

# **Western Downs Regional Council**

## **Infrastructure Charges Resolution (No. 7.1) 2017**

I certify that this document is a true copy of the Resolution adopted by Council on 13 December 2017:

**Ross Musgrove**  
**CHIEF EXECUTIVE OFFICER**

Dated: **13 December 2017**

## Western Downs Regional Council Infrastructure Charges Resolution (No. 7.1) 2017

### Contents

---

	Page
<b>Part 1</b>	
<b>Introduction.....</b>	<b>4</b>
<b>1. Preliminary .....</b>	<b>4</b>
<b>1.1 Short Title</b>	<b>4</b>
<b>1.2 <i>Planning Act 2016</i></b>	<b>4</b>
<b>1.3 Effect</b>	<b>4</b>
<b>1.4 Purpose of the Resolution</b>	<b>4</b>
<b>1.5 Interpretation</b>	<b>5</b>
<b>2. Application of the Resolution.....</b>	<b>5</b>
<b>2.1 Application to the Local Government Area</b>	<b>5</b>
<b>2.2 Application to Particular Development</b>	<b>5</b>
<b>2.3 Priority Infrastructure Area</b>	<b>7</b>
<b>2.4 Charge Area</b>	<b>7</b>
<b>Part 2</b>	
<b>Infrastructure Charge.....</b>	<b>8</b>
<b>3. Infrastructure Charge.....</b>	<b>8</b>
<b>3.1 Purpose</b>	<b>8</b>
<b>3.2 Calculation of Infrastructure Charge</b>	<b>8</b>
<b>3.3 Charge Rates</b>	<b>8</b>
<b>3.4 Credit</b>	<b>12</b>
<b>4. Administration of Infrastructure Charge .....</b>	<b>15</b>
<b>4.1 Purpose</b>	<b>15</b>
<b>4.2 Development Subject to Infrastructure Charge</b>	<b>15</b>
<b>4.3 Subsidy for an Infrastructure Charge</b>	<b>15</b>

	<b>4.4</b>	<b>Time of Payment of an Infrastructure Charge</b>	<b>15</b>
	<b>4.5</b>	<b>Conditions for Necessary Trunk Infrastructure</b>	<b>16</b>
	<b>4.6</b>	<b>Trunk Infrastructure</b>	<b>16</b>
	<b>4.7</b>	<b>Conversion Applications</b>	<b>17</b>
	<b>4.8</b>	<b>Alternatives to Paying an Infrastructure Charge</b>	<b>18</b>
<b>5.</b>		<b>Allocation of Infrastructure Charge to Trunk Infrastructure Networks</b>	<b>20</b>
		.....	
	<b>5.1</b>	<b>Purpose</b>	<b>20</b>
	<b>5.2</b>	<b>Allocation of Infrastructure Charge</b>	<b>20</b>
<b>Schedule 1</b>	<b>Dictionary</b>	.....	<b>21</b>
<b>Schedule 2</b>	<b>Maps</b>	.....	<b>23</b>
<b>Schedule 3</b>	<b>Method for Re-calculating Establishment Cost (Work Contribution)</b>		<b>35</b>
<b>Schedule 4</b>	<b>Method for Re-calculating Establishment Cost (Land Contribution)</b>		<b>37</b>

## **Western Downs Regional Council Infrastructure Charges Resolution (No. 7.1) 2017**

### **Part 1                    Introduction**

#### **1.        Preliminary**

##### **1.1       Short Title**

The Infrastructure Charges Resolution may be cited as *Infrastructure Charges Resolution (No. 7.1) 2017*.

##### **1.2       *Planning Act 2016***

- (1)       The Resolution is made pursuant to the *Planning Act 2016*.
- (2)       The Resolution is to be read in conjunction with the following:
  - (a)       the Infrastructure Planning Regulation; and
  - (b)       the applicable local planning instruments.
- (3)       The Resolution is attached to but does not form part of the applicable local planning instruments.

##### **1.3       Effect**

The Resolution has effect on and from 21 December 2017.

##### **1.4       Purpose of the Resolution**

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

- (a)       an infrastructure charge for the following trunk infrastructure networks:
  - (i)       water network;
  - (ii)       sewerage network;
  - (iii)       stormwater network;
  - (iv)       transport network;
  - (v)       parks and community facilities network;

- (b) other matters relevant to the infrastructure charge.

## **1.5 Interpretation**

- (1) The dictionary in Schedule 1 (Dictionary) of this Resolution defines particular words used in this Resolution.
- (2) A term defined in the *Planning Act 2016* which is used in the Resolution has the meaning given in the *Planning Act 2016*.
- (3) If a term is not defined in the Resolution or the *Planning Act 2016*, the term is to, subject to Section 14A (Interpretation best achieving Act's purpose) of the *Acts Interpretation Act 1954*, have the meaning assigned to it by the edition of the Macquarie Dictionary that is current at the date the Resolution takes effect.<sup>1</sup>

## **2. Application of the Resolution**

### **2.1 Application to the Local Government Area**

The Infrastructure Charges Resolution applies to the whole of the Local Government area, for applications decided by Council on or after 3 July 2017 and supersedes prior Infrastructure Charges Resolutions of Council.

### **2.2 Application to Particular Development**

- (1) The Infrastructure Charge applies to all development classes listed in Column 1 of Table 2.1 (Development Classes and Particular Development) and is included within the Development Class stated in Column 2 of Table 2.1 (Development Classes and Particular Development).
- (2) The Local Government is to allocate development not otherwise stated in Column 1 of Table 2.1 (Development Classes and Particular Development) to an applicable development class based on an assessment of use and demand.

---

<sup>1</sup> Section 14A(1) (Interpretation best achieving Act's purpose) of the *Acts Interpretation Act 1954* provides that in the interpretation of a provision of the Act the interpretation that will best achieve the purpose of the Act is to be preferred to any other interpretation.

