking fountains for picnic areas. Taps near active recreation	In ground irrigation for landscaped areas. Drinking fountains	Taps located on built facilities and near fields.	In ground irrigation for fields. Taps located on built facilities and 1 per field

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		areas.	and taps provided at picnic and active nodes.		
Bins	Provided	Provided	Provided	Provided	Provided
Landscaping (including earthworks, irrigation, and revegetation)	Ornamental plantings. Shade species. Buffer plantings with other nodes.	Enhancement plantings and shade plantings along with screening and buffers.	Significant works including plantings, features and public art.	Planted buffer areas adjacent to residential areas. Screening/buffer plantings for recreation nodes.	Planted buffer areas adjacent to residential areas. Screening/buffer plantings for recreation nodes.
Playgrounds	1 play event provided	Larger playground multiple play events provided.	Large playgrounds and possibly multiple locations.	Not provided except as part of recreation node.	Not provided except as part of recreation node.
Youth active and informal facilities		Youth "active facilities" provided - bike tracks, youth space etc.	Youth "active facilities" provided - bike tracks, youth space etc.	Not provided except as public access to sporting fields	Not provided except as public access to sporting fields or as dedicated facility (e.g. skate park)

5. Latest versions

- 5.1 To remove all doubt, the latest versions of reference documents listed in the desired standards of service apply to any development for a use.
- 5.2 The latest version is the version current and applicable to an approval at the time each required approval is given.
- 5.3 To remove all doubt, the versions of reference documents used in determining the desired standards of service for setting adopted infrastructure charges are the versions listed in the tables at the time this resolution was adopted.

Schedule 9 – Temporary use

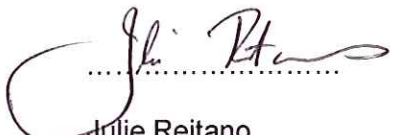
1. Apportionment of charges for temporary use

- 1.1 This schedule deals with the infrastructure charges for temporary uses.
- 1.2 Temporary uses are assessed on case-by-case basis because some temporary uses can have significant up-front impacts while others have minimal impacts.
- 1.3 For transparency of decision making, the following considerations apply to temporary uses:
 - 1.3.1 Infrastructure networks used.
 - 1.3.2 Up-front infrastructure network requirements.
 - 1.3.3 On-going infrastructure network requirements.
 - 1.3.4 Duration of use.
- 1.4 General rules – inside and outside PIA:
 - 1.4.1 If use is less than 1 year without up-front infrastructure network requirements, no charge.
 - 1.4.2 If use is more than 1 year but less than 2 years without up-front infrastructure network requirements, 20% of the equivalent adopted infrastructure charge for a permanent use.
 - 1.4.3 If use is more than 1 year but less than 5 years without up-front infrastructure network requirements, 40% of the equivalent adopted infrastructure charge for a permanent use.
 - 1.4.4 If use is more than 5 year but less than 10 years without up-front infrastructure network requirements, 70% of the equivalent adopted infrastructure charge for a permanent use.
 - 1.4.5 If use is less than 1 year but requires up-front infrastructure network requirements, cost of up-front infrastructure.
 - 1.4.6 If use is more than 1 year but less than 2 years but requires up-front infrastructure network requirements, cost of up-front infrastructure and 20% of the equivalent adopted infrastructure charge for a permanent use.
 - 1.4.7 If use is more than 1 year but less than 5 years but requires up-front infrastructure network requirements, cost of up-front infrastructure and 40% of the equivalent adopted infrastructure charge for a permanent use.

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- 1.4.8 If use is more than 5 year but less than 10 years but requires up-front infrastructure network requirements, cost of up-front infrastructure and 70% of the equivalent adopted infrastructure charge for a permanent use.
- 1.4.9 Any use for longer than 10 years is classed as a permanent use.
- 1.4.10 Credits, discounts, offsets and refunds are the same as for permanent uses inside and outside the PIA respectively for networks used, providing the infrastructure provided is permanent.

I certify that this is a true copy of Council's *Adopted Infrastructure Charges Resolution (Bendemere) 2015* made on 24th June 2015.


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Julie Reitano
Chief Executive Officer
Date: 24/6/15