

PLANNING SCHEME POLICY 5—INFRASTRUCTURE

Division 1—Preliminary

1.1 Infrastructure Provisions

The following provisions comprise the Planning Scheme Policy for Infrastructure—

- General Provisions for Infrastructure Contributions (division 2);
- Water Supply (division 3);
- Sewerage (division 4);
- Roadworks (division 5);
- Public Parks Infrastructure (division 6);
- Land for Local Community Facilities (division 7);
- Funding and Construction of Trunk Infrastructure (division 8);
- Infrastructure Credits (division 9);
- Temporary Works (division 10);
- Infrastructure Agreements (division 11);
- Register of Infrastructure Contributions and Credits (division 12);
- Connecting Works, Internal Works and External Works (division 13);
- Glossary of Terms (division 14).

Division 2—General Provisions for Infrastructure Contributions

2.1 General Approach for Deriving Infrastructure Contributions

In principle, infrastructure contributions for a particular area within the City are derived by—

- (a) estimating the amount of new residential or non-residential development, where relevant, or the planned/ultimate population within the particular area (A);
- (b) from (A) determining the trunk infrastructure likely to be needed to service the development or planned/ultimate population with such trunk infrastructure being determined by desired service standards outlined in this Planning Scheme Policy (B);

- (c) from (B) estimating the establishment cost of the required trunk infrastructure items required for the new development or relevant planned/ultimate population (EC); and
- (d) deriving applicable infrastructure contribution rates by dividing (EC) by (A), which produces a rate per the selected demand factor (e.g. rate per person, per ep, m² etc).

NOTE 2.1A

Where the capacity of the trunk infrastructure provided or to be provided is greater than the planned or ultimate population (e.g. where manufacturing processes generate 'standard' pipe sizes that are larger than required to serve the specific development or catchment) the cost of that infrastructure is to be apportioned to the users within the particular area.

2.2 Determination of Planning Horizon to be accommodated by Trunk Infrastructure

The development or relevant planned population to be served by trunk infrastructure is based on a planning horizon appropriate to the economic life or catchment or service area of the trunk infrastructure, consistent with the Strategic Framework or Capital Works Program.

2.3 Extent of Trunk Infrastructure

- (1) Trunk Infrastructure as referred to in this Planning Scheme Policy includes those projects necessary to serve the relevant planned population of the City, in respect of works (including land acquisition) necessary for the provision of trunk infrastructure within the City, including works carried out or land acquired by other local governments, statutory bodies or other entities (only with the Local Government's approval) and works carried out or land acquired within other local government areas for which the Local Government is liable.
- (2) Trunk Infrastructure generally includes only those—
 - (a) existing items of trunk infrastructure;
 - (b) proposed upgrading of existing items of trunk infrastructure; and
 - (c) proposed future items of trunk infrastructure, to enable the development or relevant planned/ultimate population to be served in respect of the trunk infrastructure items detailed in this Planning Scheme Policy.



2.4 Determination of Establishment Cost of Trunk Infrastructure for Infrastructure Contributions

- (1) The estimated establishment cost of trunk infrastructure is as determined by the Local Government based on the following—
 - (a) the estimated capital costs of the items of trunk infrastructure, in respect of each area of the City, as detailed in this Planning Scheme Policy;
 - (b) land acquisition costs in respect of each area of the City, as detailed in this Planning Scheme Policy;
 - (c) Local Government planning administration costs [limited to 2 percent of the total costs of (a) and (b)];
 - (d) interest costs (where those interest costs are actually incurred by the Local Government).
- (2) Capital costs for existing infrastructure are to be based on current replacement costs, determined in accordance with sub-section (3) and (4) or estimated establishment costs.
- (3) For the purposes of determining infrastructure capital costs, appropriate unit rates and other estimated construction costs and construction on-costs are adopted, where feasible, on an examination of current contract prices for the construction of similar infrastructure within the City.
- (4) Where no such contracts are current or relevant, estimated construction costs and construction on-costs are to be based on the most recent applicable contract prices available to the Local Government or estimates of unit rates based on long term trends.
- (5) Indexation of unit rates or other estimated construction costs and construction on-costs as necessary to obtain capital costs are to be determined by applying the Road and Bridge Construction Index (3101) Queensland published by the Australian Bureau of Statistics, except that any interest component of such costs or unit rates shall not be indexed.
- (6) Land acquisition costs for existing infrastructure are to be based on current market value, determined in accordance with sub-sections (7) and (8).
- (7) For the purpose of determining land acquisition costs, appropriate rates are to be adopted, where feasible, on an examination of current vacant land sales for similar land within the different areas of the City.
- (8) Where no land sales are current or relevant, estimated land acquisition costs are to be based on the most recent applicable contract prices available to the Local Government or estimates of sales based on long term trends.

- (9) Indexation of land sale rates or other estimated costs as necessary to obtain land acquisition costs are to be determined by applying the Road and Bridge Construction Index (3101) Queensland published by the Australian Bureau of Statistics.
- (10) The establishment cost of trunk infrastructure for each relevant area of the City, estimated as above is set out in this Planning Scheme Policy.
- (11) The establishment cost of trunk infrastructure is deemed to be—
 - (a) altered where works outlined in this Planning Scheme Policy have been completed and the alteration is made to reflect the variation between the estimated capital cost and the actual cost of construction of that work as reasonably determined by the Local Government;
 - (b) altered where land outlined in this Planning Scheme Policy has been secured and the alteration is made to reflect the variation between the estimated value and the actual acquisition cost by the Local Government;
 - (c) indexed annually by applying the Road and Bridge Construction Index (3101) Queensland published by the Australian Bureau of Statistics.

2.5 Determination of Infrastructure Contribution Unit Rates

- (1) Infrastructure contribution unit rates are determined in accordance with the principles outlined in this section.
- (2) In determining infrastructure contributions, the Local Government is to have regard to the general principle that infrastructure contributions for any proposed development are calculated by considering the increase in the demand factor (e.g. population, equivalent persons, floor space, number of lots/dwelling units etc) resulting from the development and the relevant infrastructure contribution rate outlined in this Planning Scheme Policy for the area in which the development is located.
- (3) For a parcel of land, where development is proposed, the increase in the demand factor is determined as the difference between that which would be allowed if the parcel were developed as per the development application (using the appropriate land use equivalent persons for the relevant defined use or zone outlined in Appendix 1) and, where relevant, the greater of—
 - (a) either—
 - (i) where vacant land, the demand factor allowed for a single residential use¹; or

¹ For water and sewerage infrastructure contributions, any deemed credit for a single residential use only applies where the lot or dwelling is already connected to the reticulated water or sewerage network or



- (ii) where an existing building or existing work is proposed to be changed, the demand factor for that part of the existing use proposed to be changed; or
 - (b) where infrastructure contributions have previously been paid to the Local Government in respect of the land, the demand factor on which those infrastructure contributions were based less any demand factor used since the date of payment; or
 - (c) where infrastructure credits apply in respect of the land, the demand factor of the infrastructure credits as outlined in the Register of Infrastructure Contributions and Credits; or
 - (d) where deemed credit applies, the base population/deemed credit² for that land as outlined in Appendix 2, less the demand factor applying to any existing or approved use at the date the development application is lodged with the Local Government.
- (4) Where an existing building or existing work is proposed to be extended or a new building or work is proposed to be erected on land occupied by an existing use, infrastructure contributions are to only apply to the proposed extension of the existing building or existing work or to the new building or work to the extent that there is an increase in the demand factor.
- (5) Where the demand to be placed on an item of trunk infrastructure by a development is assessed as being greater than that which would normally result from applying the appropriate equivalent person rate specified in Appendix 1, the development is to be deemed to be infrastructure intensive.
- (6) For infrastructure intensive development, the applicant is to either construct works necessary to reduce the demand to the levels as outlined in Appendix 1 or pay to the Local Government additional infrastructure costs attributable to the assessed additional demand.
- (7) The infrastructure contribution unit rates for the categories of trunk infrastructure for the various areas of the City are contained in this Planning Scheme Policy (refer to Appendices 3 to 7).
- (8) The infrastructure contribution unit rates as contained in this Planning Scheme Policy are deemed to be varied to reflect the alterations of the establishment cost of trunk infrastructure items as outlined in section 2.4(11)(a) and (b).

where the lot is subject to a vacant water or sewerage charge. In this regard the water supply and sewerage networks are to be treated as separate systems, subject to separate determinations about infrastructure contributions and deemed credits.

² Unless otherwise determined by Council, deemed credits do not apply in situations where infrastructure contributions are still outstanding from a previous or current development approval.

- (9) The infrastructure unit charges for the 2006/2007 financial year for the infrastructure networks outlined in this planning scheme policy are contained in Table 2.5.1.

Table 2.5.1: Infrastructure Unit Charges (per unit)

Infrastructure Network	2006/2007 Unit Charge (excl. GST)
Water Supply Infrastructure	\$1.00
Sewerage Infrastructure	\$1.00
Roadworks Infrastructure	\$1.00
Public Parks Infrastructure	\$1.00
Local Community Infrastructure	\$1.00

- (10) The infrastructure unit charge for each infrastructure network is deemed to be indexed annually (to apply from 1 July each year) by applying the Road and Bridge Construction Index (3101) Queensland published by the Australian Bureau of Statistics from the base year of 2007 (March quarter) using the following formula—

$$\$C = \frac{(X \times 1.00)}{Y} + 0.02$$

where

- C equals the infrastructure unit charge in dollars for the relevant infrastructure network for the year in which payment is made.
- X equals the Road and Bridge Construction Index (3101) Queensland figure for the March quarter immediately preceding the date of payment.
- Y equals the Road and Bridge Construction Index (3101) Queensland figure for the March quarter 2007.

2.6 Lodgement of Securities

- (1) The Local Government may require an applicant, following a development approval, to enter into an infrastructure agreement and lodge a specified security for the payment of infrastructure contributions.



NOTE 2.6A

Such security may be required on developments as determined by the Local Government, to allow the Local Government to program and construct trunk infrastructure or acquire land with an assurance that the funds will be available.

- (2) The amount of the security bond required to be lodged is not to exceed the amount of the infrastructure contribution as outlined in the condition requiring an infrastructure contribution.
- (3) The amount of the security bond is to be subject to adjustment at the time of partial or full call-up in respect of the amounts attributable to infrastructure contributions, in line with increases in the infrastructure unit charges.
- (4) The security bond is to be lodged at the time stated in the infrastructure agreement or as stated in the conditions of the development approval.
- (5) Security bonds lodged in respect of infrastructure contributions are to be either in cash or in the form of an irrevocable Bank Guarantee from a bank registered under the Banking Act, a finance company which is predominantly owned by such bank or banks or from such other company as may be determined by the Local Government from time to time and are to state the purpose of the guarantee and the real property description of the land containing the development to which it applies.
- (6) The Bank Guarantee is to be open-ended with no lapse date during the currency period of the approval.
- (7) A security bond held by the Local Government may be called up by the Local Government either on the date stipulated in the infrastructure agreement establishing the bond, or on the date when infrastructure contributions are payable, whichever occurs first.
- (8) At the time when payment of all or part of the infrastructure contribution is due, and a security bond is still held by the Local Government, the Developer is to pay the amount due at the infrastructure unit charge applicable at the time of payment, whereupon the bond or part thereof will be surrendered by the Local Government.

NOTE 2.6B

- (1) If the payment in cash is not made by the due date, the Local Government will call up the security bond.
- (2) Any balance due after the calling up of the security bond is to be payable in cash by the Developer.

Division 3—Water Supply

3.1 Water Supply Infrastructure

- (1) The provisions in this division are as follows—

- (a) the existing trunk infrastructure (see section 3.2);
- (b) the details of future trunk infrastructure (see section 3.3);
- (c) the desired standard of service for trunk infrastructure (see section 3.4);
- (d) the trunk infrastructure to be provided and funded by the contribution (see section 3.5);
- (e) the estimated establishment cost of trunk infrastructure to be funded by the contribution (see section 3.6);
- (f) each area in which the contribution applies (see section 3.7);
- (g) type of lot, work or use, for which the contribution applies (see section 3.8);
- (h) contribution calculations (see sections 3.9 – 3.10).

3.2 Existing Trunk Infrastructure

NOTE 3.2A

- (1) The Local Government operates one integrated water supply scheme.
- (2) The treated water supplied is purchased in bulk from Brisbane City Council (BCC) by agreement.
- (3) The Local Government also has an agreement with the South East Queensland Water Board (SEQWB) for the supply of raw water in bulk for treatment by BCC.

- (1) The existing water supply infrastructure (including the relevant parts of the BCC and SEQWB schemes) is shown on Map 3.1.

NOTE 3.2B

Further details in relation to existing water supply infrastructure, can be found in the 'Technical Information on Water Supply and Sewerage Headworks in support of Council's Planning Scheme Policy for Water Supply and Sewerage Infrastructure Contributions.

3.3 Future Trunk Infrastructure

- (1) The future trunk infrastructure to be provided for—
 - (a) regional supply and zonal trunk water mains, reservoirs, pumping stations and the local treatment plant;
 - (b) trunk water mains, pumping stations and reservoirs;
 - (c) associated water supply infrastructure (e.g. telemetry systems and instrumentation);
 is shown on Map 3.2.

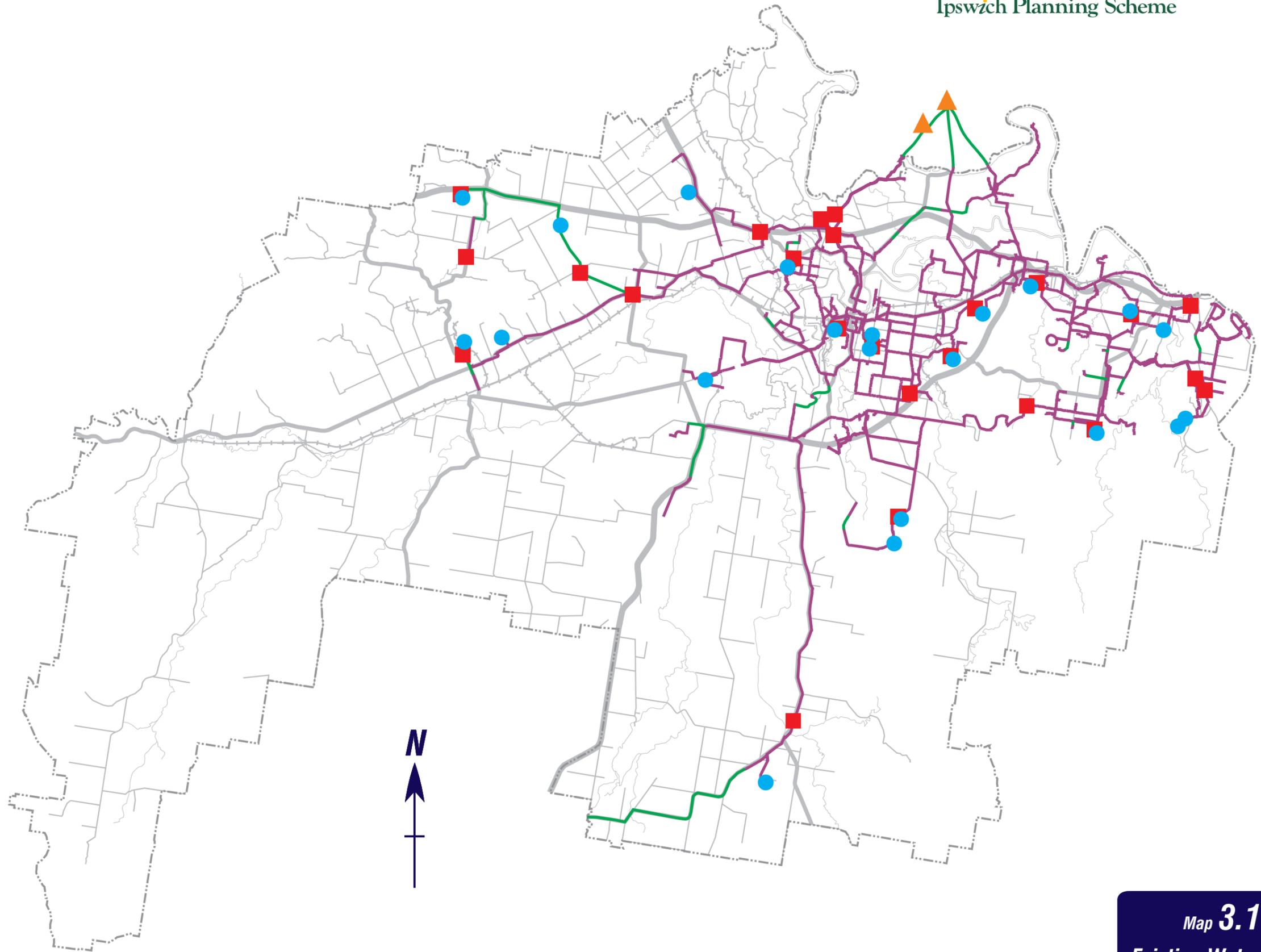
3.4 Desired Standard of Service for Trunk Infrastructure

- (1) The desired standard of service for the various types of water supply infrastructure is outlined in Planning Scheme Policy 3—General Works.