**Table 2.1      Development Classes and Particular Development**

<b>Column 1 Development under an Applicable Local Planning Instrument</b>	<b>Column 2 Development Class</b>	<b>Column 3 Unit of Measurement for Infrastructure Charge</b>
<b>Residential Development:</b>		
Dwelling House	Dwelling	Per Dwelling Unit
Caretaker's Accommodation, Dual Occupancy, Dwelling Unit	Dwelling	Per Dwelling Unit
Non-resident Workforce Accommodation, Resort Complex, Short-term Accommodation	Accommodation (short-term)	Per Dwelling Unit
Relocatable Home Park, Tourist Park	Accommodation (short-term)	Per Suite/Site/Cabin
Community Residence, Residential Care Facility, Retirement Facility, Rooming Accommodation, Rural Workers' Accommodation	Accommodation (long-term)	Per Dwelling Site/Suite
Community Care Centre, Community Use, Function Facility, Funeral Parlour, Place of Worship	Places of Assembly	Per m <sup>2</sup> of GFA
Agricultural Supplies Store, Bulk Landscape Supplies, Garden Centre, Hardware and Trade Supplies, Outdoor Sales, Showroom, Wholesale Nursery	Commercial (Bulk Goods)	Per m <sup>2</sup> of GFA
Adult Store, Car Wash, Food and Drink Outlet, Service Station, Shop, Shopping Centre	Commercial (Retail)	Per m <sup>2</sup> of GFA
Health Care Services, Office, Sales Office, Veterinary Services	Commercial (Office)	Per m <sup>2</sup> of GFA
Child Care Centre, Educational Establishment	Education Facility	Per m <sup>2</sup> of GFA
Bar, Club, Hotel, Nightclub Entertainment Facility, Theatre	Entertainment	Per m <sup>2</sup> of GFA
Indoor Sport and Recreation	Indoor Sport and Recreational Facility	Per m <sup>2</sup> of (GFA less Court Area) plus Per m <sup>2</sup> of Court Area
Low Impact Industry, Marine Industry, Medium Impact Industry, Research and Technology Industry, Service Industry, Transport Depot, Warehouse	Industry	Per m <sup>2</sup> of GFA
High Impact Industry, Special Industry	High Impact Industry	Per m <sup>2</sup> of GFA
Animal Husbandry, Cropping,	Low Impact Rural	Nil Charge

<b>Column 1 Development under an Applicable Local Planning Instrument</b>	<b>Column 2 Development Class</b>	<b>Column 3 Unit of Measurement for Infrastructure Charge</b>
Permanent Plantation		
Aquaculture, Intensive Animal Industry, Intensive Horticulture, Rural Industry, Winery	High Impact Rural	Per m <sup>2</sup> of GFA
Detention Facility, Emergency Services, Hospital, Major Electricity Infrastructure, Renewable Energy Facility, Substation, Telecommunications Facility, Utility Installation	Essential Services	Per m <sup>2</sup> of GFA
Cemetery, Home Based Business, Landing, Market, Outstation, Park, Roadside Stall	Minor Uses	Not applicable
Air Services, Animal Keeping, Brothel, Crematorium, Environment Facility, Extractive Industry, Major Sport, Recreation and Entertainment Facility, Motor Sport Facility, Nature-based Tourism, Outdoor Sport and Recreation, Parking Station, Port Services, Tourist Attraction	Specialised Uses	Use and demand determined at time of assessment

### 2.3 Priority Infrastructure Area

The Priority Infrastructure Area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to 2026.

The Priority Infrastructure Area is identified on Local Government Infrastructure Plan Map LGIP-PIA in Part 4 of Western Downs Regional Council's current Planning Scheme.

### 2.4 Charge Area

A Charge Area for the calculation of a charge is identified on Map 2 Charge Areas in Schedule 2 (Maps).

Charge Area A includes all areas of the Western Downs Region (including Dalby, Chinchilla, Miles and Wandoan) not specifically nominated as Area B.

Area B applies to the Towns of Bell, Condamine, Jandowae, Meandarra, Tara and Warra as shown on the Charge Maps.

## **Part 2                    Infrastructure Charge**

### **3.        Infrastructure Charge**

#### **3.1       Purpose**

This section states calculation of the infrastructure charges to be levied by the Local Government under Section 113 of the *Planning Act 2016* for the water, sewerage, stormwater, transport and parks and community facilities networks.

#### **3.2       Calculation of Infrastructure Charge**

- (1)       An infrastructure charge is calculated as follows:

$$\text{AIC} = \text{AC} - \text{C}$$

Where:

AIC       is the infrastructure charge that may be levied for development.

AC       is the adopted charge for the trunk infrastructure networks to service the development stated in Section 3.3 (charge).

C       is the credit as stated in Section 3.4 (credit).

- (2)       For the purpose of calculating the infrastructure charge under Subsection (1):

- (a)       where development is not to be connected to a trunk infrastructure network, the levied charge for the development is to be reduced by the relevant proportion of the infrastructure charge allocated to that trunk infrastructure network as stated in Column 2 of Table 5.1 (Allocation of Infrastructure Charge to Trunk Infrastructure Networks); and
- (b)       where the premises is not connected to a trunk infrastructure network, the credit for the development is to be reduced by the relevant proportion of the infrastructure charge allocated to that trunk infrastructure network as stated in Columns 2, 3, 4 or 5 of Table 5.1 as applicable (Allocation of Infrastructure Charge to Trunk Infrastructure Networks); and
- (c)       where development is outside the Priority Infrastructure Area, the Local Government may impose conditions for additional trunk infrastructure costs.

#### **3.3       Charge Rates**

- (1)       The charge for Reconfiguring a Lot:



- (a) for residential development is stated in Table 3.3.1 (Charge for Reconfiguring a Lot in a Residential Planning Area);
- (b) for non-residential development is stated in Table 3.3.2 (Charge for Reconfiguring a Lot in a Planning Area Other than a Residential Planning Area), which comprises the following:
  - (i) the charge for the water, sewerage, transport and parks networks stated in Column 2;
  - (ii) the charge for the stormwater network stated in Column 3.

**Table 3.3.1 Charge for Reconfiguring a Lot in a Residential Planning Area (including Rural)**

Column 1 Charge Area	Column 2 Charge	
	Charge (\$)	Measure of Development
Charge Area A	25,200.00	Per lot
Charge Area B	14,000.00	Per lot

**Table 3.3.2 Charge for Reconfiguring a Lot in a Planning Area Other than a Residential Planning Area**

Column 1 Planning Area	Column 2 Charge for Water, Sewerage, Transport and Parks Networks			Column 3 Charge for Stormwater Network	
	Unit of Measure	Charge (\$)		Unit of Measure	Charge (\$)
		Charge Area A	Charge Area B		All Areas
Commercial Up to 1,000m <sup>2</sup>	Per m <sup>2</sup> of lot area	18	9	Per m <sup>2</sup> of lot area	2
Commercial 1,001m <sup>2</sup> to 4000m <sup>2</sup>	\$Charge total	\$18,000 plus 10 x (AREA - 1,000)	\$9,000 plus 5 x (AREA - 1,000)	Per m <sup>2</sup> of lot area	2
Commercial Over 4,000m <sup>2</sup>	Per m <sup>2</sup> of lot area	12	6	Per m <sup>2</sup> of lot area	2
All Commercial	Total Maximum Charge \$100,000/lot				
Industrial Up to 2,000m <sup>2</sup>	Per m <sup>2</sup> of lot area	18	9	Per m <sup>2</sup> of lot area	2

Industrial 2,001m <sup>2</sup> to 6000m <sup>2</sup>	\$Charge total	\$36,000 plus 9 x (AREA - 2,000)	\$18,000 plus 4.5 x (AREA - 2,000)	Per m <sup>2</sup> of lot area	2
Industrial Over 6,000m <sup>2</sup>	Per m <sup>2</sup> of lot area	12	6	Per m <sup>2</sup> of lot area	2
All Industrial	Total Maximum Charge \$100,000/lot				
Other	Nil Charge				

- (2) The charge for a Material Change of Use is stated in Table 3.3.3 (Charge for a Material Change of Use Development).
- (3) Development being a specialised use or other development not otherwise specified is to be determined by the Local Government based on an assessment of use and demand.