- Trunk Mains
- Connecting Mains
- Pump Stations
- Water Reservoirs
- ▲ Treatment Plants
- Highway
- Other Major Roads
- Roads
- + + Railway
- ~ Rivers
- Township
- - - City Boundary

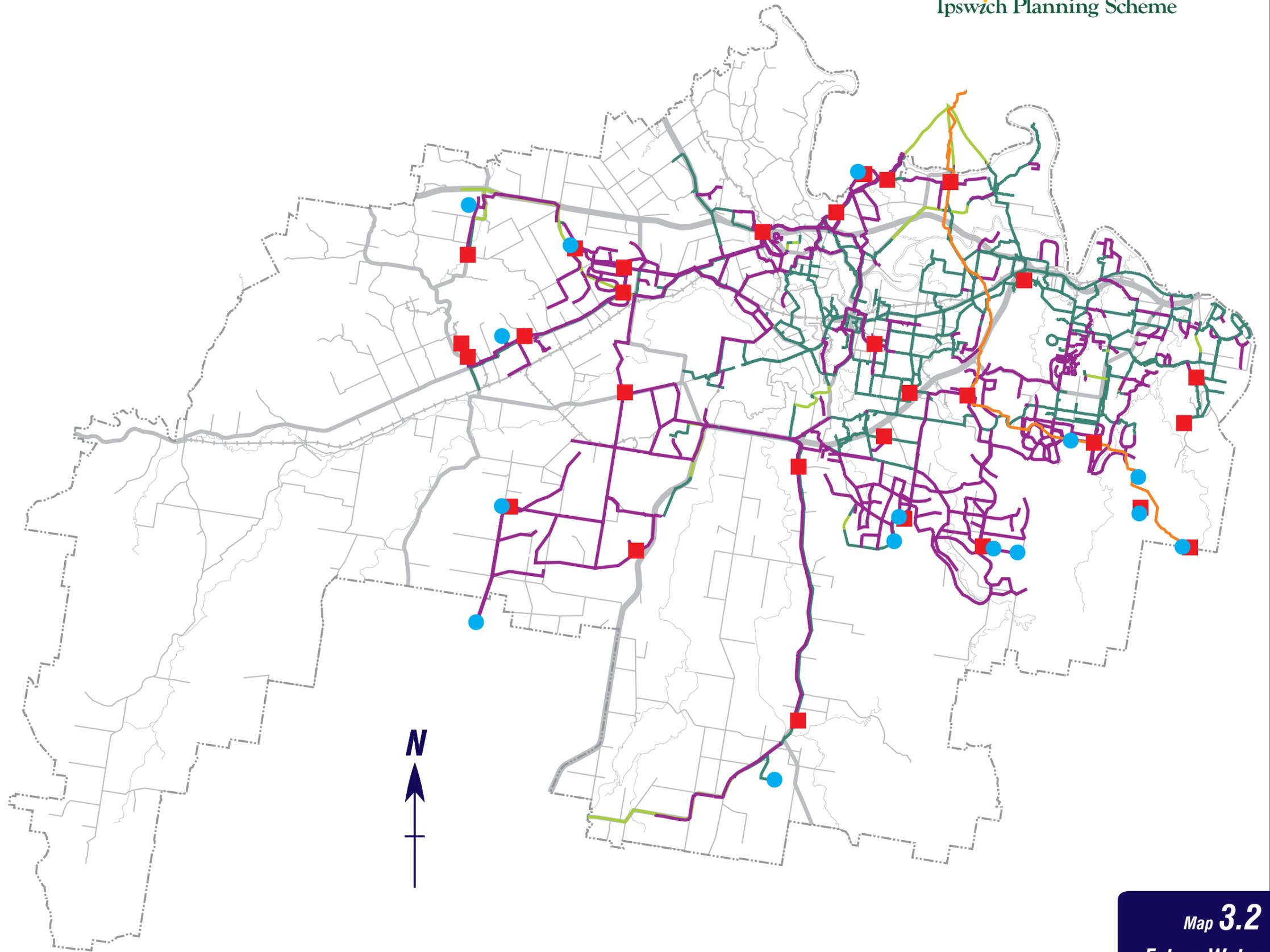
June 2007 **Legend**



Map **3.1**
Existing Water
Supply
Infrastructure

-  Southern Regional Water Pipeline
-  Future Trunk Mains (Infrastructure Contributions apply)
-  Existing Trunk Mains
-  Connecting Mains (Do not form part of charging framework)
-  Pump Stations
-  Water Reservoirs
-  Highway
-  Other Major Roads
-  Roads
-  Railway
-  Rivers
-  Township
-  City Boundary

June 2007 **Legend**



3.5 Trunk Infrastructure for Water Supply Infrastructure Contributions

- (1) The trunk infrastructure to be funded by an infrastructure contribution for reservoirs, mains and pumping station water supply infrastructure is shown on Maps 3.1 and 3.2 and the costings for these various items of water supply infrastructure is outlined in Table 3.5.1.

Table 3.5.1: Water Supply Trunk Infrastructure Costs

Infrastructure Works	Existing Trunk Infrastructure	Future Trunk Infrastructure	Total
Reservoirs	32,252,103	32,813,292	65,065,395
Pump Stations	11,602,897	11,633,926	23,236,823
Trunk Mains – Reservoir Feed	93,399,040	168,307,053	261,706,093
Zonal Trunk Mains	151,481,962	146,988,979	298,470,941
Total	288,736,002	359,743,250	648,479,252

3.6 Estimated Establishment Cost of Trunk Infrastructure

- (1) The estimated establishment cost of future water supply infrastructure for the next fifteen + years is outlined in Table 3.6.1—

Table 3.6.1: Water Supply Trunk Infrastructure Costs 2006-2021+

Infrastructure Works	Years 1-5	Years 6-10	Years 11-15	Years 15-35	Years 35-Ultimate	Total
Reservoirs	10,569,500	1,292,667	1,092,250	10,047,275	9,811,600	32,813,292
Pump Stations	4,399,918	147,011	1,690,043	2,625,491	2,771,463	11,633,926
Trunk Mains – Reservoir Feed	21,652,716	4,488,389	40,385,417	52,952,208	48,828,323	168,307,053
Zonal Trunk Mains	32,979,866	17,966,072	33,457,817	42,836,888	19,748,336	146,988,979
Total	69,602,000	23,894,139	76,625,527	108,461,862	81,159,722	359,743,250

NOTE 3.6A

Further details in relation to the estimated establishment costs for future water supply trunk infrastructure for the various water supply zones can be found in the report titled 'Ipswich City Water Supply Master Planning – Network Augmentation & Infrastructure Charges Schedule' prepared by Water Solutions Pty Ltd dated April 2007.

- (2) Those areas of the City subject to water supply infrastructure contributions and the boundaries of the water supply zones are shown on Map A3.1 in Appendix 3.

3.7 Areas where Infrastructure Contributions Apply

- (1) For the purpose of determining infrastructure contributions towards Water Supply Infrastructure, works have been categorised as outlined in Table 3.7.1—

Table 3.7.1: Water Supply Infrastructure Categories

Infrastructure Category	Type of Works
Trunk Mains – Reservoir Feeds	Reservoir Trunk Mains Feeds
Reservoirs	Reservoirs
Pump Stations	Pump Stations
SRWP Supply	Southern Regional Water Pipeline
Zonal Trunk Mains	Trunk Mains within the zone

3.8 Application of Contribution

Water Supply Infrastructure contributions apply to every development application that involves—

- (a) reconfiguring a lot; or
- (b) a material change of use.

3.9 Determination of Water Supply Infrastructure Unit Rates

- (1) The Water Supply Infrastructure Unit Rates for the purposes of calculating Water Supply Infrastructure Contributions is to be determined for each water supply zone in respect of both the Local Government and externally owned trunk infrastructure.

- (2) The Water Supply Infrastructure Unit rate has been calculated as follows—

$$ZIC = A + B + C + D + E$$

Where

ZIC Zone Infrastructure Costs

A is the zones proportional cost towards existing and future reservoir trunk main feeds, less subsidies;



- B is the zones proportional cost towards existing and future reservoirs;
- C is the zones proportional costs towards existing and future pump stations, less subsidies;
- D is the zones proportional cost towards the Southern Regional Water Pipeline, less subsidies; and
- E is the existing and future trunk mains within the zone.

$$NRU_{FACTOR} = AD_{NRU} / AD_{EP}$$

Where

NRU_{FACTOR} is the multiplier factor to convert NRU to EP ;

AD_{NRU} is the average day demand for a non residential unit – 383 L/day; and

AD_{EP} is the average day demand for an equivalent person – 320 L/day

$$ZTEP = ZEP + (ZNRU \times NRU_{FACTOR})$$

Where

$ZTEP$ is the zones total EP 's;

ZEP is the zones planned ultimate equivalent persons; and

$ZNRU$ is the zones planned ultimate non residential units.

$$EP_{RATE} = ZIC / ZTEP$$

Where

EP_{RATE} is the equivalent persons rate for the zone

$$NRU_{RATE} = EP_{RATE} \times NRU_{FACTOR}$$

Where

NRU_{RATE} is the non residential unit rate for the zone.

- (3) The water supply infrastructure unit rates for the various water supply zones, based on the calculation in paragraph (2), are contained in Appendix 3.

3.10 Determination and Calculation of Water Supply Infrastructure Contributions

- (1) The water supply infrastructure contribution for any proposed development will be determined upon lodgement with the Local Government of a development application—

- (a) for reconfiguring a lot;
 - (b) for a material change of use;
- and calculated as follows—

$$[(A-B) - C] \times D \times E$$

where

A is—

- (i) for reconfiguring a lot, the equivalent population for those lots included in the development application determined using the rates outlined in Appendix 1 excluding any part of the land included in the application which are lots to be dedicated for town planning or road purposes, lots to be dedicated for open space purposes or lots to be surrendered to the Crown;
- (ii) for a material change of use the equivalent population for the use calculated using the rates outlined in Appendix 1.

B is the greater of—

- (i) for vacant land, that allowed for a single residential use³; or
- (ii) where an existing building or existing work is proposed to be changed the equivalent population for that part of the existing use proposed to be changed; or
- (iii) the base population/deemed credit for that land as outlined in Appendix 2 less the equivalent population applying to any existing use at the date the development application is lodged with the Local Government.

³ For water and sewerage infrastructure contributions, any equivalent population for a single residential use only applies where the lot or dwelling is already connected to the reticulated water or sewerage network or where the lot is subject to a vacant water or sewerage charge. In this regard the water supply and sewerage networks are to be treated as separate systems, subject to separate determinations about infrastructure contributions.



- C is any applicable infrastructure credit for the land as outlined in the Register of Infrastructure Contributions and Credits, including any “unused” infrastructure contributions previously paid to the Local Government.
- D is the applicable water supply infrastructure unit rate per equivalent person (EP) or non residential unit (NRU) as outlined in Appendix 3 for the water supply zone in which the land is situated.

- E is the infrastructure unit charge at the date the development application is approved by the Local Government.

NOTE 3.10A

Refer to Clauses 2.5(9) and (10) for details for the unit charge currently in force.

(2)

Where the proposed equivalent population is less than the existing equivalent population including any applicable deemed credit no water supply infrastructure contributions are required.



NOTE 3.10B

EXAMPLES

- (1) (a) It is proposed to reconfigure 3 hectares of land into 21 lots comprising 15 lots above 450m², 4 lots at 450m², 1 lot (5000m²) for future multiple residential use and 1 lot (8000m²) for a future local shopping centre.
- (b) No previous water headworks contributions were paid nor is the land within a 'deemed credit' area.
- (c) The land is subject to a vacant water charge.
- (d) The equivalent population for the proposed development using the rates outlined in Appendix 1 is as follows—
- | | |
|--|--|
| 15 single residential sites greater than 450m ² | 49.5 ep (i.e. 15 x 3.3) |
| 4 single residential sites at 450m ² | 10.8 ep (i.e. 4 x 2.7) |
| 1 lot (future townhouses) (equivalent to RM2 Zone) | 19.0 ep (i.e. $\frac{38 \times 5000}{10,000}$) |
| | <u>10,000</u> |
| 1 lot (future shops) (equivalent to LC1 Zone) | 30.0 NRU (i.e. $\frac{37.5 \times 8000}{10,000}$) |
| | <u>10,000</u> |
| A = | <u>79.3ep + 30 NRU</u> |
- (e) As the land is not within a deemed credit area nor the subject of previous water headwork payments the existing equivalent population is that allowed for a single residential use (refer section 3.10 of this planning scheme policy).
- (f) The ep for a single residential use is 3.3 (from Appendix 1).
- B = 3.3
- (g) The increase in equivalent population is A - B which equals 76 ep + 30 NRU.
- (2) (a) In this example assume the same development as in (1) above except that the land was subject to a previous rezoning and \$45,000 water supply headworks were paid.
- (b) From example (1) A-B = 76 ep + 30 NRU.
- (c) Irrespective of the payment amount, the previous water supply headwork rezoning payment was based on 35 ep/hectare (less the ep for a single residential use) and this figure should be used to determine the infrastructure credit.
- (3 ha x 35 ep/ha) - 3.3 ep C = 101.7 ep
- (d) The increase in equivalent population is (A - B) - C which equals -25.7 ep + 30 NRU.
- (3) (a) It is proposed to extend by 500m² an existing 1000m² shopping centre.
- (b) The shopping centre is on land (4000m²) within a 'deemed credit area' for the 'Local Retail and Commercial Zone'.
- (c) The equivalent population for the proposed use using the rates outlined in Appendix 1 is as follows—
- | | |
|---|--------------|
| $\frac{500m^2 \times 1.25 \text{ NRU}}{100m^2}$ | A = 6.25 NRU |
|---|--------------|
- (d) The existing equivalent population for the shopping centre is as follows—
- | | | | |
|--|---|---|-------------|
| $\left[\frac{37.5 \text{ NRU} \times 4000m^2}{10,000m^2} \right]$ | - | $\left[\frac{1000m^2 \times 1.25 \text{ NRU}}{100m^2} \right]$ | B = 2.5 NRU |
| From Appendix 2 | | Existing Use | |
- (e) The increase in equivalent population is A-B which equals 3.75 NRU.
- (f) For any future development there is no deemed credit.
- (d) The existing equivalent population for the shopping centre is as follows—
- | | | | |
|---|---|--|------------|
| $\left[\frac{37.5 \text{ ep} \times 4000m^2}{10,000m^2} \right]$ | - | $\left[\frac{1000m^2 \times 1.25 \text{ ep}}{100m^2} \right]$ | B = 2.5 ep |
| From Appendix 2 | | Existing Use | |
- (e) The increase in equivalent population is A-B which equals 3.75 EP.
- (f) For any future development there is no deemed credit.



Division 4—Sewerage

4.1 Sewerage Infrastructure

- (1) The provisions in this division are as follows—
- (a) the existing trunk infrastructure (see section 4.2);
 - (b) the details of future trunk infrastructure (see section 4.3);
 - (c) the desired standard of service for trunk infrastructure (see section 4.4);
 - (d) the trunk infrastructure to be provided and funded by the contributions (see section 4.5);
 - (e) the estimated establishment cost of trunk infrastructure to be funded by the contribution (see section 4.6);
 - (f) each area in which the contribution applies (see section 4.7);
 - (g) type of lot, work or use, for which the contribution applies (see section 4.8);
 - (h) contribution calculations (see sections 4.9 – 4.10).

4.2 Existing Trunk Infrastructure

NOTE 4.2A

The Local Government operates the following sewerage schemes, each named after their respective Wastewater Centre—

- (a) Bundamba Sewerage Scheme;
- (b) Carole Park Sewerage Scheme;
- (c) Goodna Sewerage Scheme;
- (d) Rosewood Sewerage Scheme.

- (1) The existing sewerage infrastructure is shown on Map 4.1.

NOTE 4.2B

Further details in relation to existing sewerage infrastructure, can be found in the 'Policy Support Document for Ipswich Sewerage Priority Infrastructure Plan' prepared by GHD, dated April 2007.

4.3 Future Trunk Infrastructure

- (1) The future trunk infrastructure to be provided for—
- (a) wastewater treatment facilities, effluent and bio-solids disposal and reuse facilities;
 - (b) trunk sewers, pumping stations and rising mains;
 - (c) associated sewerage infrastructure (e.g. telemetry systems, instrumentation and odour control systems);
- is shown on Map 4.2.

4.4 Desired Standard of Service for Trunk Infrastructure

- (1) The desired standard of service for the various types of sewerage infrastructure is outlined in Planning Scheme Policy 3—General Works.

4.5 Trunk Infrastructure for Sewerage Infrastructure Contributions

- (1) The trunk infrastructure to be funded by an infrastructure contribution for mains, pump stations, treatments plants, effluent disposal and reuse sewerage infrastructure is shown on Maps 4.1 and 4.2 and the costings for these various items of sewerage infrastructure is outlined in Table 4.5.1.

Table 4.5.1: Sewerage Trunk Infrastructure Costs

Infrastructure Works	Existing Trunk Infrastructure	Future Trunk Infrastructure	Total
Gravity Mains	139,900,000	260,800,000	400,700,000
Pressure Mains	19,500,000	58,600,000	78,100,000
Pump Stations	6,200,000	45,600,000	51,800,000
Treatment Plant	95,400,000	440,200,000	535,600,000
Total	261,100,000	805,000,000	1,066,100,000

4.6 Estimated Establishment Cost of Trunk Infrastructure

- (1) The estimated establishment cost of future sewerage infrastructure for the next fifteen + years is outlined in Table 4.6.1—

Table 4.6.1: Sewerage Trunk Infrastructure Costs 2006-2021+

Infrastructure Works	Years 1-5	Years 6-10	Years 11-15	Years 15+	Total
Gravity Mains	131,200,000	18,700,000	28,500,000	82,300,000	260,800,000
Pressure Mains	13,700,000	1,200,000	8,500,000	35,100,000	58,600,000
Pump Stations	15,100,000	5,500,000	1,700,000	23,300,000	45,600,000
Treatment Plant	97,900,000	88,100,000	64,300,000	189,900,000	440,200,000
Total	257,800,000	113,500,000	103,000,000	330,600,000	805,000,000



NOTE 4.6A
 Further details in relation to the estimated establishment costs for future sewerage infrastructure for the various sewerage catchments can be found in the 'Policy Support Document for Ipswich Sewerage Priority Infrastructure Plan' prepared by GHD, dated April 2007.

4.7 Areas where Infrastructure Contributions Apply

- (1) For the purpose of determining infrastructure contributions towards Sewerage Infrastructure, trunk infrastructure has been categorised as outlined in Table 4.7.1—

Table 4.7.1: Sewerage Infrastructure Categories

Infrastructure Category	Type of Works
Treatment	Sewerage Treatment Plant, Disposal and Reuse Facilities
Conveyance	Pumping Stations, Rising and Gravity Sewer Mains

- (2) Those areas of the City subject to the sewerage infrastructure contributions and the boundaries of the sewerage catchments are shown on Map A.4.1 in Appendix 4.

4.8 Application of Contribution

- (1) Sewerage Infrastructure charges apply to every development application that involves—
 - (a) reconfiguring a lot; or
 - (b) a material change of use.

4.9 Determination of Sewerage Infrastructure Unit Rates

- (1) The Sewerage Infrastructure Unit Rates for the purposes of calculating Sewerage Infrastructure Contributions is to be determined for each sewerage subcatchment in respect of each type of sewerage trunk infrastructure.
- (2) The Sewerage Infrastructure Unit rate has been calculated as follows—

$$CIC = A + B + C$$
 Where
 CIC Conveyance Infrastructure Costs
 A is the subcatchments proportional cost towards existing and future trunk infrastructure mains external to the subcatchment;
 B is the subcatchments proportional cost towards existing and future pump stations; and

C is the costs of existing and future trunk mains within the subcatchment.

$$STEP = SEP + SNRU$$

Where

- STEP is the subcatchment total EP's
- SEP is the subcatchment planned ultimate equivalent persons; and
- SNRU is the subcatchment planned ultimate non residential units;

$$EPRATE = (CIC / STEP) + TEPRATE$$

Where

- EPRATE is the equivalent persons rate for the subcatchment
- TEPRATE is the equivalent persons rate for treatment infrastructure that services the subcatchment

$$NRURATE = (CIC / STEP) + TNURATE$$

Where

- NRURATE is the non residential unit rate for the subcatchment.
- TNURATE is the non residential unit rate for treatment infrastructure that services the subcatchment

- (3) The sewerage infrastructure unit rates for each sewerage subcatchment, based on the calculation in paragraph (2), are contained in Appendix 4.

4.10 Determination and Calculation of Sewerage Infrastructure Contributions

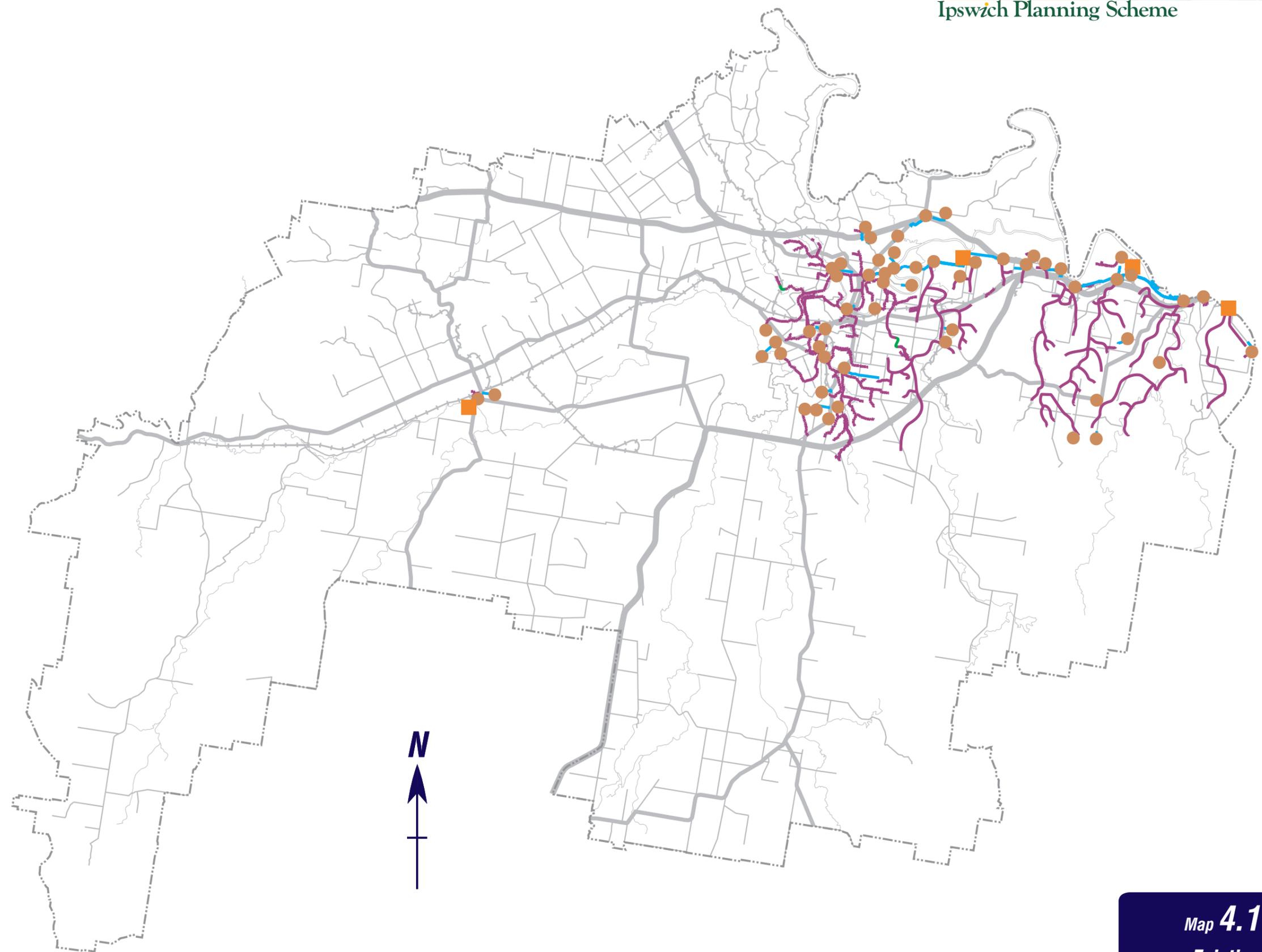
- (1) The sewerage infrastructure contribution for any proposed development will be determined upon lodgement with the Local Government of a development application—
 - (a) for reconfiguring a lot;
 - (b) for a material change of use;
 and calculated as follows—

$$[(A-B) - C] \times D \times E$$
 where
 A is—
 - (i) for reconfiguring a lot, the equivalent population for those lots included in the development application determined using the rates outlined in Appendix 1 excluding any part of the land included in the application which are lots to be dedicated for town planning or road purposes, lots to be dedicated for open space purposes or lots to be surrendered to the Crown;



- Sewerage Trunk Mains
- Sewerage Connecting Mains
- Sewerage Rising Mains
- Sewerage Pump Stations
- Sewerage Waste Water Centre
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

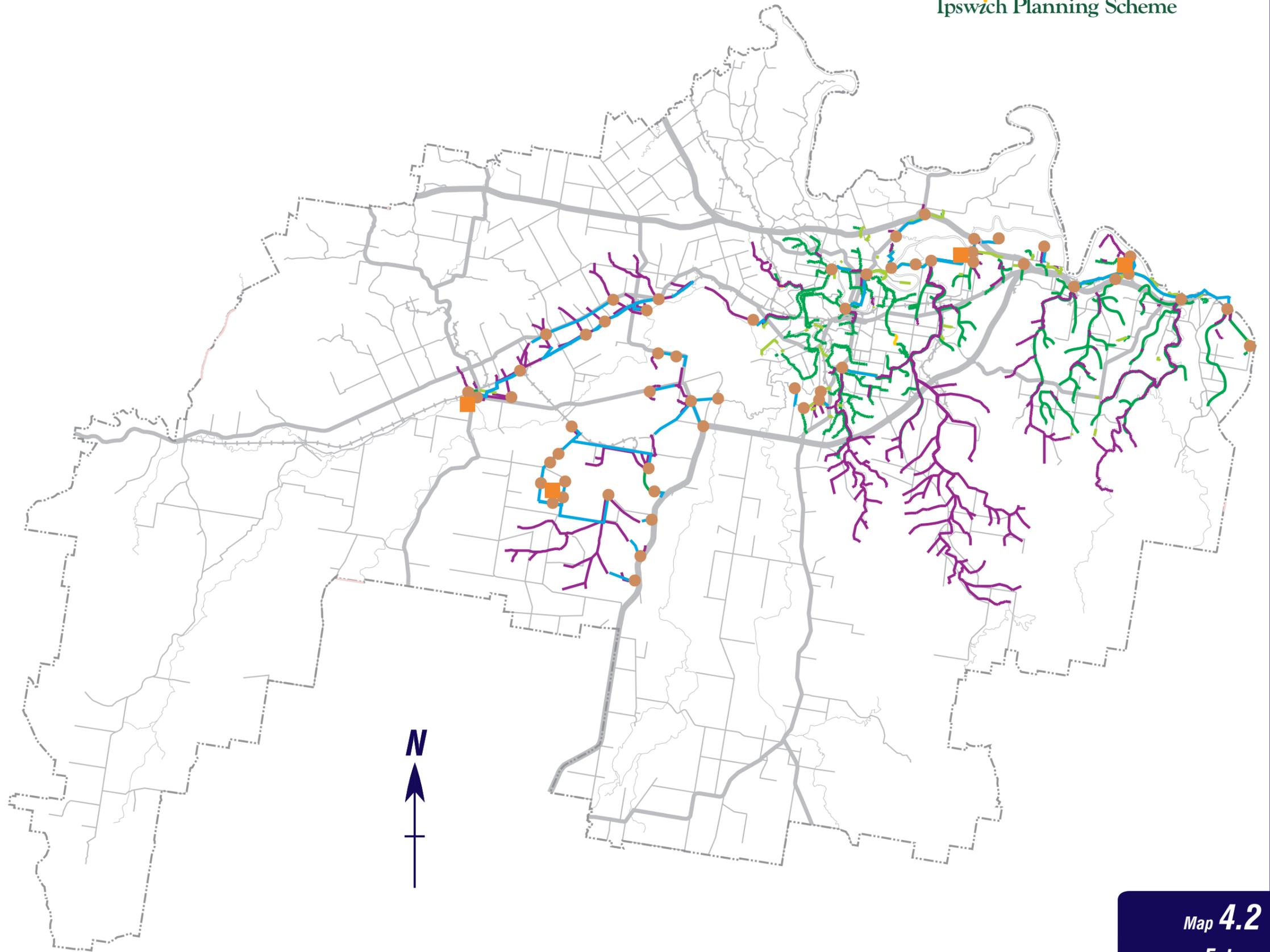
June 2007 **Legend**



Map 4.1
Existing
Sewerage
Infrastructure

- Future Trunk Mains
(Infrastructure Contributions apply)
- Future Rising Mains
- Existing Trunk Mains
- Connecting Mains (Do not
form part of charging framework)
- Existing Rising Mains
- Sewerage Pump Stations
- Sewerage Waste Water Centre
- Highway
- Other Major Roads
- Roads
- +— Railway
- ~ Rivers
- Township
- - - City Boundary

June 2007 **Legend**



- (ii) for a material change of use the equivalent population for the use calculated using the rates outlined in Appendix 1.
- B is the greater of—
- (iv) for vacant land, that allowed for a single residential use⁴; or
- (v) where an existing building or existing work is proposed to be changed the equivalent population for that part of the existing use proposed to be changed; or
- (vi) the base population/deemed credit for that land as outlined in Appendix 2 less the equivalent population applying to any existing use at the date the development application is lodged with the Local Government.
- C is any applicable infrastructure credit for the land as outlined in the Register of Infrastructure Contributions and Credits, including any “unused” infrastructure contributions previously paid to the Local Government.
- D is the applicable sewerage infrastructure unit rate per equivalent person (EP) or non residential unit (NRU) as outlined in Appendix 4 for the sewerage subcatchment in which the land is situated.
- E is the infrastructure unit charge at the date the development application is approved by the Local Government.

NOTE 4.10A

Refer to Clauses 2.5(9) and (10) for details of the unit charge currently in force).

- (2) Where the proposed equivalent population is less than the existing equivalent population, including any applicable deemed credit no sewerage infrastructure contributions are required.

⁴ For water and sewerage infrastructure contributions, any equivalent population for a single residential use only applies where the lot or dwelling is already connected to the reticulated water or sewerage network or where the lot is subject to a vacant water or sewerage charge. In this regard the water supply and sewerage networks are to be treated as separate systems, subject to separate determinations about infrastructure contributions.



NOTE 4.10B

EXAMPLES

- (1) (a) It is proposed to reconfigure 3 hectares of land into 21 lots comprising 15 lots above 450m², 4 lots at 450m², 1 lot (5000m²) for future multiple residential use and 1 lot (8000m²) for a future local shopping centre.
- (b) No previous sewerage headworks contributions were paid nor is the land within a 'deemed credit' area.
- (c) The land is subject to a vacant sewerage charge.
- (d) The equivalent population for the proposed development using the rates outlined in Appendix 1 is as follows—
- | | |
|--|--|
| 15 single residential sites greater than 450m ² | 49.5 ep (i.e. 15 x 3.3) |
| 4 single residential sites at 450m ² | 10.8 ep (i.e. 4 x 2.7) |
| 1 lot (future townhouses) (equivalent to RM2 Zone) | 19.0 ep (i.e. $\frac{38 \times 5000}{10,000}$) |
| | 10,000 |
| 1 lot (future shops) (equivalent to LC1 Zone) | 30.0 NRU (i.e. $\frac{37.5 \times 8000}{10,000}$) |
| | 79.3ep + 30 NRU |
- A =
- (e) As the land is not within a deemed credit area nor the subject of previous sewerage headwork payments the existing equivalent population is that allowed for a single residential use (refer section 4.10 of this planning scheme policy).
- (f) The ep for a single residential use is 3.3 (from Appendix 1).
- B = 3.3
- (g) The increase in equivalent population is A - B which equals 76 ep + 30 NRU.
- (2) (a) In this example assume the same development as in (1) above except that the land was subject to a previous rezoning and \$45,000 sewerage headworks were paid.
- (b) From example (1) A-B = 76 ep + 30 NRU
- (c) Irrespective of the payment amount, the previous sewerage headwork rezoning payment was based on 35 ep/hectare (less the ep for a single residential use) and this figure should be used to determine the infrastructure credit.
- (3 ha x 35 ep/ha) - 3.3 ep C = -25.7 ep + 30 NRU
- (d) The increase in equivalent population is (A - B) - C which equals 4.3 EP.
- (3) (a) It is proposed to extend by 500m² an existing 1000m² shopping centre.
- (b) The shopping centre is on land (4000m²) within a 'deemed credit area' for the 'Local Retail and Commercial Zone'.
- (c) The equivalent population for the proposed use using the rates outlined in Appendix 1 is as follows—
- | | |
|---|--------------|
| $\frac{500\text{m}^2 \times 1.25 \text{ NRU}}{100\text{m}^2}$ | A = 6.25 NRU |
|---|--------------|
- (d) The existing equivalent population for the shopping centre is as follows—
- | | | | |
|---|---|--|-------------|
| $\frac{37.5 \text{ NRU} \times 4000\text{m}^2}{10,000\text{m}^2}$ | - | $\frac{1000\text{m}^2 \times 1.25 \text{ NRU}}{100\text{m}^2}$ | B = 2.5 NRU |
| From Appendix 2 | | Existing Use | |
- (e) The increase in equivalent population is A-B which equals 3.75 NRU.
- (f) For any future development there is no deemed credit..