**Table 3.3.3 Charge for a Material Change of Use**

Column 1 Use	Column 2 Charge for Water, Sewerage, Transport Parks and Stormwater Networks		
	Unit of Measure	Charge (\$)	
		Charge Area A	Charge Area B
1 bedroom Dwelling	Per Dwelling Unit	15,000.00	7,500.00
2 bedroom Dwelling	Per Dwelling Unit	18,000.00	9,000.00
3 or more bedroom Dwelling	Per Dwelling Unit	25,200.00	12,500.00
Accommodation (short-term) 1 bedroom Dwelling Unit	Per Dwelling Unit	7,500.00	5,000.00
Accommodation (short-term) 2 bedroom Dwelling Unit	Per Dwelling Unit	9,000.00	6,000.00
Accommodation (short-term) Caravan Park	Per Caravan Site	1,500.00	1,500.00
Accommodation (short-term) Caravan Park	Per Tent Site	No charge	No charge
Accommodation (short-term) 3 or more bedroom Dwelling Unit	Per Dwelling Unit	12,600.00	8,400.00
Accommodation (long-term)	Per Dwelling Unit	13,000.00	8,500.00

Column 1 Use	Column 2 Charge for Water, Sewerage, Transport Parks and Stormwater Networks		
	Unit of Measure	Charge (\$)	
		Charge Area A	Charge Area B
1 bedroom Dwelling Unit			
Accommodation (long-term) 2 bedroom Dwelling Unit	Per Dwelling Unit	15,000.00	10,000.00
Accommodation (long-term) 3 or more bedroom Dwelling Unit	Per Dwelling Unit	19,000.00	12,500.00

**Table 3.3.3 Charge for a Material Change of Use (Cont'd)**

Column 1 Use	Column 2 Charge for Water, Sewerage, Transport and Parks Networks			Column 3 Charge for Stormwater Network	
	Unit of Measure	Charge (\$)		Unit of Measure	Charge (\$)
		Charge Area A	Charge Area B		All Charge Areas
Places of Assembly	Per m <sup>2</sup> of GFA	59.50	35.00	Per m <sup>2</sup> impervious area	4
Commercial (Bulk Goods)	Per m <sup>2</sup> of GFA	119.00	70.00	Per m <sup>2</sup> impervious area	4
Commercial (Retail)	Per m <sup>2</sup> of GFA	153.00	90.00	Per m <sup>2</sup> impervious area	4
Commercial (Office)	Per m <sup>2</sup> of GFA	119.00	70.00	Per m <sup>2</sup> impervious area	4
Education Facility	Per m <sup>2</sup> of GFA	110.00	70.00	Per m <sup>2</sup> impervious area	4
Entertainment	Per m <sup>2</sup> of GFA	170.00	100.00	Per m <sup>2</sup> impervious area	4
Indoor Sport and Recreational Facility	Per m <sup>2</sup> of GFA less Court Area plus Per m <sup>2</sup> of Courts	170.00  17.00	100.00  10.00	Per m <sup>2</sup> impervious area	4
Industry	Per m <sup>2</sup> of GFA	42.50	25.00	Per m <sup>2</sup>	4

Column 1 Use	Column 2 Charge for Water, Sewerage, Transport and Parks Networks			Column 3 Charge for Stormwater Network	
	Unit of Measure	Charge (\$)		Unit of Measure	Charge (\$)
		Charge Area A	Charge Area B		All Charge Areas
				impervious area	
High Impact Industry	Per m <sup>2</sup> of GFA	59.50	35.00	Per m <sup>2</sup> impervious area	4
Low Impact Rural	Nil Charge				
High Impact Rural	Per m <sup>2</sup> of GFA	17.00	10.00	Per m <sup>2</sup> impervious area	4
Essential Services	Per m <sup>2</sup> of GFA	119.00	70.00	Per m <sup>2</sup> impervious area	4
Specialised Uses	Use and demand determined at time of assessment				
Minor Uses	Nil Charge				

### 3.4 Credit

- (1) The credit for the premises is an amount which is the greater of the following:
  - (a) the amount of a previous infrastructure charge paid for the development of the premises;
  - (b) where an applicant can provide evidence of a previous financial contribution paid for trunk infrastructure for the premises, the amount of the financial contribution paid;
  - (c) where the premises is not subject to an existing lawful use, the amount stated for a charge in Table 3.3.1 (Charge for Reconfiguring a Lot in a Residential Planning Area) for each existing lot within the premises, proportional to the networks servicing the lot;
  - (d) for demand on trunk infrastructure generated by development, the greater of the following:

- (i) if the premises is subject to an existing lawful use that places demand upon the trunk infrastructure networks - the demand generated for the existing lawful use worked in accordance with Section 3.1(e);
  - (ii) if the premises is subject to a previous lawful use that placed demand upon the trunk infrastructure networks - the demand generated for the previous lawful use worked out in accordance with Section 3.1(e);
  - (iii) if the premises is subject to other development that may be lawfully carried out without the need for a further development permit that places demand upon the trunk infrastructure networks - the demand generated for the other development worked out in accordance with Section 3.1(1)(e).
- (e) the credit for demand in trunk infrastructure generated by development is to be worked out as follows:
  - (i) for development that is Reconfiguring a Lot in a Residential Planning Area - the relevant charge in Column 2 of Table 3.3.1 (Charge for Reconfiguring a Lot in a Residential Planning Area) multiplied by each existing lot that places demand upon the trunk infrastructure networks;
  - (ii) for residential development - the relevant charge in Column 2 of Table 3.3.3 (Charge for a Material Change of Use) multiplied by each corresponding unit of measure that places demand upon the trunk infrastructure networks;
  - (iii) for commercial development where the premises' Development Class is Commercial - \$40,320 multiplied by each existing commercial lot that places demand upon the trunk infrastructure networks;
  - (iv) for industrial development where the premises' Development Class is Industry - \$63,000 multiplied by each existing industrial lot that places demand upon the trunk infrastructure networks;
  - (v) for non-residential development - the relevant charge in Column 2 of Table 3.3.3 (Charge for a Material Change of Use) multiplied by each corresponding unit of measure that places demand upon the trunk infrastructure networks.
- (2) Where the credit is more than the charge calculated under Section 3.3, no refund shall be payable by Council to the applicant and the infrastructure charge applicable will be nil.

- (3) The credit shall only be applied against the charge related to the relevant development application and not against any other related application charge.

## **4. Administration of Infrastructure Charge**

### **4.1 Purpose**

Section 4 states how an infrastructure charge levied by the Local Government is to be administered.

### **4.2 Development Subject to Infrastructure Charge**

The Local Government may levy an infrastructure charge on the following development:

- (a) a Reconfiguring a Lot;
- (b) a Material Change of Use of premises.

### **4.3 Subsidy for an Infrastructure Charge**

The Local Government has not identified a subsidy for an infrastructure charge for a certain lot or use, or type of lot or use.

### **4.4 Time of Payment of an Infrastructure Charge**

- (1) An infrastructure charge is payable at the following time:
  - (a) if the charge applies to Reconfiguring a Lot — when the Local Government approves the plan of subdivision for the reconfiguration; or
  - (b) if the charge applies to a Material Change of Use — when the change of use happens; or
  - (c) if paragraphs (a) and (b) do not apply — on the day stated in the Infrastructure Charges Notice or Negotiated Infrastructure Charges Notice.
- (2) An automatic increase provision will be applied to the infrastructure charge levied by Council at the time of payment, where the increased charges are less than the maximum adopted charge set by the State Government for that type of development under the current Infrastructure Planning Regulation.

Where applicable, the Producer Price Index Australia (Table 17 Index No. 3101 Queensland A23333727L) will be applied, up to the maximum charge under the infrastructure planning regulation, for the period starting on the day the charge is levied and ending on the day it is paid.

#### 4.5 Conditions for Necessary Trunk Infrastructure

- (1) Pursuant to Section 128 of the *Planning Act 2016*, the Local Government may condition the construction of trunk infrastructure within the Priority Infrastructure Area necessary to service the premises.
- (2) The applicant will be entitled to an offset of levied charges equal to the value of the trunk infrastructure, calculated in accordance with Rawlinson's Australian Construction Handbook, or using the construction contract price for the trunk components, and consistent with Section 129. An applicant may make an application under Section 137 of the *Planning Act 2016* for the re-calculation of the establishment cost. This re-calculation will be made in accordance with the process outlined in Schedule 3: Method for Re-calculating Establishment Cost (Work Contribution).
- (3) Where the trunk infrastructure includes dedication of land in fee simple, the value of the offset will be equal to the valuation allocated by a registered valuer. An applicant may make an application under Section 137 of the *Planning Act 2016* for the re-calculation of the establishment cost. This re-calculation will be made in accordance with the process outlined in Schedule 4: Method for Re-calculating Establishment Cost (Land Contribution).
- (4) Where the value of the offset exceeds the value of the charge, a refund will be paid by the Local Government.

#### 4.6 Trunk Infrastructure

- (1) Trunk infrastructure is defined as:
  - (a) infrastructure which is required to service multiple premises other than the subject premises; and
  - (b) generally consistent with Table 4.1 Definition of Trunk Infrastructure; and
  - (c) meets the desired standard of service in Schedule 5; and
  - (d) is shown on the plans for trunk infrastructure in Schedule 6.

**Table 4.1 Definition of Trunk Infrastructure**

Network	System	Items
---------	--------	-------



Network	System	Items
Water	Bulk Supply	Water sources (dams, bores, bulk supply mains, desalination facilities); Raw water mains (including associated pump stations and fittings); Water treatment facilities (including recycled water treatment facilities).
	Distribution	Reservoirs and storage facilities; Re-chlorination facilities; Distribution mains generally $\geq 200\text{mm}$ diameter; Associated pump stations and fittings; Associated monitoring and control systems.
Sewer	Reticulation	Rising mains; Gravity sewers generally $\geq 225\text{mm}$ diameter; Associated pump stations, manholes and fittings; Odour and corrosion control systems; Associated monitoring and control systems.
	Sewerage Treatment	Sewerage treatment plants; Storage facilities; Release systems; Associated monitoring and control systems.
Stormwater Management	Quantity	Major natural waterways; Regional overland flow paths/channels (natural and constructed); Piped drainage (including pipes $\geq 600\text{mm}$ diameter, culverts, manholes, inlets and outlets); Regional detention and retention facilities.
	Quality	Regional wetlands; Riparian corridors for rivers; Bank stabilisation, erosion protection and revegetation of rivers.
Transport	Local Government	Urban collector roads; Associated intersections, traffic lights, lighting, bridges, culverts, kerb and channel, local road drainage, on-road cycleways.
Public Parks	Public Parks	Land, works and embellishments for district and Local Government-wide parks for formal and informal recreational and sporting purposes.

#### 4.7 Conversion Applications

- (1) In accordance with Section 138 of the *Planning Act 2016*, this section applies where:
  - (a) a development approval requires the construction of non-trunk infrastructure; and
  - (b) the construction of the non-trunk infrastructure has not commenced.

- (2) An applicant may apply, in writing, to the Local Government to have non-trunk infrastructure converted to trunk and eligible for an offset. The Local Government will consider the application, and may request further information, based on the following criteria. All criteria in (3) must be met for a conversion application to be approved.
- (3) The infrastructure:
  - (a) has capacity to service multiple other developments in the area; and
  - (b) services development consistent with the planning assumptions; and
  - (c) services development completely inside the PIA; and
  - (d) is owned or is to be owned by the Local Government or distributor-retailer; and
  - (e) is not temporary infrastructure; and
  - (f) the function and purpose of the infrastructure is consistent with other trunk infrastructure in the Planning Scheme area identified in Table 4.1; and
  - (g) the infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with Section 145 of the *Planning Act 2016*; and
  - (h) the type, size and location of the infrastructure is the most cost effective option (based on the life cycle cost of the infrastructure to service future urban development in the area) for servicing multiple uses in the area. That is, the infrastructure could have been planned without knowing the detailed layout of lot reconfigurations or the design details for Material Change of Use applications in the area.

#### **4.8 Alternatives to Paying an Infrastructure Charge**

- (1) The Local Government may enter into an Infrastructure Agreement involving an alternative to the way a payment is to be made or an infrastructure contribution provided in a form other than paying an infrastructure charge.
- (2) The Local Government may, for development infrastructure that is land, give a notice in addition to, or instead of, an Infrastructure Charges Notice requiring the land to be given to the Local Government in fee simple.



## **5. Allocation of Infrastructure Charge to Trunk Infrastructure Networks**

### **5.1 Purpose**

Section 5 states how the infrastructure charge is to be allocated to a trunk infrastructure network for the following purposes:

- (a) calculating the charge for development; and
- (b) calculating the credit for development.