Division 5—Roadworks

5.1 Roadworks Infrastructure

- (1) The provisions in this division are as follows—
 - (a) the existing trunk infrastructure (see section 5.2);
 - (b) the details of future trunk infrastructure (see section 5.3);
 - (c) the desired standard of service for trunk infrastructure (see section 5.4);
 - (d) the trunk infrastructure to be provided and funded by the contribution (see section 5.5);
 - (e) the estimated establishment cost of trunk infrastructure to be funded by the contribution (see section 5.6);
 - (f) each area in which the contribution applies (see section 5.7);
 - (g) type of lot, work or use, for which the contribution applies (see section 5.8);
 - (h) contribution calculations (see sections 5.9 – 5.10).

5.2 Existing Trunk Infrastructure

- (1) The existing roadworks infrastructure is shown on Map 5.1.

NOTE 5.2A

Further details in relation to existing roadworks infrastructure, can be found in the 'Road Infrastructure Contributions Policy (RICP) Supporting Document'.

5.3 Future Trunk Infrastructure

- (1) The future trunk infrastructure to be provided for the Local Government's road network is shown on Map 5.2.

5.4 Desired Standard of Service for Trunk Infrastructure

- (1) The desired standard of service for the roadworks infrastructure is outlined in Table 5.4.1.

Table 5.4.1: Desired Standard of Service for Roadworks Infrastructure

Road Type	Rural Areas	Urban Areas
Motorway / Highway		
• Operational Environment	Uninterrupted	Uninterrupted
• Deficiency Criteria	LOS D	LOS D
Regional Arterial		
• Operational Environment	Uninterrupted	Uninterrupted
• Deficiency Criteria	LOS D	LOS D
Arterial		
• Operational Environment	Uninterrupted	Interrupted
• Deficiency Criteria	LOS D	0.9 * LOS E
Sub-Arterial		
• Operational Environment	Uninterrupted	Interrupted
• Deficiency Criteria	LOS D	0.9 * LOS E

Road Type	Rural Areas	Urban Areas
Major Collector		
• Operational Environment	Uninterrupted	Interrupted
• Deficiency Criteria	LOS D	0.9 * LOS E
Intersections (volume to capacity ratio)		
• Traffic Signals	-	0.90
• Roundabout	-	0.85
• Priority Controlled	-	0.80

5.5 Trunk Infrastructure for Roadworks Infrastructure Contributions

- (1) The trunk infrastructure to be funded by an infrastructure contribution for roadworks infrastructure is that outlined on Map 5.1 and Map 5.2.

5.6 Estimated Establishment Cost of Trunk Infrastructure

- (1) The estimated establishment cost of the roadworks infrastructure is as outlined in Table 5.6.1—

Table 5.6.1: Roadworks Trunk Infrastructure Costs

Type	Total
Roads	\$1,624,706,472
Intersections	\$91,652,000
Replacement Value of Existing Trunk Roads	\$89,734,316
Total	\$1,806,092,788

NOTE 5.6A

Further details in relation to the estimated establishment costs for future roadworks trunk infrastructure for the various road projects can be found in the 'Road Infrastructure Contributions Policy (RICP) Supporting Document'.

5.7 Areas where Infrastructure Contributions Apply

- (1) For the purpose of determining infrastructure contributions towards Roadworks Infrastructure, works have been categorised as outlined in Table 5.7.1—

Table 5.7.1: Roadworks Infrastructure Categories

Infrastructure Category	Type of Works
Network Connectivity	Construction of a new road link to provide more efficient access to a community and/or to complete the road network
Road Capacity	Increase capacity on a road link (e.g. upgrade a road from 2 to 4 lanes)
Intersection Capacity	Increase capacity through an intersection (e.g. traffic signals, turning lanes etc.)
Safety & Amenity	Improve road user safety and community amenity (e.g. signalisation of an intersection, realigning a road to improve its geometry, kerb & channel etc.)
Replacement	The cost of replacing an existing trunk road using modern construction techniques



- (2) Those areas of the City subject to roadworks infrastructure contributions and the boundaries of the contribution sectors are shown on Map A5.1 in Appendix 5.

5.8 Application of Contribution

- (1) Roadworks Infrastructure contributions apply to every development application that involves—
- (a) reconfiguring a lot; or
 - (b) a material change of use.

5.9 Determination of Roadworks Infrastructure Unit Rates

- (1) The Roadworks Infrastructure Unit Rates for the purposes of calculating Roadworks Infrastructure Contributions is to be determined for each roadworks sector in respect of the network trunk infrastructure and, where relevant, connecting works.

- (2) The Roadworks Infrastructure Unit rate has been calculated as follows—

Rate = A + C

Where

A is the network rate determined by the relevant network establishment costs for residential and non-residential development for each sector ÷ additional population or relevant planned population or additional non-residential development for each sector;

C is, where relevant, the connecting work (deemed trunk infrastructure) rate determined by the relevant establishment costs for the catchment of the connecting works ÷ the relevant planned population or non-residential development for the catchment of the connecting works.

- (3) The roadworks infrastructure unit rates for the various roadworks sectors, based on the calculation in paragraph (2), are contained in Appendix 5.

5.10 Determination and Calculation of Roadworks Infrastructure Contributions

- (1) The roadworks infrastructure contribution for any proposed development will be determined upon lodgement with the Local Government of a development application—

- (a) for reconfiguring a lot;
 - (b) for a material change of use;
- and calculated as follows—

$[(A - B) - C] \times D \times E$

where

A is—

- (i) for reconfiguring a lot, the vehicle trips for those lots included in the development application determined using the rates outlined in Appendix 1 excluding any part of the land included in the application which are lots to be dedicated for town planning or road purposes, lots to be dedicated for open space purposes or lots to be surrendered to the Crown;
- (ii) for a material change of use the vehicle trips for the use calculated using the rates outlined in Appendix 1.

B is the greater of—

- (i) for vacant land, the vehicle trips allowed for a single residential use; or
- (ii) where an existing building or existing work is proposed to be changed the vehicle trips for that part of the existing use proposed to be changed; or
- (iii) the base population/deemed credit⁵ for that land as outlined in Appendix 2 less the vehicle trips applying to any existing use at the date the development application is lodged with the Local Government.

C is any applicable infrastructure credit for the land as outlined in the Register of Infrastructure Contributions and Credits, including any ‘unused’ infrastructure contributions previously paid to the Local Government in respect of the land.

D is the applicable Roadworks Infrastructure Unit rate per vehicle trips as outlined in Appendix 5 for the roadworks sector in which the land is situated;

E is the infrastructure unit charge at the date the development application is approved by the Local Government.

NOTE 5.10A

Refer to Clauses 2.5(9) and (10) for details of the unit charge currently in force.

- (2) Where the proposed equivalent population is less than the existing equivalent population including any applicable deemed credit no roadwork infrastructure contributions are required.

⁵ Unless otherwise determined by Council, deemed credits do not apply in situations where infrastructure contributions are still outstanding from a previous or current development approval.



- Existing Roads Infrastructure
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

June 2007

Legend



Map 5.1
Existing Roads Infrastructure

-  Future Roads Infrastructure
-  Future Intersection Upgrades
-  Highway
-  Other Major Roads
-  Roads
-  Railway
-  Rivers
-  Township
-  City Boundary

February 2014

Legend



Map 5.2
Future Roads Infrastructure

NOTE 5.10B

EXAMPLES

- (1) (a) It is proposed to reconfigure 3 hectares of land into 21 lots comprising 15 lots above 450m², 4 lots at 450m², 1 lot (5000m²) for future multiple residential use and 1 lot (8000m²) for future local shopping centre.
- (b) No previous roadwork infrastructure contributions were paid nor is the land within a 'deemed credit' area.
- (c) The vehicle trips for the proposed development using the rates outlined in Appendix 1 is as follows—
- | | |
|--|-----------------------------|
| 15 single residential sites greater than 450m ² | 97.5 trips (i.e. 15 x 6.5) |
| 4 single residential sites at 450m ² | 26 trips (i.e. 4 x 6.5) |
| 1 lot (future townhouses) | 47.5 trips (i.e. 95 x 5000) |
| | <u>10,000</u> |
| 1 lot (future shops) | 320 trips (i.e. 400 x 8000) |
| | <u>10,000</u> |
| | A = 491 trips |
- (d) As the land is not within a deemed credit area nor the subject of previous roadwork infrastructure contributions the existing use is that allowed for a single residential use (refer section 5.10 of this planning scheme policy).
- (e) The vehicle trips for a single residential use is 6.5 (from Appendix 1).
- B = 6.5 trips
- (f) The increase in equivalent population is A - B which equals 484.5 trips.
- (2) (a) In this example assume the same development as in (1) above except that the land was subject to a previous rezoning and \$45,000 roadwork infrastructure contributions were paid.
- (b) From example (1) A - B = 484.5 trips
- (c) Irrespective of the payment amount, the previous roadwork infrastructure contribution rezoning payment was based on 95 trips/hectare (less the trips for a single residential use) and this figure should be used to determine the existing use.
- (3 ha x 95 trips/ha) - 6.5 C = 278.5 trips
- (d) The increase in vehicle trips is (A - B) - C which equals 206 trips.
- (3) (a) It is proposed to extend by 500m² an existing 1000m² shopping centre.
- (b) The shopping centre is on land (4000m²) within a 'deemed credit area' for the 'Local Retail and Commercial Zone'.
- (c) The vehicle trips for the proposed use using the rates outlined in Appendix 1 is as follows—
- | | | | | |
|---------------------------------------|---|------------|-----|------------|
| $\frac{500\text{m}^2}{100\text{m}^2}$ | x | 13.3 trips | A = | 66.5 trips |
|---------------------------------------|---|------------|-----|------------|
- (d) The existing vehicle trips for the shopping centre is as follows—
- | | | | | |
|--|---|--|-----|----------|
| $400 \text{ trips} \times \frac{4000\text{m}^2}{10,000\text{m}^2}$ | - | $\frac{1000\text{m}^2}{100\text{m}^2} \times 13.3 \text{ trips}$ | B = | 27 trips |
| From Appendix 2 | | Existing Use | | |
- (e) The increase in vehicle trips is A-B which equals 39.5 trips.
- (f) For any future development there is no deemed credit.



Division 6—Public Parks Infrastructure

6.1 Public Parks Infrastructure

- (1) The provisions in this division are as follows—
- (a) the existing trunk infrastructure (see section 6.2);
 - (b) the details of future trunk infrastructure (see section 6.3);
 - (c) the desired standard of service for trunk infrastructure (see section 6.4);
 - (d) the trunk infrastructure to be provided and funded by the contribution (see section 6.5);
 - (e) the estimated establishment cost of trunk infrastructure to be funded by the contribution (see section 6.6);
 - (f) each area in which the contribution applies (see section 6.7);
 - (g) type of lot, work or use, for which the contribution applies (see section 6.8);
 - (h) contribution calculations (see sections 6.9 – 6.10).

6.2 Existing Trunk Infrastructure

- (1) The existing public parks infrastructure is shown on Map 6.1.

NOTE 6.2A

Further details in relation to existing park infrastructure can be found in the 'Ipswich Public Parks Strategy 2007'.

6.3 Future Trunk Infrastructure

- (1) The future trunk infrastructure to be provided for Citywide, District and Local public parks infrastructure is shown on Map 6.2.

6.4 Desired Standard of Service for Trunk Infrastructure

- (1) The desired standard of service for the various levels and type of public parks infrastructure is outlined in Planning Scheme Policy 3—General Works.

6.5 Trunk Infrastructure for Public Parks Infrastructure Contributions

- (1) The trunk infrastructure to be funded by an infrastructure contribution for Citywide, District and Local public parks infrastructure is shown on maps 6.1 and 6.2 and the trunk infrastructure costings for the various levels and type of recreational settings is outlined in Tables 6.5.1 to 6.5.3—

Table 6.5.1: Existing Parks Trunk Infrastructure Costs¹

Level	Total
Citywide	\$167,642,399.90
District	\$100,013,737.00
Local	\$104,686,964.14
Total	\$372,343,101.05

¹The costs for existing parks include the cost of all future upgradings to achieve the desired standards of service.

Table 6.5.2: Future Park Embellishment Trunk Infrastructure Costs

Level	Total
Citywide	\$353,561,492.83
District	\$178,109,393.00
Local	\$163,367,191.32
Total	\$695,038,077.15

Table 6.5.3: Future Park Securement Trunk Infrastructure Costs

Level	Total
Citywide	\$75,872,618.33
District	\$35,020,331.13
Local	\$53,483,108.74
Total	\$164,376,058.20

6.6 Estimated Establishment Cost of Trunk Infrastructure

- (1) The estimated establishment cost of public parks infrastructure for the different recreational levels is outlined in Table 6.6.1—

Table 6.6.1: Public Parks Trunk Infrastructure Costs

Level	Total
Citywide	\$597,076,511.06
District	\$313,143,461.13
Local	\$321,537,264.20
Total	\$1,231,757,236.39

NOTE 6.6A

Further details in relation to the estimated establishment costs for each recreational setting for the various planning sectors can be found in the 'Ipswich Public Parks Strategy 2007'.

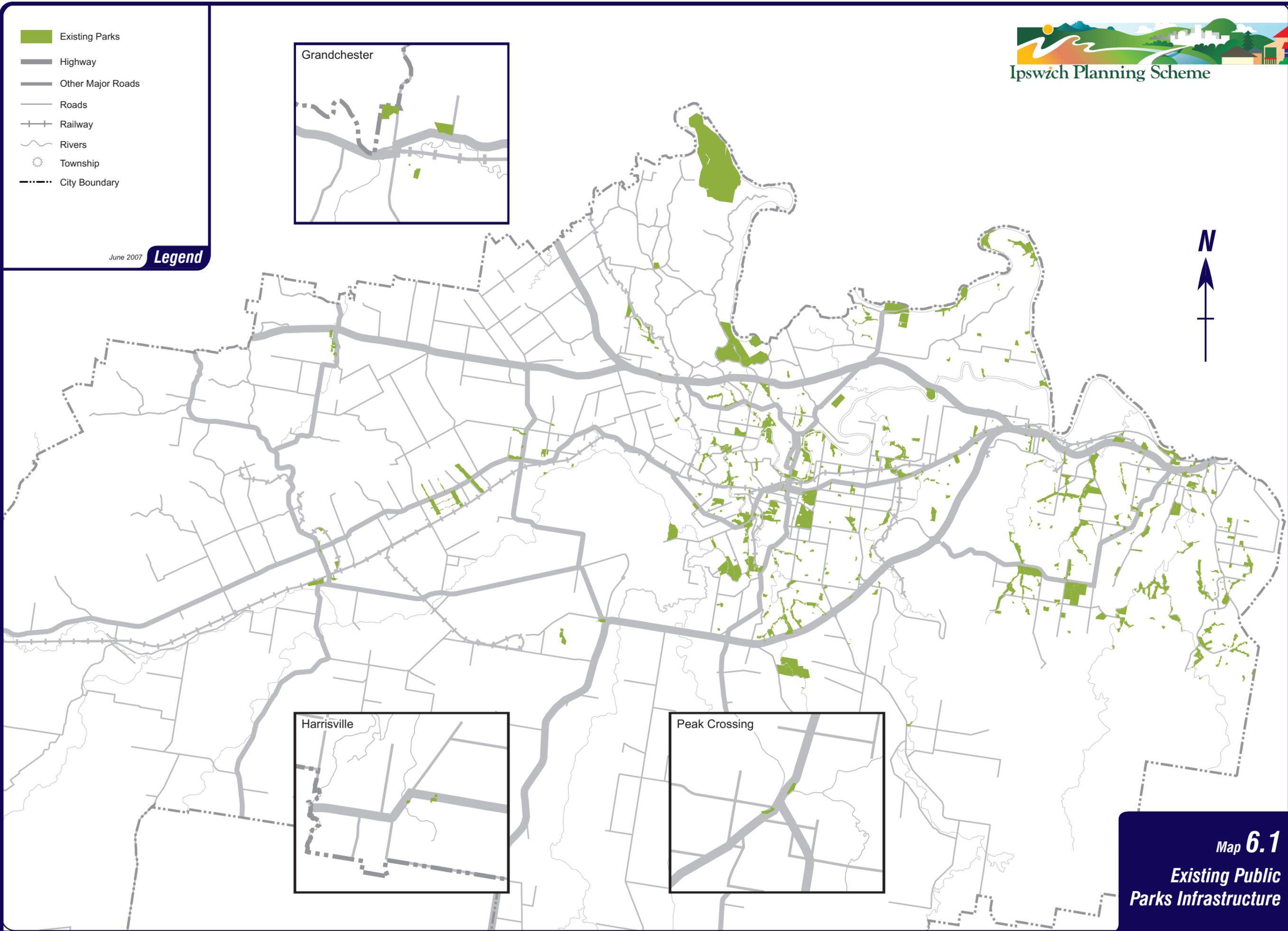


- Existing Parks
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

June 2007 **Legend**

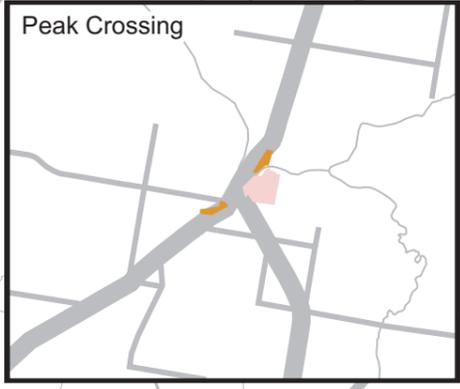


Map 6.1
Existing Public Parks Infrastructure



- Recreation Park**
- Citywide
 - District
 - Local
- Sportsground**
- Citywide
 - Local
- Waterside Park**
- Citywide
 - District
- Linear Park**
- Citywide
 - Local
- Highway
 Other Major Roads
 Roads
 Railway
 Rivers
 Township
 City Boundary

September 2009 **Legend**



Map **6.2**
Future Public Parks Infrastructure

6.7 Areas where Infrastructure Contributions Apply

- (1) For the purpose of determining infrastructure contributions towards Public Parks Infrastructure, recreation facilities have been categorised as outlined in Table 6.7.1—

Table 6.7.1: Public Parks Infrastructure Categories

Facilities Catchment	Infrastructure Category	Area Category	Type of Recreation Setting
Citywide	Level 1	City	Sportsground & Courts Recreation Parks Waterside Parks Linear Parks
District	Level 2	Planning District	Recreation Parks Waterside Parks
Local	Level 3	Planning Sector	Sportsground & Courts Recreation Parks Linear Parks

- (2) All areas of the City are subject to a Citywide (Level 1) infrastructure contribution, which is that part of the Public Parks Infrastructure Contribution used to provide Citywide recreation facilities.
- (3) Those areas of the City which are to be provided with District (Level 2) recreation facilities are to be subject to a Planning District infrastructure contribution.
- (4) Those areas of the City which are to be provided with Local (Level 3) recreation facilities are to be subject to a Planning Sector infrastructure contribution.
- (5) Those areas of the City subject to the various levels of public parks infrastructure contributions (i.e. Citywide, District or local recreation facilities) and the boundaries of the public parks planning sectors are shown on Map A6.1 in Appendix 6.