### **5.2 Allocation of Infrastructure Charge**

The infrastructure charge is to be allocated to a trunk infrastructure network as stated in Table 5.1 (Allocation of Infrastructure Charge to Trunk Infrastructure Networks).

**Table 5.1 Allocation of Infrastructure Charge to Trunk Infrastructure Networks**

<b>Column 1  Trunk Infrastructure Network</b>	<b>Allocation of Infrastructure Charge  (%)</b>			
	<b>Column 2  All Networks</b>	<b>Column 3  Water, Sewer, Transport, Parks</b>	<b>Column 4  Water, Stormwater, Transport, Parks</b>	<b>Column 5  Stormwater , Transport, Parks</b>
Water Network	20	29	24	N/A
Sewerage Network	20	29	N/A	N/A
Stormwater Network	30	N/A	38	62
Transport Network	15	21	19	19
Parks Network	15	21	19	19
Total (%)	100	100	100	100

## Schedule 1      Dictionary

In this Resolution:

***applicable local planning instrument*** means the following:

- (a) Western Downs Planning Scheme 2017

***bedroom*** means an area of a building or structure which:

- (a) is used, designed or intended for use for sleeping, but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or
- (b) can be used for sleeping, such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

***charge*** means the charge to be applied for the purpose of calculating an infrastructure charge as stated in Section 3.3 (charge).

***charge area*** see Section 2.4 (Charge Areas).

***credit*** means the amount to be applied for the purpose of calculating an infrastructure charge which takes into account the existing usage of the trunk infrastructure networks by the premises on, or in relation to, which development is carried out as stated in Section 3.4 (Credit).

***Dwelling Unit*** means a single dwelling within a premises which is self-contained.

***gross floor area (GFA)*** means the total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following:

- (a) building services, plant and equipment;
- (b) access between levels;
- (c) ground floor public lobby;
- (d) a mall;
- (e) the parking, loading and manoeuvring of motor vehicles;

(f) unenclosed private balconies whether roofed or not.

**impervious area** means the total roofed area plus paved areas including concrete, sealed, paved or gravelled surfaces.

**Infrastructure Planning Regulation** means the *Planning Regulation 2017*.

**lawful use** refer to Schedule 2 (Dictionary) of the *Planning Act 2016*.

**non-resident workers** means employees who reside in areas for extended periods when employed on projects directly associated with mining, major industry, major infrastructure or rural uses, but have a permanent place of residence in another area. This includes workers engaged in fly-in/fly-out or drive-in/drive-out arrangements.

**planning area** means an area of an applicable local planning instrument identified in Column 2 of Table 1.2 (Planning Areas) for the planning areas stated in Column 1 of Table 1.2 (Planning Areas).

**Table 1.2 Planning Areas**

Column 1 Planning Area in Infrastructure Charges Resolution	Column 2 Area of Applicable Local Planning Instrument
Commercial	Major Centre Zone, District Centre Zone, Local Centre Zone, Township Zone
Industrial	Low Impact Industry Zone, Medium Impact Industry Zone
Rural	Rural, Rural Residential
Residential	Low Density Residential, Medium Density Residential
Other	Community Facilities Zone, Recreation and Open Space Zone

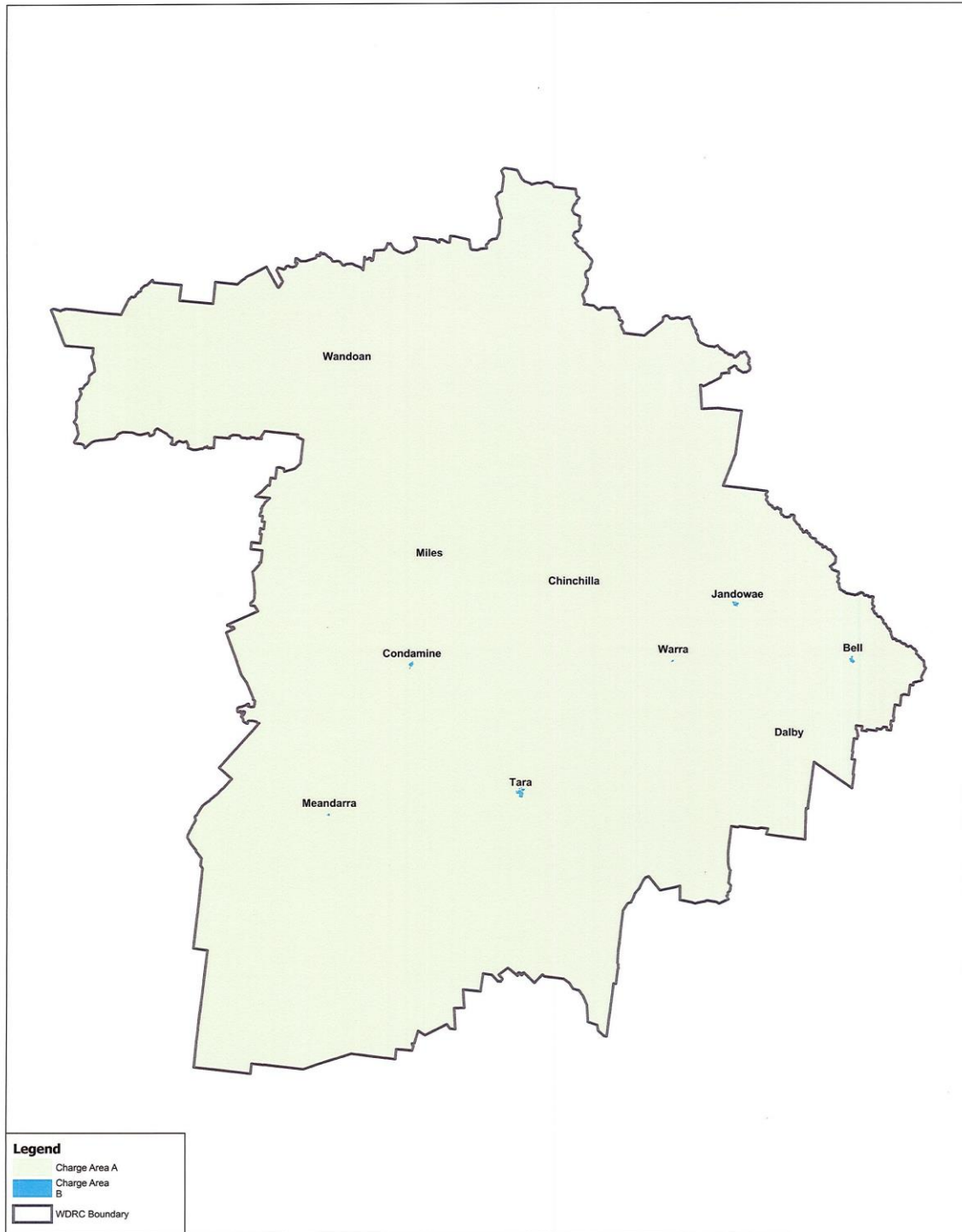
**PPI** means the 3 year moving average quarterly average Producer Price Index for construction (6247.0 – index number 3101) available from the Australian Bureau of Statistics.

**Priority Infrastructure Area** Refer to Section 2.3 (Priority Infrastructure Area).

## **Schedule 2        Maps**

### **Maps    Charge Areas**

<b>Charge Areas Overview Map 2015</b>	<b>Ref #:</b> 20151103.1	<b>Date:</b> 03/11/2015
<b>Charge Areas Chinchilla 2015</b>	<b>Ref #:</b> 20151103.2	<b>Date:</b> 03/11/2015
<b>Charge Areas Dalby 2015</b>	<b>Ref #:</b> 20151103.3	<b>Date:</b> 03/11/2015
<b>Charge Areas Miles 2015</b>	<b>Ref #:</b> 20151103.4	<b>Date:</b> 03/11/2015
<b>Charge Areas Wandoan 2015</b>	<b>Ref #:</b> 20151103.5	<b>Date:</b> 03/11/2015
<b>Charge Areas Tara 2015</b>	<b>Ref #:</b> 20151103.6	<b>Date:</b> 03/11/2015
<b>Charge Areas Bell 2015</b>	<b>Ref #:</b> 20151103.7	<b>Date:</b> 03/11/2015
<b>Charge Areas Jandowae 2015</b>	<b>Ref #:</b> 20151103.8	<b>Date:</b> 03/11/2015
<b>Charge Areas Warra 2015</b>	<b>Ref #:</b> 20151103.9	<b>Date:</b> 03/11/2015
<b>Charge Areas Condamine 2015</b>	<b>Ref #:</b> 20151103.10	<b>Date:</b> 03/11/2015
<b>Charge Areas Meandarra 2015</b>	<b>Ref #:</b> 20151103.11	<b>Date:</b> 03/11/2015



Western Downs Regional Council  
Department of Natural Resources and Mines (2016/11) (2016)

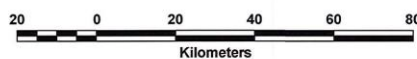
DISCLAIMER: Users of the information contained in this document (the information) accept all responsibility and are released from the use of the information and should seek independent professional advice in relation to the information.

Copyright Department of Natural Resources and Mines (2016/11) last updated, 2016/11. This map is a representation of the information contained in the information and is not intended to be used as a substitute for any other information. The information is provided for your information only and is not intended to be used as a substitute for any other information. The information is provided for your information only and is not intended to be used as a substitute for any other information.

Ref#:20151103.1

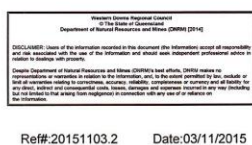
Date:03/11/2015

## Charge Areas Overview Map 2015



**WESTERN DOWNS** REGIONAL COUNCIL









Western Downs Regional Council  
 Department of Natural Resources and Mines (2014/15)  
 DISCLAIMER: Users of the information contained in this document (the information) accept all responsibility and are released from the use of the information and should seek independent professional advice in relation to the information.  
 Copyright Department of Natural Resources and Mines (2014/15) last revised. (2014/15) makes no representation or warranty in relation to the information, and to the extent permitted by law, excludes or limits all or any liability for damages, including consequential, special, incidental, or punitive damages, arising from the use of the information.

Ref#:20151103.3 Date:03/11/2015



Charge Areas Dalby  
 2015

500 0 500 1000 1500 2000  
 Meters

WESTERN DOWNS REGIONAL COUNCIL





Western Downs Regional Council  
Department of Natural Resources and Mines (2016) (2016)

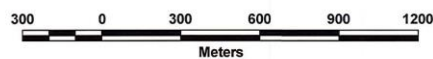
DISCLAIMER: Users of the information provided in this document (the information) accept all responsibility and are not to be held liable for any loss or damage arising from the use of the information. The information is provided as a guide only and is not intended to be used as a basis for any decision. The information is provided as a guide only and is not intended to be used as a basis for any decision.

Ref#:20151103.4

Date:03/11/2015



## Charge Areas Miles 2015



**WESTERN DOWNS** REGIONAL COUNCIL





Western Downs Regional Council  
17 The Esplanade  
Department of Natural Resources and Mines (DNRM) (2014)

**DISCLAIMER:** Users of the information contained in this document (the information) accept all responsibility and the associated risk with the use of the information and should seek independent professional advice in relation to the use of the information.

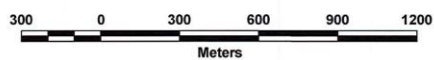
Western Downs Regional Council and Western Downs Regional Council (WDR) have not undertaken any investigation or verification of the information, and is the entire responsibility of the user to ensure that the information is accurate, complete, and up-to-date. The information is provided as a guide only and should not be used as a basis for any decision or action.