6.8 Application of Contribution

- (1) Subject to section 6.8(2), Public Parks Infrastructure contributions apply to every development application that involves—
 - (a) reconfiguring a lot for residential purposes; or
 - (b) a material change of use for residential purposes (excluding a motel or nursing home).
- (2) For a material change of use for student accommodation purposes only Level 1 Public Parks Infrastructure Contributions apply.

6.9 Determination of Public Parks Infrastructure Unit Rates

- (1) The Public Parks Infrastructure Unit Rates for the purposes of calculating Public Parks Infrastructure Contributions is to be determined for each sector in respect of each category of public parks infrastructure set out in Table 6.7.1.
- (2) The Public Parks Infrastructure Unit rate has been calculated as follows—

Rate = A + B + C

Where

- A is the Level 1 rate determined by the relevant Citywide establishment costs ÷ population for the City;
- B is the Level 2 rate determined by the relevant establishment costs for each applicable Planning District ÷ population for each applicable Planning District;
- C is the Level 3 rate determined by the relevant establishment costs for each applicable Planning Sector ÷ population for each applicable Planning Sector.

- (3) The open space infrastructure unit rates for the various parks sectors, based on the calculation in paragraph (2), are contained in Appendix 6.

6.10 Determination and Calculation of Public Parks Infrastructure Contributions

- (1) The public parks infrastructure contribution for any proposed residential development will be determined upon lodgement with the Local Government of a development application—
 - (a) for reconfiguring a lot;
 - (b) for a material change of use (excluding a single residential use, a motel or a nursing home);
 and calculated as follows—

$$[(A - B) - C] \times D \times E$$
 where
 A is—
 - (i) for reconfiguring a lot, the population for those lots included in the development application determined using the rates outlined in Appendix 1 excluding any part of the land included in the application which are lots shown as being for any purposes other than residential purposes;
 - (ii) for a material change of use the population for the residential use calculated using the rates outlined in Appendix 1.



- B is the greater of—
 - (i) for vacant land, that allowed for a single residential use; or
 - (ii) where an existing building or existing work is proposed to be changed the population for that part of the existing use proposed to be changed.
- C is any applicable infrastructure credit for the land as outlined in the Register of Infrastructure Contributions and Credits, including any ‘unused’ infrastructure contributions previously paid to the Local Government.

- D is the applicable Public Parks Infrastructure unit rate per person as outlined in Appendix 6 for the parks sector in which the land is situated.
- E is the infrastructure unit charge at the date the development application is approved by the Local Government.

NOTE 6.10A

Refer to Clauses 2.5(9) and (10) for details of the unit charge currently in force.

(2)

Where the proposed population is less than the existing population no public parks infrastructure contributions are required.



NOTE 6.10B**EXAMPLES**

- (1) (a) It is proposed to reconfigure 3 hectares of land into 21 lots comprising 15 lots above 450m², 4 lots at 450m², 1 lot (5000m²) for future multiple residential use and 1 lot (8000m²) for a future local shopping centre.
- (b) No previous parkland contributions were paid.
- (c) The equivalent population for the proposed development using the rates outlined in Appendix 1 is as follows—
- | | |
|--|--|
| 15 single residential sites greater than 450m ² | 41.1p (i.e. 15 x 2.74) |
| 4 single residential sites at 450m ² | 10.96p (i.e. 4 x 2.74) |
| 1 lot (future townhouses) | 19.75p (i.e. $\frac{39.5 \times 5000}{10,000}$) |
| | 10,000 |
| 1 lot (future shops) | <u>no contribution for non-residential uses</u> |
| | A = <u>71.81p</u> |
- (d) As the land is not the subject of previous parkland contributions the existing equivalent population is that allowed for a single residential use (refer section 6.10 of this planning scheme policy).
- (e) The p for a single residential use is 2.74 (from Appendix 1).
- B = 2.74
- (f) The increase in equivalent population is A - B which equals 69.07p.
- (2) (a) In this example assume the same development as in (1) above except that the land was subject to a previous rezoning and \$45,000 parkland contributions were paid.
- (b) From example (1) A-B = 69.07p
- (c) Irrespective of the payment amount, the previous parkland contribution rezoning payment was based on 35 p/hectare (less the p for a single residential use) and this figure should be used to determine the infrastructure credit.
- (3 ha x 35 p/ha) - 2.74p C = 102.26p
- (d) The increase in equivalent population is (A - B) - C which equals -33.19p.
- (e) Because the increase in P figure is negative (i.e. the proposed equivalent population is less than the existing equivalent population) no public parks infrastructure contributions are required.
- (3) (a) In this example assume the townhouse site in the examples above is to be developed for 30 two bedroom townhouses.
- (b) The equivalent population for the proposed use using the rates outlined in Appendix 1 is as follows—
- 30 x 1.58 persons A = 47.4p
- (c) The existing equivalent population for the site is as follows—
- | | | | |
|--|----|----------------------|------------------------|
| 33.19p | or | 19.75p | B = 19.75p (Example 1) |
| (refer to balance credit from example 2) | | (refer to Example 1) | 33.19p (Example 2) |
- (d) The increase in equivalent population is A-B which equals 27.65p (Example 1) or 14.21p (Example 2).
- (e) In both cases, for any future development there is no infrastructure credit.



Division 7— Land for Local Community Facilities

7.1 Community Facilities Infrastructure

- (1) The provisions in this division are as follows—
- (a) the existing trunk infrastructure (see section 7.2);
 - (b) the details of future trunk infrastructure (see section 7.3);
 - (c) the desired standard of service for trunk infrastructure (see section 7.4);
 - (d) the trunk infrastructure to be provided and funded by the contribution (see section 7.5);
 - (e) the estimated establishment cost of trunk infrastructure to be funded by the contribution (see section 7.6);
 - (f) each area in which the contribution applies (see section 7.7);

- (g) type of lot, work or use, for which the contribution applies (see section 7.8);
- (h) contribution calculations (see section 7.9 – 7.10).

7.2 Existing Trunk Infrastructure

NOTE 7.2A

The existing community facilities infrastructure is detailed in the 'Inventory of Ipswich Facilities by Local Planning Areas' and the 'Technical Information on Social Infrastructure in Support of the Social Infrastructure Contribution Policy'.

7.3 Future Trunk Infrastructure

- (1) The future trunk infrastructure to be provided for Citywide, District and Local community facilities infrastructure is outlined in Table 7.3.1.

Table 7.3.1: Future Local Community Facilities Infrastructure

Citywide Facilities	Planning Districts	District Facilities	Planning Sector	Sector Facilities	
				Neighbourhood Meeting Space	Youth Space
Central Library (2) Cultural /Performing Arts Centre (2) Art Gallery (2)	Eastern	Multi-purpose Community Centre with Library (5) Community Centre (5) Youth Centre (5) Performance/Theatre Space (2)	E1	1	1
			E2	5	5
			E3	2	2
			E4	5	5
			E5	2	2
			E6	1	1
	Central	Multi-purpose Community Centre with Library (5) Community Centre (5) Youth Centre (5) Performance/Theatre Space (2)	C1	1	1
			C2	3	3
			C3	2	2
			C4	1	1
			C5	1	1
			C6	1	1
	Ripley	Multi-purpose Community Centre with Library(3) Community Centre (3) Youth Centre (3) Performance/Theatre Space (1)	C7	1	1
			C8	1	1
			C9	1	1
			C10	1	1
			C11	0.5	0.5
	Western	Multi-purpose Community Centre with Library (2) Community Centre (2) Youth Centre (2) Performance/Theatre Space (1)	R1	1	1
R2			4	4	
R3			2	2	
R4			3	3	
W1			2	2	
W2			2	2	
W3			1	1	
W6			0.5	0.5	
W4			0.5	0.5	
W8	0.5	0.5			
W9	0.5	0.5			



7.4 Desired Standard of Service for Trunk Infrastructure

- (1) The desired standard of service for the various levels and type of community facilities infrastructure is outlined in Table 7.4.1.

Table 7.4.1: Desired Standard of Service for Land for Local Community Facilities

<ul style="list-style-type: none"> Provide a network of Citywide, District or Local level community facilities that: <ul style="list-style-type: none"> are provided at a level commensurate with need and level of service required; are centrally located and accessible to the catchment they serve; have the potential to be augmented to accommodate changes in program and service delivery; maximise usage of existing facilities; co-locate or integrate with recreational facilities, where possible; and take into account the facilities and services provided by private organisations or other public sector entities. <p>Provide flexible multi-purpose facilities that can whenever possible incorporate a range of community uses rather than specialist facilities.</p>	<ul style="list-style-type: none"> Locate facilities in functional activity centres or areas with public transport access (wherever possible) and pedestrian/cyclist access, in particular locating: <ul style="list-style-type: none"> Citywide facilities in the heart of the Principal Activity Centres that can be accessed by regular weekday and weekend bus transport, including evening services; District facilities in a district level or major activity centre preferably co-located with other district level facilities (e.g. library) accessed by 10-20 minute car trip from all parts of the district and by regular weekday bus service; Local facilities close to a local shopping centre and co-located where possible with other community or local recreation facilities accessed by 5 minute car trip, and close to bus stops.
<ul style="list-style-type: none"> Provide community facilities generally in accordance with the following benchmark standards: <p><i>Citywide Facilities</i></p> <ul style="list-style-type: none"> Central Library (1:150, 000 persons) Cultural/Performing Arts Centre (1:130, 000 persons) Art Gallery (1:130, 000 persons) <p><i>District Facilities:</i></p> <ul style="list-style-type: none"> Multi-purpose Community Centre with Library (1:30, 000 persons) District Community Centre (1:30, 000 persons) District Youth Centre (1:30, 000 persons) Branch Library (1:30, 000 persons if not provided as part of a multi-purpose community centre) District Performance/Theatre Space (1:80, 000 persons) <p><i>Local Facilities</i></p> <ul style="list-style-type: none"> Neighbourhood Meeting Space (1:10, 000 persons) Local Youth Space (1:10, 000 persons) 	

7.5 Trunk Infrastructure for Community Facilities Infrastructure Contributions

- (1) The trunk infrastructure to be funded by an infrastructure contribution for Citywide, District and Local community facilities infrastructure is outlined in Table 7.3.1 and the costings for the various levels and type of community facilities is outlined in Tables 7.5.1 to 7.5.3—

Table 7.5.1: Citywide Trunk Infrastructure Costs

Facilities	Cost
Central Library, Cultural/Performing Arts Centre, Art Gallery	\$24,000,000

Table 7.5.2: District Trunk Infrastructure Costs

Facilities	Cost
Multi-purpose centres (including library), Community Centres, Youth Centres and Performance/Theatre Space	\$78,300,000

Table 7.5.3: Local Trunk Infrastructure Costs

Facilities	Cost
Neighbourhood Meeting Space and Youth Space	\$43,236,000

7.6 Estimated Establishment Cost of Trunk Infrastructure

- (1) The estimated establishment cost of community facilities infrastructure for the different infrastructure levels is as outlined in Table 7.6.1—



Table 7.6.1: Land for Local Community Facilities Trunk Infrastructure Costs

Level	Total
Citywide	\$24,000,000
District	\$78,300,000
Local	\$43,236,000
Total	\$145,536,000

NOTE 7.6A

Further details in relation to the estimated establishment costs for land for local community facilities for the various planning sectors can be found in the 'Land for Local Community Facilities Supporting Document'.

7.7 Areas where Infrastructure Contributions Apply

- (1) For the purpose of determining infrastructure contributions towards Community Facilities Infrastructure, land for local community facilities have been categorised as outlined in Table 7.7.1—

Table 7.7.1: Local Community Facilities Infrastructure Categories

Facilities Catchment	Infrastructure Category	Area Category	Type of Facilities
Citywide	Level 1	City	Central Library, Cultural/Performing Arts Centre, Art Gallery
District	Level 2	Planning District	Multi-purpose Centres (including Library), Community Centres, Youth Centres and Performance/Theatre Space
Local	Level 3	Planning Sector	Neighbourhood Meeting Space and Youth Space

- (2) All areas of the City are subject to a Citywide (Level 1) infrastructure contribution, which is that part of the Community Facilities Infrastructure Contribution used to provide Citywide community facilities.
- (3) Those areas of the City which are to be provided with District (Level 2) community facilities are to be subject to a Planning District infrastructure contribution.
- (4) Those areas of the City which are to be provided with Local (Level 3) community facilities are to be subject to a Planning Sector infrastructure contribution.
- (5) Those areas of the City subject to the various levels of community facilities infrastructure contributions (i.e. Citywide, District or local community facilities) and the boundaries of the community facilities planning sectors are shown on Map A7.1 in Appendix 7.

7.8 Application of Contribution

Community Facilities Infrastructure contributions apply to every development application that involves—

- (a) reconfiguring a lot for residential purposes; or
- (b) a material change of use for residential purposes (excluding a motel, student accommodation or a nursing home).

7.9 Determination of Community Facilities Infrastructure Unit Rates

- (1) The Community Facilities Infrastructure Unit Rates for the purposes of calculating Community Facilities Infrastructure Contributions is to be determined for each sector in respect of each category of community facilities infrastructure set out in Table 7.7.1.

- (2) The Community Facilities Infrastructure Unit rate has been calculated as follows—

Rate = A + B + C

Where

- A is the Level 1 rate determined by the relevant Citywide establishment costs ÷ population for the City;
- B is the Level 2 rate determined by the relevant establishment costs for each applicable Planning District ÷ population for each applicable Planning District;
- C is the Level 3 rate determined by the relevant establishment costs for each applicable Planning Sector ÷ population for each applicable Planning Sector.

- (3) The community facilities infrastructure unit rates for the various community facilities sectors, based on the calculation in paragraph (2), are contained in Appendix 7.

7.10 Determination and Calculation of Community Facilities Infrastructure Contributions

- (1) The community facilities infrastructure contribution for any proposed residential development will be determined upon lodgement with the Local Government of a development application—
 - (a) for reconfiguring a lot;
 - (b) for a material change of use (excluding a single residential use, a motel, student accommodation or a nursing home);



and calculated as follows—

$$[(A - B) - C] \times D \times E$$

where

A is—

- (i) for reconfiguring a lot, the population for those lots included in the development application determined using the rates outlined in Appendix 1 excluding any part of the land included in the application which are lots shown as being for any purposes other than residential purposes;
- (ii) for a material change of use the population for the residential use calculated using the rates outlined in Appendix 1.

B is the greater of—

- (i) for vacant land, that allowed for a single residential use; or
- (ii) where an existing building or existing work is proposed to be changed the population for that part of the existing use proposed to be changed.

C is any applicable infrastructure credit for the land as outlined in the Register of Infrastructure Contributions and Credits, including any 'unused' infrastructure contributions previously paid to the Local Government.

D is the applicable Community Facilities Infrastructure Unit Rate per person as outlined in Appendix 7 for the community facilities sector in which the land is situated.

E is the infrastructure unit charge at the date the development application is approved by the Local Government.

NOTE 7.10A

Refer to the Clauses 2.5(9) and (10) for details of the unit charge currently in force.

- (2) Where the proposed population is less than the existing population no community facilities infrastructure contributions are required.



NOTE 7.10B

EXAMPLES

(1) (a) It is proposed to reconfigure 3 hectares of land into 21 lots comprising 15 lots above 450m², 4 lots at 450m², 1 lot (5000m²) for future multiple residential use and 1 lot (8000m²) for a future local shopping centre.

(b) No previous community facilities contributions were paid.

(c) The equivalent population for the proposed development using the rates outlined in Appendix 1 is as follows—

15 single residential sites greater than 450m ²	41.1p (i.e. 15 x 2.74)
4 single residential sites at 450m ²	10.96p (i.e. 4 x 2.74)
1 lot (future townhouses)	19.75p (i.e. $\frac{39.5 \times 5000}{10,000}$)
	10,000
1 lot (future shops)	<u>no contribution for non-residential uses</u>
	A = <u>71.81p</u>

(d) As the land is not the subject of previous community facilities contributions the existing equivalent population is that allowed for a single residential use (refer section 7.10 of this planning scheme policy).

(e) The p for a single residential use is 2.74 (from Appendix 1).

$$B = 2.74$$

(f) The increase in equivalent population is A - B which equals 69.07p.

(2) (a) In this example assume the same development as in (1) above except that the land was subject to a previous rezoning and \$45,000 community facilities contributions were paid.

(b) From example (1) $A - B = 69.07p$

(c) Irrespective of the payment amount, the previous community facilities contribution rezoning payment was based on 35 p/hectare (less the p for a single residential use) and this figure should be used to determine the infrastructure credit.

$$(3 \text{ ha} \times 35 \text{ p/ha}) - 2.74p \quad B = 102.26p$$

(d) The increase in equivalent population is (A - B) - C which equals -33.19p.

(e) Because the increase in P figure is negative (i.e. the proposed equivalent population is less than the existing equivalent population) no community facilities infrastructure contributions are required.

(3) (a) In this example assume the townhouse site in the examples above is to be developed for 30 two bedroom townhouses.

(b) The equivalent population for the proposed use using the rates outlined in Appendix 1 is as follows—

$$30 \times 1.58 \text{ persons} \quad A = 47.4p$$

(c) The existing equivalent population for the site is as follows—

33.19p	or	19.75p	B = 19.75p (Example 1)
(refer to balance credit from example 2)		(refer to Example 1)	33.19p (Example 2)

(d) The increase in equivalent population is A-B which equals 27.65p (Example 1) or 14.21p (Example 2).

(e) In both cases, for any future development there is no infrastructure credit.



Division 8—Funding and Construction of Trunk Infrastructure

8.1 General

NOTE 8.1A

- (1) The levying of a condition requiring an infrastructure contribution does not automatically entitle a Developer to the immediate construction of all trunk infrastructure items as may be necessary to serve the development.
- (2) Whilst this Planning Scheme Policy outlines the trunk infrastructure items for the purpose of determining the infrastructure contributions, the Local Government maintains a Capital Works Program for the actual construction of each trunk infrastructure item.
- (3) The Capital Works Program outlines the intention of the Local Government with regard to the provision of infrastructure but may vary depending upon such diverse matters as the final development mix of approved developments, the uses to be made of buildings erected on land within the City area, the actual rate of development and the spatial distribution of development.
- (4) The Capital Works Program and this Planning Scheme Policy are not meant in any way to place a rigid obligation on the Local Government as to the amount and timing of construction of trunk infrastructure to be undertaken by the Local Government.
- (5) Funding arrangements to apply to the construction of trunk infrastructure items will depend on whether or not the trunk infrastructure items are—
 - (a) programmed in the Local Government's Capital Works Program;
 - (b) programmed but proposed by the Developer to be brought forward in the Capital Works Program;
 - (c) not programmed in the Capital Works Program but proposed by the Developer to be brought into the Capital Works Program;
 - (d) to be constructed by the Local Government or the Developer; or
 - (e) connecting works required to serve other developments.

- (1) In determining appropriate arrangements for the funding of trunk infrastructure, the Local Government is to take into account the works as outlined in its Capital Works Program, the logical staging of development, the availability of funding, the feasibility of construction, the necessary programming and any other aspects relating to the trunk infrastructure items.
- (2) Where the Local Government determines that no funding arrangement is suitable for providing trunk water supply or sewerage infrastructure to serve the development, the Local Government may permit the Developer to construct temporary works at the Developer's cost, in accordance with division 10, in addition to paying infrastructure contributions.

8.2 Construction of Trunk Infrastructure as Programmed

NOTE 8.2A

Under the Local Government's normal and preferred arrangements, programmed trunk infrastructure will be provided for in the Local Government's budget and constructed by the Local Government as programmed, and the responsibility of the Developer will be generally limited to payment of infrastructure contributions determined in accordance with this Planning Scheme Policy.

- (1) Where the trunk infrastructure items are programmed in the Local Government's Capital Works Program but funding from infrastructure contributions is insufficient for the purpose, the Local Government may enter into an infrastructure agreement with the Developer under funding arrangements as outlined in section 8.2(3), for the Developer to provide advance funding for the trunk infrastructure or construct the trunk infrastructure items as programmed.

NOTE 8.2B

The trunk infrastructure to be provided under the infrastructure agreement may be required to serve areas additional to that subject of the development application, to meet the demands of future development in the vicinity.

- (2) Such an infrastructure agreement is referred to for the purposes of this planning scheme policy as a "Trunk Infrastructure Agreement".
- (3) Funding arrangements in this case may include the following—
 - (a) full cash reimbursement by the Local Government for the amount of advance funding or the capital cost of construction;



- (b) partial reimbursement through Infrastructure Credits determined in accordance with section 9.2 and cash reimbursement for the balance of the amount of advance funding or the capital cost of construction;
- (c) full reimbursement through Infrastructure Credits determined in accordance with section 9.2.

- (e) a program of works and details of each party's responsibility relating to project delivery.

8.3 Construction of Trunk Infrastructure Ahead of Program

Trunk Infrastructure Currently Programmed

- (1) Where the relevant trunk infrastructure is programmed in the Local Government's Capital Works Program but the Developer proposes that it be brought forward on the Capital Works Program, the Local Government may enter into an infrastructure agreement with the Developer for construction of the trunk infrastructure at the Developer's cost (which may include provision for refunding contributions from other users who will benefit from the infrastructure).
- (2) Such an infrastructure agreement is referred to for the purposes of this planning scheme policy as an "Accelerated Trunk Infrastructure Agreement".

NOTE 8.3A

The trunk infrastructure to be provided under an Accelerated Trunk Infrastructure Agreement may be required to serve areas additional to that subject of the development application, to meet the demands of future development in the vicinity.

- (3) The Developer is to fully fund all trunk infrastructure necessary to serve the defined area or planned population of proposed and future development outlined in the Accelerated Trunk Infrastructure Agreement.
- (4) The Developer will be eligible for Infrastructure Credits or subsequent cash reimbursement determined in accordance with section 9.2.
- (5) The Accelerated Trunk Infrastructure Agreement is to be in accordance with section 11.1 and include the following information—
 - (a) a plan identifying the area to be serviced by the trunk infrastructure;
 - (b) details of the trunk infrastructure, including design criteria, construction details, and any other relevant details;
 - (c) details of the cost of the required trunk infrastructure;
 - (d) details of the available Infrastructure Credits as determined in accordance with section 9.2; and

Trunk Infrastructure not Currently Programmed

- (6) Where the construction of trunk infrastructure which is not currently programmed in the Local Government's Capital Works Program is required, to serve earlier than expected development, the Local Government may enter into an Infrastructure Agreement generally in accordance with sections 8.3(3) and 8.3(5) for construction of the trunk infrastructure at the Developer's cost.
- (7) The Developer will be eligible for Infrastructure Credits determined in accordance with section 9.2.

8.4 Construction of Connecting Works Deemed to be Trunk Infrastructure

- (1) Where the construction of connecting works is required by the Local Government, pursuant to section 13.1(3) to also serve other developments, the Local Government is to enter into an infrastructure agreement with the Developer for construction of the connecting works (deemed trunk infrastructure) at the Developer's cost (which may include provision for refunding contributions from other users who will benefit from the infrastructure).
- (2) Such an infrastructure agreement is referred to for the purposes of this planning scheme policy as a "Connecting Works Trunk Infrastructure Agreement".

NOTE 8.4A

The connecting works (trunk infrastructure) to be provided under a Connecting Works Trunk Infrastructure Agreement may be required to serve areas additional to that subject of the development application, to meet the demands of future development in the vicinity.

- (3) The Developer is to fully fund all connecting works (trunk infrastructure) necessary to serve the defined area or planned population of proposed and future development outlined in the Connecting Works Trunk Infrastructure Agreement.
- (4) The Developer will be eligible for infrastructure credits or subsequent cash reimbursement determined in accordance with section 9.2.
- (5) The Connecting Works Trunk Infrastructure Agreement is to be in accordance with section 11.1 and include the following information—
 - (a) a plan identifying the area to be serviced by the connecting works;
 - (b) details of the connecting works, including design criteria, construction details, and any other relevant details;
 - (c) details of the construction costs of the required connecting works;



- (d) details of the available infrastructure credit as determined in accordance with section 9.2; and
- (e) a program of works and details of each party's responsibility relating to project delivery.

8.5 Design and Construction of Trunk Infrastructure

NOTE 8.5A

Under the Local Government's normal and preferred arrangements, the planning, design, documentation, easement acquisition, construction or augmentation of trunk infrastructure is to be undertaken by the Local Government.

- (1) Where the Local Government agrees to the construction of trunk infrastructure being carried out by the Developer, an infrastructure agreement is to be entered into between the Local Government and the Developer in accordance with section 11.1.

NOTE 8.5B

- (1) Amongst other things the agreement is to require the Developer to adhere to a competitive tendering process in accordance with the Local Government's Purchasing Policy and any other related requirements of the Local Government at the time.
- (2) The Developer is to submit to the Local Government all tenders received, together with a tender report and recommendation, for approval prior to entering into any contract for construction of the trunk infrastructure.
- (3) Reimbursement of either construction costs or infrastructure credits for approved works undertaken by the Developer is not to be finalised until the Developer has submitted in a format acceptable to the Local Government details of the construction contract final claim and any supporting information the Local Government deems necessary to justify the final contract value.
- (4) Final inspection and acceptance by the Local Government of the works 'on maintenance' will also be a prerequisite to agreement on reimbursement.

8.6 Land Dedications

NOTE 8.6A

Under the Local Government's normal arrangements, land acquisition costs have been included in the establishment cost of infrastructure, and the responsibility of the Developer will be generally limited to payment of infrastructure contributions determined in accordance with this Planning Scheme Policy.

- (1) The Local Government may enter into an infrastructure agreement with the Developer under arrangements as outlined in section 8.6(2) for the Developer to dedicate part of the land the subject of a Development Application for the provision of trunk infrastructure.

NOTE 8.6B

The land to be provided under the infrastructure agreement may be required to serve areas additional to that subject of the development application, to meet the demands of future development in the vicinity.

- (2) Land Dedication arrangements in this case may include the following—
 - (a) full cash reimbursement by the Local Government of the value of the land;
 - (b) partial reimbursement through infrastructure credits determined in accordance with section 9.2 and cash reimbursement for the balance of the value of the land; or
 - (c) full reimbursement through infrastructure credits determined in accordance with section 9.2.

Division 9—Infrastructure Credits

9.1 General

- (1) Where the Local Government agrees to the advance funding or construction of programmed trunk infrastructure by the Developer or the construction of trunk infrastructure ahead of program for earlier than expected development or for connecting works (deemed trunk infrastructure) at the Developer's cost or the dedication of land to provide for infrastructure, and determines that an allowance will be made for the Developer to offset the costs of the trunk infrastructure constructed or land dedicated against infrastructure contributions payable, these offsets are to be referred to as infrastructure credits.
- (2) Infrastructure credits are to always be expressed as equivalent persons and not in monetary terms.



- (3) Where infrastructure credit is allowed, it is to be set against infrastructure contributions payable under this Planning Scheme Policy (excluding, unless relevant, Level 1 public parks or community facilities infrastructure contributions).

NOTE 9.1A

For the purpose of clarity, it is recorded that Level 1 public parks or community facilities infrastructure contributions must be paid to the Local Government in money and cannot be set off against the relevant infrastructure credit unless the credit has been obtained for the advanced funding, construction or dedication of land for Level 1 public parks or community facilities infrastructure.

- (4) Infrastructure credits are not transferable—
 - (a) between different developments, but may be transferred between different stages of an approved staged development;
 - (b) to other trunk infrastructure items; or
 - (c) to other categories of trunk infrastructure.

NOTE 9.1B

The trunk infrastructure funded and constructed or the land dedicated by the Developer may need to be designed to serve areas additional to that subject of the development application, in which case the calculated amount of infrastructure credits may exceed the level of infrastructure contributions anticipated for the development.

- (5) The amount of infrastructure credits allowed is not to accrue beyond the anticipated level of infrastructure contributions payable in respect of the development application, unless the infrastructure credits can be—
 - (a) transferred to another stage of the same approved staged development;
 - (b) redeemed in cash pursuant to a Trunk Infrastructure Agreement whereby the funding arrangements outlined in section 8.2 in relation to cash reimbursement have been stipulated in the Infrastructure Agreement;
 - (c) redeemed in cash pursuant to an Accelerated Trunk Infrastructure Agreement as outlined in section 8.3 where the funding arrangements in relation to cash reimbursement have been stipulated in the Infrastructure Agreement;
 - (d) redeemed in cash pursuant to a Connecting Works Trunk Infrastructure Agreement whereby the funding arrangements outlined in section 8.4 in relation to cash reimbursement have been stipulated in the Infrastructure Agreement; or

- (e) redeemed in cash pursuant to a Land Dedication Agreement as outlined in section 8.6 where the funding arrangements in relation to cash reimbursement have been stipulated in the Infrastructure Agreement.

- (6) The amount of any infrastructure credits are subject to approval by the Local Government.

NOTE 9.1C

For accounting purposes infrastructure credits will attach to the land the subject of the development application.

- (7) Except as outlined in section 9.1(5), infrastructure credits are not cash redeemable.

9.2 Accrual of Infrastructure Credit

- (1) In respect of trunk infrastructure to be constructed under a Trunk Infrastructure Agreement, an Accelerated Trunk Infrastructure Agreement, a Connecting Works Trunk Infrastructure Agreement or land to be dedicated under a Land Dedication Infrastructure Agreement, a Developer is to accrue infrastructure credits calculated as follows—

$$\text{Infrastructure Credit (equivalent persons)} = \frac{\text{Trunk Infrastructure Cost (TIC)}}{\text{Infrastructure Unit rate for the specific infrastructure network in the catchment, zone, sector or locality in which the land is located}}$$

where TIC is—

- (a) equal to the value of advance funding by the Developer, as stipulated in the Infrastructure Agreement, where the Local Government agrees to construct the trunk infrastructure in accordance with section 8.2;
- (b) equal to the value of work to be constructed by the Developer, as stipulated in the Infrastructure Agreement, where the Local Government agrees to construction of the trunk infrastructure by the Developer in accordance with section 8.2;
- (c) equal to the value of work to be constructed by the Developer, as stipulated in the Infrastructure Agreement, where the Local Government agrees to construction of the programmed trunk infrastructure by the Developer in accordance with section 8.3;
- (d) equal to the value of work to be constructed by the Developer as stipulated in the Infrastructure Agreement, where the Local Government agrees to construction of the unprogrammed trunk infrastructure by the Developer in accordance with section 8.3;



- (e) equal to the value of advance funding by the Developer, as stipulated in the Infrastructure Agreement, where the Local Government agrees to construct the connecting works in accordance with section 8.4;
- (f) equal to the value of work to be constructed by the Developer, as stipulated in the Infrastructure Agreement, where the Local Government agrees to construction of the connecting works by the Developer in accordance with section 8.4;
- (g) equal to the value of land to be dedicated by the Developer, as stipulated in the Infrastructure Agreement, where the Local Government agrees to dedication of the land by the Developer in accordance with section 8.6.

NOTE 9.2A

- (1) For the purposes of this Planning Scheme Policy, value of work means the estimated establishment cost of that work as set out in this Planning Scheme Policy.
- (2) If the work does not have a separate estimated establishment cost assigned to it in this Planning Scheme Policy then the value of work is as reasonably determined by the Local Government.
- (3) In making its determination, the Local Government is to have regard to the estimated establishment cost assigned by this Planning Scheme Policy to the works of which the part to be completed by the Developer forms part.
- (4) For the purpose of this section, value of the land means the applicable rate per hectare for the relevant infrastructure type or categorisation for the locality or sector in which the land is situated, as set out in this Planning Scheme Policy.