Ref#:20151103.5

Date:03/11/2015

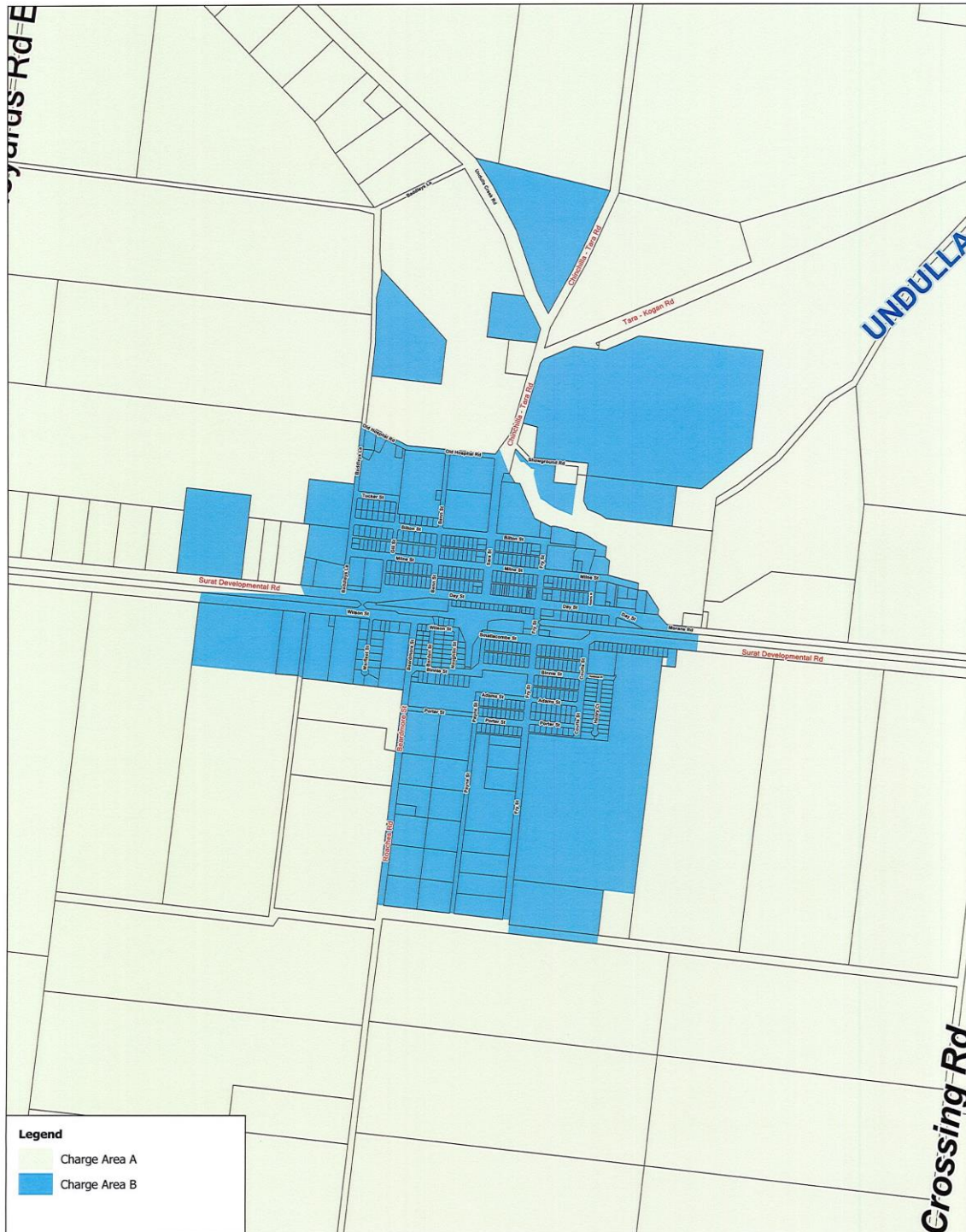


## Charge Areas Wandoan 2015



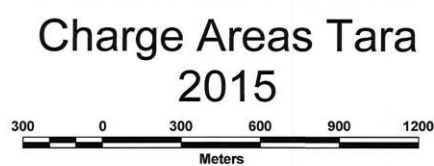
**WESTERN DOWNS** REGIONAL COUNCIL

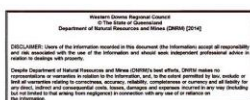




Western Downs Regional Council  
 Department of Natural Resources and Roads (2016/11) (2016)  
 DISCLAIMER: Users of the information contained in this document (the information) accept all responsibility and the associated with the use of the information and should seek independent professional advice in relation to the information.

Reff:20151103.6 Date:03/11/2015

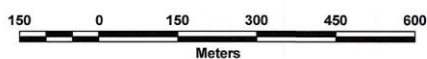




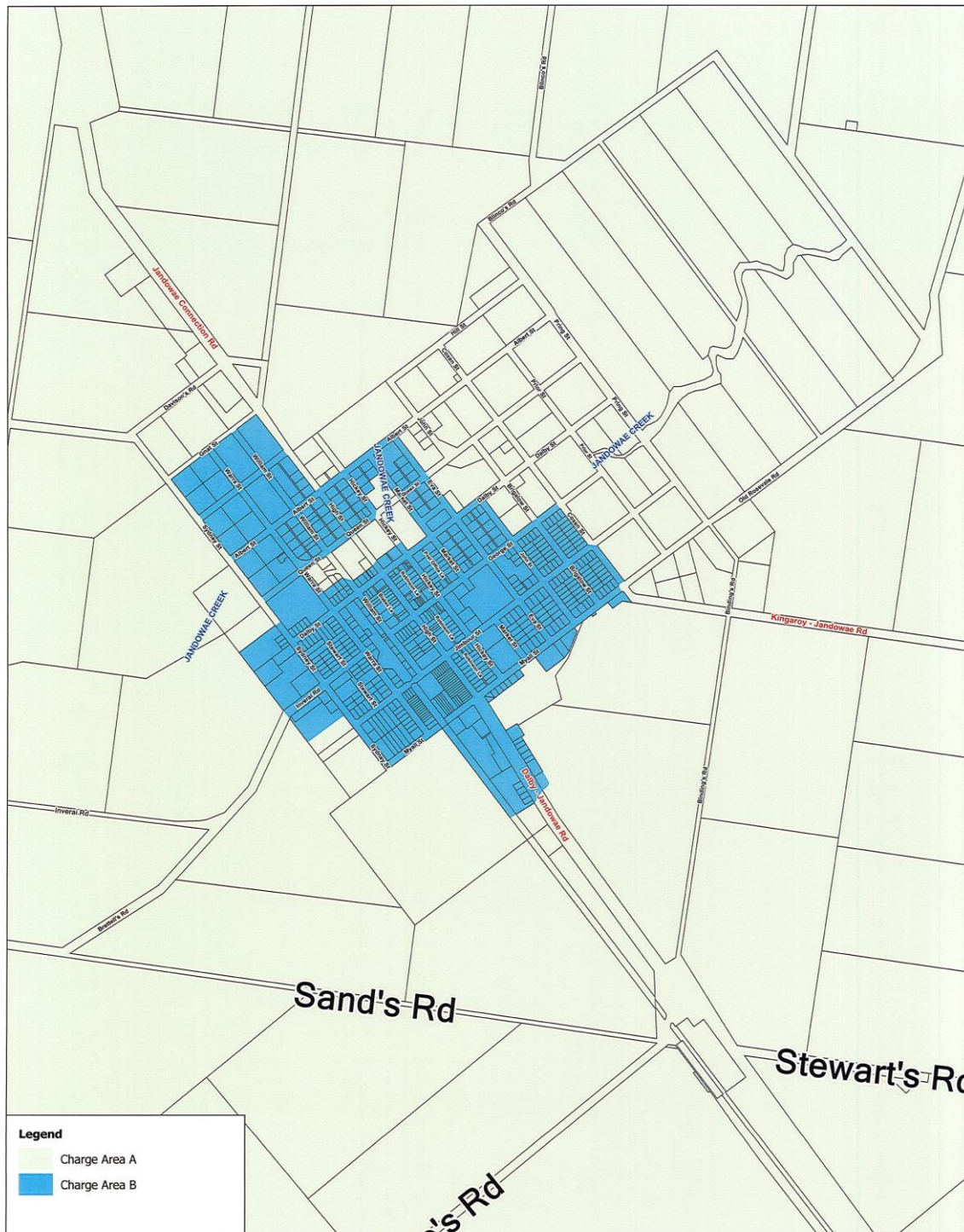
Date:03/11/2015



# Charge Areas Bell 2015







Western Downs Regional Council  
© The State of Queensland  
Department of Natural Resources and Mines (2016) (D116)

DISCLAIMER: Users of the information reported in this document (the Information) accept all responsibility and are not to be held liable for any loss or damage arising from the use of the Information. The Information is provided as a guide only and is not intended to be used as a basis for any decision. The Information is not intended to be used as a basis for any decision. The Information is not intended to be used as a basis for any decision.

Ref#:20151103.8

Date:03/11/2015



## Charge Areas Jandowae 2015

300 0 300 600 900 1200  
Meters

**WESTERN DOWNS** REGIONAL COUNCIL





Western Downs Regional Council  
Department of Natural Resources and Mines (2014)  
DISCLAIMER: Users of the information contained in this document (the Information) accept all responsibility and are released from the Council of the Western Downs Regional Council (the Council) for any loss or damage, including consequential loss or damage, arising from the use of the Information. The Council does not warrant the accuracy, completeness, or reliability of the Information. The Council is not responsible for any loss or damage, including consequential loss or damage, arising from the use of the Information.

Ref#:20151103.9

Date:03/11/2015



## Charge Areas Warra 2015

150 0 150 300 450 600  
Meters

**WESTERN DOWNS** REGIONAL COUNCIL







Western Downs Regional Council  
Department of Natural Resources and Infrastructure (2016) (2016)

DISCLAIMER: Users of the information reported in this document (the information) accept all responsibility and are not to be held liable for any loss or damage arising from the use of the information and should seek independent professional advice in relation to the use of the information.

Copyright Department of Natural Resources and Infrastructure (2016) (the information). All rights reserved. No part of the information may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without prior written permission from the Department of Natural Resources and Infrastructure.

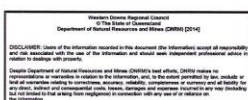
Ref#:20151103.10 Date:03/11/2015



## Charge Areas Condamine 2015

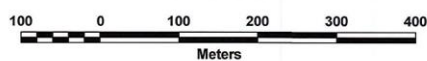
150 0 150 300 450 600  
Meters

**WESTERN DOWNS** REGIONAL COUNCIL



Ref#:20151103.11      Date:03/11/2015

# Charge Areas Meandarra 2015



**WESTERN DOWNS** REGIONAL COUNCIL

## **Schedule 3            Method for Re-calculating Establishment Cost (Work Contribution)**

- (1) The following methodology will be followed when re-calculating the value of a Work Contribution:
- (a) The Local Government must provide to the applicant, the scope of works including the standard to which the trunk infrastructure is to be provided and the location of the trunk infrastructure (the scope of works).
  - (b) The applicant must, at their cost, provide to the Local Government:
    - (i) a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (the bill of quantities).
    - (ii) a first principles estimate prepared by a qualified and registered Quantity Surveyor or RPEQ for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (the cost estimate).
  - (c) The Local Government may accept the bill of quantities and cost estimate provided by the applicant.
  - (d) The Local Government may negotiate with the applicant prior to accepting the bill of quantities and cost estimate provided by the applicant.
  - (e) If the Local Government accepts the bill of quantities and the cost estimate, the cost estimate is the establishment cost of the infrastructure.
  - (f) If the Local Government does not accept the bill of quantities and cost estimate provided by the applicant, it must, at its cost, have an assessment undertaken by an appropriately qualified person to:
    - (i) determine whether the bill of quantities is in accordance with the scope of works;
    - (ii) determine whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
    - (iii) provide a new cost estimate using a first principles estimating approach.
  - (g) If the Local Government rejects the bill of quantities and the cost estimate provided by the applicant, it must provide written notice to the applicant



and propose the new bill of quantities and cost estimate and its reasons for doing so.

- (h) Where a written notice of the Local Government's proposed bill of quantities and cost estimate has been given, the applicant may negotiate and agree with the Local Government regarding a cost estimate. The agreed cost estimate is the establishment cost of the infrastructure.
- (i) If agreement cannot be reached, the Local Government must refer the bill of quantities and the cost estimate to an independent, suitably qualified person (the independent assessor) to:
  - (i) assess whether the bill of quantities is in accordance with the scope of works;
  - (ii) assess whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
  - (iii) provide an amended cost estimate using a first principles estimating approach.

The independent assessor is to be appointed by the Local Government, at its discretion, in consultation with the applicant. The cost of this independent assessment is to be equally shared between the Local Government and the applicant.

The amended cost estimate determined by the independent assessor is the establishment cost of the infrastructure.

- (j) The Local Government must give an amended Infrastructure Charges Notice (ICN) to the applicant stating:
    - (i) the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN using the Producer Price Index – Road and Bridge Construction Index for Queensland;
    - (ii) that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and Bridge Construction Index for Queensland.
- (2) The specific inclusions for determining the value of the work component (works contribution) of an infrastructure contribution are:

- (a) limited to the construction of the trunk infrastructure to the standard of the network provider, without any associated works;
  - (b) the cost of pre-construction and construction period professional services including planning, survey, geotechnical investigations, design, project management, contract administration and environmental. The maximum allowance for the professional services shall be:
    - Planning ... .. 2%
    - Survey ... .. 2%
    - Geotechnical Investigation ... .. 2%
    - Design ... .. 8%
    - Project Management and Contract Administration 6%
    - Environmental ... .. 1%
  - (c) any cost under a construction contract (excluding for latent conditions, provisional items and sums) for the work not covered by any of the other inclusions listed herein;
  - (d) contingency of no more than 10% of the value of the supply and installation/construction components of the works;
  - (e) a portable long service leave payment for a construction contract;
  - (f) any insurance premium for the work; and
  - (g) the cost of the development or compliance approvals for the work.
- (3) The specific exclusions for determining the value of the work component of an infrastructure item are:
- (a) professional fees not associated with planning, survey, geotechnical investigations, design, project management, contract administration and environmental studies;
  - (b) the cost of carrying out any necessary temporary infrastructure;
  - (c) the cost of carrying out any other infrastructure which is not part of the required trunk infrastructure item;
  - (d) the cost of the decommissioning, removal and rehabilitation of infrastructure identified in (a) and (b);
  - (e) any part of the required Trunk Infrastructure Contribution provided at no cost to the claimant;
  - (f) the GST component of the costs for the required trunk infrastructure item if an input tax credit can be claimed for the work.

## **Schedule 4            Method for Re-calculating Establishment Cost (Land Contribution)**

The following methodology will be followed when re-calculating the value of a Land Contribution.

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

The independent, certified practising Valuer is to be appointed by the Local Government, in its discretion, in consultation with the applicant. The Local Government will request the applicant provide two Valuers for the Local Government's consideration. The cost of this independent assessment is to be equally shared between the Local Government and the applicant.

The amended valuation determined by the independent certified practising Valuer is the establishment cost of the infrastructure.

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