9.3 Date of Accrual of Infrastructure Credits

Infrastructure credits are to accrue to a Developer upon—

- (a) the date the Local Government receives pre-payment of the cost of trunk infrastructure (including connecting works deemed to be trunk infrastructure) to be constructed by the Local Government; or
- (b) the date the Local Government accepts on maintenance the trunk infrastructure (including connecting works deemed to be trunk infrastructure) constructed by the Developer; or

- (c) the date of registration in the Department of Natural Resources and Mines of land dedicated by the Developer for trunk infrastructure.

9.4 Cash reimbursement of Infrastructure Credits

- (1) Where a Developer has accrued infrastructure credit and the Trunk Infrastructure Agreement, Connecting Works Trunk Infrastructure Agreement or Land Dedication Infrastructure Agreement has funding arrangements as outlined in sections 8.2 or 8.4 or 8.6, the Local Government is to, in the financial year outlined in the Infrastructure Agreement, pay to the Developer the amount specified in the Infrastructure Agreement less any refunds from other users who benefited from the infrastructure not previously deducted pursuant to section 11.1(l).
- (2) Where a Developer has accrued infrastructure credit and the Accelerated Trunk Infrastructure Agreement has funding arrangements as outlined in section 8.3, the Local Government is to, in the financial year in which the Local Government would have constructed the trunk infrastructure as originally programmed, pay to the Developer the amount specified in the infrastructure agreement less any refunds from other users who benefited from the infrastructure not previously deducted pursuant to section 11.1 (l).
- (3) The Developer's infrastructure credit is to be reduced by the amount of any payment (converted to equivalent persons) made pursuant to this section as from the date of that payment.

Division 10—Temporary Works**10.1 General****NOTE 10.1A**

It is the Local Government's practice to minimise the incidence of temporary works within the City and such works will be required or permitted only in exceptional circumstances.

- (1) The construction of temporary works by a Developer may be required by the Local Government as a condition of approval of a development application.
- (2) All cost of temporary works are borne by the Developer.
- (3) Where the Local Government approves the construction of temporary works all operation and maintenance costs are to be paid by the Developer until such time as the permanent works are constructed.
- (4) Where approvals are required for temporary works from other Statutory Bodies or other landholders, these are the sole responsibility of the Developer.



Division 11—Infrastructure Agreements

11.1 General

- (1) Where an Infrastructure Agreement is required by the Local Government, details to be assessed and covered by the infrastructure agreement are to include, as a minimum, the following matters (as applicable)—
- (a) the applicable networks of trunk infrastructure;
 - (b) the calculated demand factor (e.g. equivalent population) applying to the development;
 - (c) the required infrastructure contributions;
 - (d) the date by which infrastructure contributions are to be paid;
 - (e) the nature and amount of security to be lodged and details of the use and release of such security;
 - (f) details of the trunk infrastructure to be provided including programming of such trunk infrastructure;
 - (g) details of the responsible entity for the funding, design and construction of the trunk infrastructure, including any easement or land acquisition;
 - (h) any details required under a Trunk Infrastructure Agreement or an Accelerated Trunk Infrastructure Agreement or a Connecting Works Trunk Infrastructure Agreement or an Infrastructure Agreement in relation to Land Dedication in accordance with division 8 of this Planning Scheme Policy;
 - (i) details of any infrastructure credit to be accrued to the Developer;
 - (j) whether or not Council will permit the early accrual of infrastructure credits where a Developer does not have any accrued infrastructure credits but has substantially completed infrastructure works or the process of dedicating land for infrastructure purposes which upon completion/registration will entitle the Developer to accrue infrastructure credit;
 - (k) whether or not the Local Government will reimburse the Developer for accrued infrastructure credits in accordance with division 9 of this Planning Scheme Policy;

- (l) details of any estimated 'refunds' to be paid from other users who will benefit from the trunk infrastructure the subject of the infrastructure agreement;
- (m) details of any approved temporary works, including programming of such works; or
- (n) any other details deemed appropriate by the Local Government.

- (2) Any infrastructure agreement required under this division is to be in writing and prepared by the Local Government at the Developer's cost or by the Developer at the Developer's cost (subject to such agreement being to the satisfaction of the Local Government).
- (3) Where more than one (1) infrastructure agreement relates to the provision of the same item of trunk infrastructure and such trunk infrastructure is provided, it is to be excluded from the Infrastructure Agreement with the Developer who did not provide the trunk infrastructure and all calculations of infrastructure credits, cash reimbursements or the like are to be reduced to take into account the non-provision of the trunk infrastructure.

Division 12—Register of Infrastructure Contributions and Credits

12.1 General

NOTE 12.1A

All infrastructure contributions paid to the Local Government by Developers are to be subject to procedures prescribed under the Integrated Planning Act, Local Government Act, Local Government Finance Standard and Finance Reference Manual.

- (1) The Local Government is to maintain a register in which is recorded at least the following—
- (a) all infrastructure contributions payable;
 - (b) all infrastructure contributions received;
 - (c) all securities lodged with the Local Government in respect of payment of such infrastructure contributions; and
 - (d) details of the accrual, variation, set-off, allocation and reduction of infrastructure credit in accordance with division 9.



Division 13—Connecting Works, Internal Works and External Works

13.1 Connecting Works

Extent of Works

- (1) Reticulation networks internal to the premises are to be connected to the Local Government's external infrastructure networks, systems or schemes by connecting works, at the point nominated by the Local Government.

NOTE 13.1A

- (1) The Local Government will define the nominated connection point for each item of infrastructure.
- (2) Subject to section 13.1(3), connecting works do not include works defined as trunk infrastructure.
- (3) Connecting works may include any augmentation of existing trunk infrastructure necessary to meet the Local Government's desired standard of service within the development.
- (4) The extent of connecting works is to be determined by the Local Government.
- (5) The cost of such determination, including the cost of providing to the Local Government any related information required by the Local Government, are to be borne by the Developer.

Funding of Connecting Works

- (2) Subject to section 13.1(3), the total cost of connecting works is the responsibility of the Developer.
- (3) The Local Government may require that a Developer increase the capacity of certain connecting works to enable them to also serve other developments in the vicinity, in which case—
- such works are to be deemed to be trunk infrastructure; and
 - the relevant provisions of division 8 relating to the funding, design and construction of Trunk Infrastructure apply.

Design and Construction of Connecting Works

- (4) Subject to section 13.1(3), connecting works are to be designed and constructed by the Developer so as to fully serve the area of land capable of being developed.

NOTE 13.1B

- (1) For the purposes of clarity it is recorded that—
- at the time part of any land is developed in accordance with an approval issued pursuant to the Act or the Planning Scheme, the connecting works for the land are to be designed and constructed to meet the reasonably anticipated level, nature and intensity of development capable of being established upon full development, even though the development approved by the relevant development approval does not require connecting works to that extent;
 - the Local Government may require the submission by the Developer of information to determine the reasonably anticipated level, nature and intensity of development;
 - except as provided in section 13.1(3), the Local Government is not responsible for construction or the cost of any part of the connecting works; and
 - any approvals of other Statutory Bodies or other landholders required of the Developer for connecting works are the Developer's sole responsibility.
- (2) The Local Government may permit the Developer to construct temporary connecting works at the Developer's cost and in accordance with division 10.

13.2 Internal Reticulation Networks

- (1) Internal reticulation networks do not include connecting works or works defined as trunk infrastructure.
- (2) The total cost of internal reticulation networks is the responsibility of the Developer.
- (3) Internal reticulation networks are to be designed and constructed by the Developer so as to fully serve the area of land capable of being developed.



NOTE 13.2A

- (1) For the purposes of clarity it is recorded that—
 - (a) at the time part of any land is developed in accordance with an approval issued pursuant to the Act or the Planning Scheme, the internal reticulation networks in that part of the land are to be designed and constructed to meet the reasonably anticipated level, nature and intensity of development capable of being established upon full development, even though the development approved by the relevant development approval does not require internal reticulation networks to that extent;
 - (b) the Local Government may require the submission by the Developer of information to determine the reasonably anticipated level, nature and intensity of development;
 - (c) the Local Government is not responsible for construction or the cost of any part of the internal reticulation networks; and
 - (d) any approvals of other Statutory Bodies or other landholders required of the Developer for internal reticulation networks are the Developer's sole responsibility.
- (2) The Local Government may permit the Developer to construct temporary internal reticulation networks (water and sewerage only) at the Developer's cost and in accordance with division 10.

13.3 External Works

- (1) External works do not include internal reticulation networks, connecting works or works defined as trunk infrastructure.
- (2) External works may include works to protect or maintain the efficiency or safety of the infrastructure network.
- (3) The extent of external works are to be stated in the conditions of approval of the development application.
- (4) The total cost of external works are the responsibility of the Developer.
- (5) External works are to be designed and constructed by the Developer so as to fully serve the area of land capable of being developed.

NOTE 13.3A

- (1) For the purposes of clarity it is recorded that—
 - (a) "External Works" include site frontage works – refer Division 14, Glossary of Terms;

- (b) at the time part of any land is developed in accordance with an approval issued pursuant to the Act or the Planning Scheme, the external works are to be designed and constructed to meet the reasonably anticipated level, nature and intensity of development capable of being established upon full development, even though the development approved by the relevant development approval does not require external works to that extent;
 - (c) the Local Government may require the submission by the Developer of information to determine the reasonably anticipated level, nature and intensity of development;
 - (d) the Local Government is not responsible for construction or the cost of any part of the external works; and
 - (e) any approvals of other Statutory Bodies or other landholders required of the Developer for external works are the Developer's sole responsibility.
- (2) The Local Government may permit the Developer to construct temporary external works at the Developer's cost and in accordance with division 10.

Division 14—Glossary of Terms

14.1 Administrative Definitions

- (1) For the purpose of this Planning Scheme Policy, the following terms have the meanings respectively assigned to them—

"Capital Cost"

- (1) "Capital Cost" of trunk infrastructure means the sum of the current cost of infrastructure (including land acquisition costs where specified in this Planning Scheme Policy) and construction on-costs.
- (2) The term includes interest costs on any associated loans, where those interest costs are incurred by the Local Government.

"Capital Works Program" means the five (5) year indicative program of works maintained by the Local Government.

"Connecting Works"

- (1) "Connecting Works" means works required to connect the development to the Local Government's Trunk Infrastructure Systems or Networks.



- (2) The term includes Water Supply Works External, Sewerage Works External, Major Collector Streets, Sub-Catchment Drainage Works and the like.

“Construction on-costs” means the cost of planning and design, survey and site investigation, supervision, coordination and project management fees, and construction contingencies.

“Current cost” of trunk infrastructure means land acquisition or securement costs (including any costs associated with ensuring the land is suitable for development) or the cost of constructing infrastructure at current day values.

“Dedicate” means at the discretion of the Local Government either—

- (a) transfer to the Local Government (whether in trust or otherwise); or
- (b) surrender to the Crown and subsequent gazettal as a reserve under the trusteeship of the Local Government.

“Demand Factor” means the attribute (expressed in population, equivalent persons, impervious area, gross floor area, vehicle trips, or other terms outlined in this Planning Scheme Policy) generated by a development, determined according to the provisions of this Planning Scheme Policy.

“Developer” means a person who makes a Development Application.

“Development Application” has the meaning given to it in the Integrated Planning Act.

“Equivalent Person (EP)” means for water supply and sewerage infrastructure, the service demand created by an average occupant of an average, occupied private residential dwelling.

“Equivalent Population” of a development means for water supply and sewerage infrastructure, for an area of land or a development, the service demand generated by the area of land or development, expressed in equivalent person (EP) or Non Residential Unit (NRU).

“Establishment cost” of trunk infrastructure means the capital cost of trunk infrastructure.

“External Works” includes the full length of the frontage of the site and provision for, where relevant—

- (a) on that side of the paved carriageway closer to the site, concrete kerb and channel, pavement widening and the forming, grading and paving of the footpath in accordance with the specifications outlined in Planning Scheme Policy 3—General Works;
- (b) where the road is not paved, the construction of the carriageway and associated paving in accordance with the specifications outlined in Planning Scheme Policy 3—General Works from the lip of the kerb and channel on that side of the road closer to the site to the centre line for half the width of the carriageway or for a width of six (6) metres, wherever is the greater;
- (c) a constructed foot or bicycle path in accordance with the specifications outlined in Planning Scheme Policy 3—General Works;
- (d) bearing the cost of all alterations to public utility mains and services as are rendered necessary by the carrying out of any external works;
- (e) such drainage works as are rendered necessary by the carrying out of any external works, and
- (f) vehicle crossings in accordance with the specifications outlined in Planning Scheme Policy 3—General Works from the kerb and channelling to the property alignment.

“Infrastructure credit” means for the relevant trunk infrastructure network an equivalent population credited by the Local Government to a Developer that offsets expenditure by the Developer on trunk infrastructure (including the dedication of land) against infrastructure contributions payable by the Developer consequent to an approval of a development application.

“Major Collector Street” means that street necessary for the purpose of connecting any local street network internal to the premises to the Local Government’s road system.



“Non Residential Unit (NRU)” means -

- (a) for water supply infrastructure, the service demand created by an average non residential user of an average occupied non residential use. The service demand has been assumed to be 383 L/day for an average day design event, or 450 L/day for average day design event including unaccounted for water.
- (b) for sewerage infrastructure, the service demand created by an average non residential user of an average, occupied non residential use. The service demand has been assumed to be 230 L/day for an average day design event.

“Person” means for public parks infrastructure and land for local community facilities, a person within an occupied single detached dwelling or attached dwelling in the City.

“Planned Population” of an area of land means the estimated residential and non-residential population of the area at full development of the land, as determined from the Local Government’s Planning Scheme.

“Population” of a development means for public parks infrastructure and land for local community facilities, the total residential population (expressed in persons) generated by the development and derived by multiplying (and then totaling as applicable) –

- (a) in the case of a single detached dwelling the number of lots to be used for this purpose by the applicable number of persons;
- (b) in the case of attached housing the number of dwellings by the applicable number of persons.

“Sewerage Works External” means those works, structures or equipment necessary for the purpose of connecting sewerage reticulation networks internal to the premises to the Local Government’s sewerage scheme.

“Student Accommodation” means, for the purpose of this Planning Scheme Policy, residential development that—

- (a) is situated within 5 kilometres of the relevant Educational Establishment it intends to serve;
- (b) is for the sole purpose of the accommodation of students enrolled at a recognised educational establishment (i.e. it is not open for use by people other than students);
- (c) is serviced by urban roads, water and sewer supply;
- (d) provides on-site common facilities; and
- (e) is capable of producing two (2) or more dwelling units.

“Trunk Infrastructure”

- (1) “Trunk Infrastructure” means—
 - (a) those works, structures or equipment which are part of the water supply scheme, sewerage scheme and other infrastructure networks or systems;
 - (b) those connecting works where the capacity is increased (at the request of the Local Government) to enable them to also serve other developments in the vicinity.
- (2) The term includes water supply infrastructure owned and operated by the South East Queensland Water Board and Brisbane City Council and used for the bulk supply to the Local Government of raw and treated water respectively.

“Water Supply Works External” means those works, structures or equipment necessary for the purpose of connecting water reticulation networks internal to the premises to the Local Government’s water supply scheme.

- (2) All other terms used in this Planning Scheme Policy are as defined in the Planning Scheme, Local Laws, Planning Scheme Policies or other relevant Acts.



APPENDIX 1—LAND USE EQUIVALENT PERSONS

Defined Uses and Use Classes		Unit	Water & Sewerage		Roadworks Vehicle Trips/Unit	Parks & Community Facilities Person/Unit
			ep	NRU		
Residential						
Caretaker's Residence		1 bed	1		2.9	1.22
		2 beds	1.5		3.8	1.58
		3 beds	1.75		5.6	2.34
Display Housing		As per multiple residential or single residential, depending on nature of development.				
Dual Occupancy (per dwelling)		1 bed	1.25		2.9	1.22
		2 beds	1.75		3.8	1.58
		3 beds	2		5.6	2.34
Multiple Residential (per dwelling)	1 bed	1 bed	1		2.9	1.22
	2 beds	2 beds	1.5		3.8	1.58
	3 beds	3 beds	1.75		5.6	2.34
	Caravan Park	Site	1.5		3.8	1.58
	Boarding House	Bed	0.75		2.0	1.22
	Retirement Community	1 bed	1		2.9	1.22
		2 bed	1.5		3.8	1.58
Student Accommodation	Bed	0.65		2.9	1.22 ⁽¹⁾	
Single Residential		Site > 450m ²	3.3		6.5	2.74
		Site ≤ 450m ²	2.7		6.5	2.74
Temporary Accommodation	Boarding House	Bed	0.75		2.0	1.0
	Camping Ground	Site	1		2.9	1.22
	Caravan Park	Site	1.5		3.8	1.58
	Motel	per Unit	1		2.9	n/a
Commercial/Industrial						
Business Use ⁽²⁾	Auction Depot	per 100m ² (GFA)		0.5	13.3	n/a
	Bulky Goods Sales	Per 100m ² (GFA)		1.25	9.4	n/a
	Catering Shop/Café/Restaurant	per 100m ² (GFA)		4	18.6	n/a
	Offices and Professional Offices	per 100m ² (GFA)		1.25	10.3	n/a
	Fast Food Premises	per 100m ² (GFA)		7.5	23.3	n/a
	Funeral Premises	per 100m ² (GFA)		0.5	10.3	n/a
	Hotel	per 100m ² (GFA)		1.5	23.3	n/a
	Service Station	per 100m ² (GFA)		1.25	23.3	n/a
	All other uses	per 100m ² (GFA)		⁽⁴⁾	⁽⁴⁾	n/a
General Industry ⁽²⁾		per 100m ² (GFA)		0.75	4.7	n/a
General Store		per 100m ² (GFA)		1.25	13.3	n/a
Service/Trades Use ⁽²⁾	Warehouse/Storage	per 100m ² (GFA)		0.25	2.3	n/a
	All other uses	per 100m ² (GFA)		0.75	4.7	n/a
Shopping Centre (less than 10,000m ² GFA)		per 100m ² (GFA)		1.25	13.3	n/a
Shopping Centre (10,000m ² <20,000m ² GFA)		per 100m ² (GFA)		1.25	10.3	n/a
Shopping Centre (20,000m ² <30,000m ² GFA)		per 100m ² (GFA)		1.25	9.4	n/a
Shopping Centre (greater than 30,000m ² GFA)		per 100m ² (GFA)		1.25	7.2	n/a
Special Industry ⁽²⁾		per 100m ² (GFA)		0.75	4.7	n/a
Temporary Sales Office		per 100m ² (GFA)		1.25	13.3	n/a



Defined Uses and Use Classes		Unit	Water & Sewerage		Roadworks	Parks & Community
			ep	NRU	Vehicle Trips/Unit	Facilities Person/Unit
Recreation/Entertainment						
Entertainment Use	Club	per 100m ² (GFA)		0.5	10.3	n/a
	Indoor Entertainment	per 100m ² (GFA)		0.5	13.3	n/a
	Licensed Club	per 100m ² (GFA)		1.5	23.3	n/a
	Night Club	per 100m ² (GFA)		1.5	23.3	n/a
	All other uses	per 100m ² (GFA)		(4)	(4)	n/a
Recreation Use	Indoor Recreation	per 100m ² (GFA)		0.5	13.3	n/a
	All other uses	per 100m ² (GFA)		(4)	(4)	n/a
Other						
Community Use	Child Care Centre	per enrolment		0.15	1.6	n/a
	Crematorium	per 100m ² (GFA)		1.25	10.3	n/a
	Primary School	per enrolment		0.15	1.6	n/a
	Secondary School	per enrolment		0.25	1.6	n/a
	Tertiary Use	per enrolment		0.25	1.6	n/a
	Hospital	Bed		(4)	(4)	n/a
	All other uses	per 100m ² (GFA)		(4)	(4)	n/a
Defined Uses and Use Classes		Unit	Water & Sewerage		Roadworks	Parks & Community
			ep	NRU	Vehicle Trips/Unit	Facilities Person/Unit
Urban Areas						
	Large Lot Residential	per ha	6		13	5.48
	Residential Low Density (RL1)	per ha	12		26	10.96
	Residential Low Density (RL2)	per ha	30		65	27.4
	Residential Medium Density (RM1)	per ha	75		190	79
	Residential Medium Density (RM2)	per ha	38		95	39.5
	Residential Mixed Density (RM3)	per ha	38		95	39.5
	Character Areas – Housing Low Density Zone (CHL)	per ha	30		65	27.4
	Character Areas – Housing Mixed Density Zone (CHM)	per ha	38		95	39.5
	Future Urban (Low Density)	per ha	30		65	27.4
	Future Urban (Medium Density)	per ha	75		190	79
	Major Centres	per ha		37.5	400	n/a
	Local Retail and Commercial	per ha		37.5	400	n/a
	Local Business and Industry	per ha		22.5	140	n/a
	Local Business and Industry Investigation	per ha		22.5	140	n/a
	Local Business and Industry Buffer	per residential lot	3.3		6.5	2.74
	Character Areas – Mixed Use Zone	per ha		37.5	140	27.4
	Business Incubator	per ha		37.5	140	n/a
	Bundamba Racecourse Stables	per residential lot	3.3		6.5	2.74
	Recreation	per lot	3.3		6.5	n/a
	Conservation	per residential lot	3.3		6.5	2.74
	Limited Development (Constrained)	per residential lot	3.3		6.5	2.74
	Special Uses	per residential lot	3.3		6.5	2.74
	Special Opportunity	per residential lot	3.3		6.5	2.74



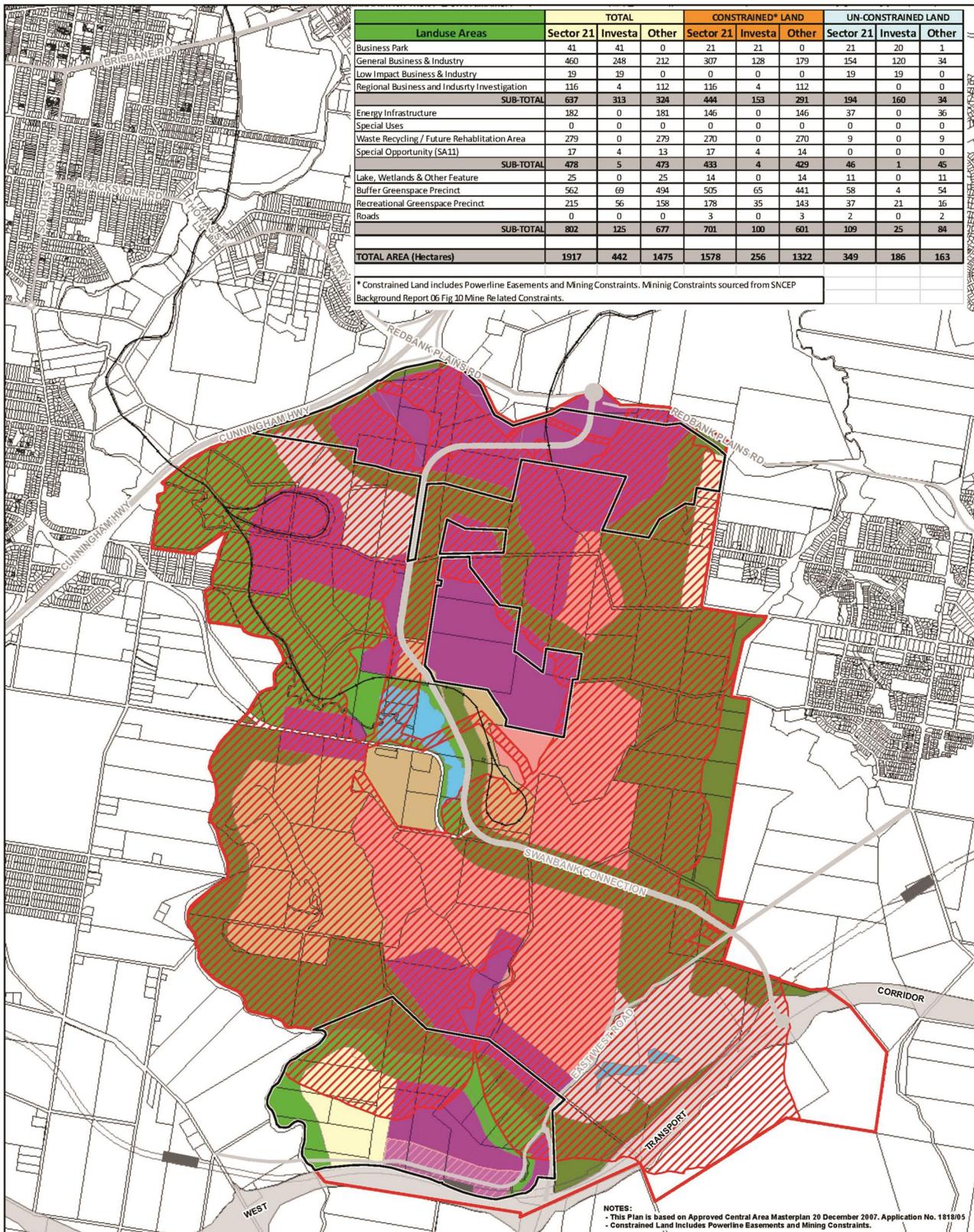
Defined Uses and Use Classes		Unit	Water & Sewerage ep	NRU	Roadworks Vehicle Trips/Unit	Parks & Community Facilities Person/Unit
City Centre						
CBD Primary Retail					refer Appendix 2	
CBD North – Secondary Business					refer Appendix 2	
CBD Primary Commercial					refer Appendix 2	
CBD Secondary Commercial					refer Appendix 2	
CBD Top of Town					refer Appendix 2	
CBD Medical Services					refer Appendix 2	
CBD Residential High Density		per ha		112	285	118.5
Regionally Significant Business Enterprise and Industry Areas						
Regional Business and Industry		per ha		22.5	140 ⁽⁵⁾	n/a
Regional Business and Industry Investigation		per ha		22.5	140 ⁽⁵⁾	n/a
Regional Business and Industry Buffer		per residential lot	3.3		6.5	2.74
Business Park		per ha		37.5	400 ⁽⁵⁾	n/a
Amberley Area						
Amberley Air Base and Aviation		per lot	3.3		6.5	n/a
Ripley Valley Master Planned Area						
Conservation (T1) Zone and Conservation – Ripley Valley Zone		per residential lot	3.3		6.5	2.74
Rural / Constrained (T2) Zone and Rural Constrained – Ripley Valley Zone		per residential lot	3.3		6.5	2.74
Future Urban – Ripley Valley Zone (FURV)	Conservation (T1) Zone	per residential lot	3.3		6.5	2.74
	Rural / Constrained (T2) Zone	per residential lot	3.3		6.5	2.74
	Sub-Urban (T3) Zone	per ha (res)	30		65	27.4
		per ha (non res)		37.5	400	n/a
	General Urban (T4) Zone	per ha (res)	38		95	39.5
		per ha (non res)		37.5	400	n/a
	Urban Centre (T5) Zone and Sub Areas UC1, UC2 & UC3, and Secondary Urban Centres East and West	per ha (res)	75		190	79
		per ha (non res)		37.5	400	n/a
	Urban Core (T6) Zone	per ha (res)	75		190	79
per ha (non res)			37.5	400	n/a	
Special District Zone	per ha		22.5	140	n/a	
Recreation Zone and Recreation – Ripley Valley Zone		per lot	3.3		6.5	n/a
Special Uses Zone and Special Uses – Ripley Valley Zone		per residential lot	3.3		6.5	2.74
Rosewood Area						
Town Centre					refer Appendix 2	
Service Trades and Showgrounds					refer Appendix 2	
Character Areas – Housing Low Density Zone (CHL)		per ha	30		65	27.4
Character Areas – Housing Medium Density Zone (CHM)		per ha	38		95	39.5
Residential Low Density		per ha	30		65	27.4
Residential Medium Density		per ha	38		95	39.5
Urban Investigation		per ha	30		65	27.4
Recreation		per lot	3.3		6.5	n/a
Special Uses		per residential lot	3.3		6.5	2.74
Township Areas						
Township Residential		per lot	3.3		6.5	2.74
Township Character Housing		per lot	3.3		6.5	2.74
Township Character Mixed Use		per lot	3.3		6.5	2.74



Township Business	per lot	3.3		6.5	n/a
Service Trades, Showgrounds and Trotting Track	per residential lot	3.3		6.5	2.74
Special Uses	per residential lot	3.3		6.5	2.74

- (1) Community Facilities Infrastructure Contributions and Level 2 & 3 Public Parks Infrastructure Contributions do not apply for Student Accommodation.
 - (2) These rates do not apply to water or traffic intensive establishments which are likely to significantly exceed the specified ep/unit rates. For water intensive establishments, an individual ep/unit rate is to be calculated based on the anticipated, actual water usage or effluent discharge. For traffic intensive establishments, an individual vehicle trip/unit rate is to be calculated based on the anticipated, actual traffic volumes or peak hour traffic generation rates.
 - (3) The specified unit rates for a shopping centre are to be used in an ascending manner whereby each of the lower categories must be satisfied before a higher category is used.
 - (4) As determined by Council.
- ep = equivalent person
 NRU = Non Residential Unit
 p = person
- (5) The vehicle generation rates to be applied to that part of land which comprises Constrained Lands on Drawing 2855-00-342c dated 4 August 2010 are the following rates:
 - (i) 31 vehicle trips per hectare for any area in the Regional Business and Industry Zone;
 - (ii) 31 vehicle trips per hectare for any area in the Regional Business and Industry Investigation Zone; and
 - (iii) 300 vehicle trips per hectare for any area in the Business Park Zone.





Landuse Areas	TOTAL			CONSTRAINED* LAND			UN-CONSTRAINED LAND		
	Sector 21	Investa	Other	Sector 21	Investa	Other	Sector 21	Investa	Other
Business Park	41	41	0	21	21	0	21	20	1
General Business & Industry	460	248	212	307	128	179	154	120	34
Low Impact Business & Industry	19	19	0	0	0	0	19	19	0
Regional Business and Industry Investigation	116	4	112	116	4	112	0	0	0
SUB-TOTAL	637	313	324	444	153	291	194	160	34
Energy Infrastructure	182	0	181	146	0	146	37	0	36
Special Uses	0	0	0	0	0	0	0	0	0
Waste Recycling / Future Rehabilitation Area	279	0	279	270	0	270	9	0	9
Special Opportunity (SA11)	17	4	13	17	4	14	0	0	0
SUB-TOTAL	478	5	473	433	4	429	46	1	45
Lake, Wetlands & Other Feature	25	0	25	14	0	14	11	0	11
Buffer Greenspace Precinct	562	69	494	505	65	441	58	4	54
Recreational Greenspace Precinct	215	56	158	178	35	143	37	21	16
Roads	0	0	0	3	0	3	2	0	2
SUB-TOTAL	802	125	677	701	100	601	109	25	84
TOTAL AREA (Hectares)	1917	442	1475	1578	256	1322	349	186	163

* Constrained Land includes Powerline Easements and Mining Constraints. Mining Constraints sourced from SNCEP Background Report 06 Fig 10 Mine Related Constraints.

- Investa Owned Land
- ICC Roadworks Contribution Area 21
- Special Opportunity (SA11)
- Business Park
- Energy Infrastructure
- General Business and Industry
- Special Uses (Local Government)
- Lake, Wetlands & Other Feature
- Low Impact Business and Industry
- Regional Business and Industry Investigation
- Buffer Greenspace Precinct
- Waste Recycling / Future Rehabilitation Area
- Constrained Lands*

NOTES:
 - This Plan is based on Approved Central Area Masterplan 20 December 2007. Application No. 1819/05
 - Constrained Land Includes Powerline Easements and Mining Constraints.

SECTOR 21 CONSTRAINED LAND ANALYSIS

1:25,000 @ A3

Drawing Number: 2855-00-342c
 Date: 4 August 2010



APPENDIX 2—BASE POPULATION/DEEMED CREDIT FOR SELECTED AREAS FOR WATER SUPPLY, SEWERAGE AND ROADWORKS INFRASTRUCTURE CONTRIBUTIONS

Applicable Zoning/Sub Area Designation	Base Population/Deemed Credit	
	Water & Sewerage NRU/ha	Roadworks Vehicle trips/ha
Major Centre Zone—where the land is shaded in Map A2.1	37.5 ⁽¹⁾	400
Local Retail and Commercial Zone—where the land is shaded in Map A2.1	37.5 ⁽¹⁾	400
Local Business and Industry Zone—where the land is shaded in Map A2.1	22.5 ⁽¹⁾	140
Regionally Significant Business and Industry Zone—where the land is shaded in Map A2.1	22.5 ⁽¹⁾	140
Character Mixed Use Zone	37.5 ⁽¹⁾	400
Business Incubator Zone	37.5 ⁽¹⁾	400
CBD Primary Retail Zone	500 ⁽¹⁾	5,320
CBD Primary Commercial Zone	500 ⁽¹⁾	4,120
CBD Secondary Commercial Zone – Sub Area SC2	NIL	NIL
CBD Secondary Commercial Zone (other than Sub Area SC2)	125 ⁽¹⁾	1,030
CBD Top of Town Zone	125 ⁽¹⁾	1,030
CBD Medical Services Zone	125 ⁽¹⁾	1,030
Rosewood – Town Centre Primary Business Area and Town Square Sub Area	37.5 ⁽¹⁾	400
Rosewood – Town Centre Secondary Business Area	30 ⁽¹⁾	65
Rosewood – Service Trades/Showgrounds Zone	30 ⁽¹⁾	65

⁽¹⁾ Deemed credits apply only where the lot is connected to a reticulated water or sewerage system, or where the lot is subject to a vacant water or sewerage charge. In this regard the water supply and sewerage networks are to be treated as separate systems, subject to separate determinations about infrastructure contributions and deemed credits.

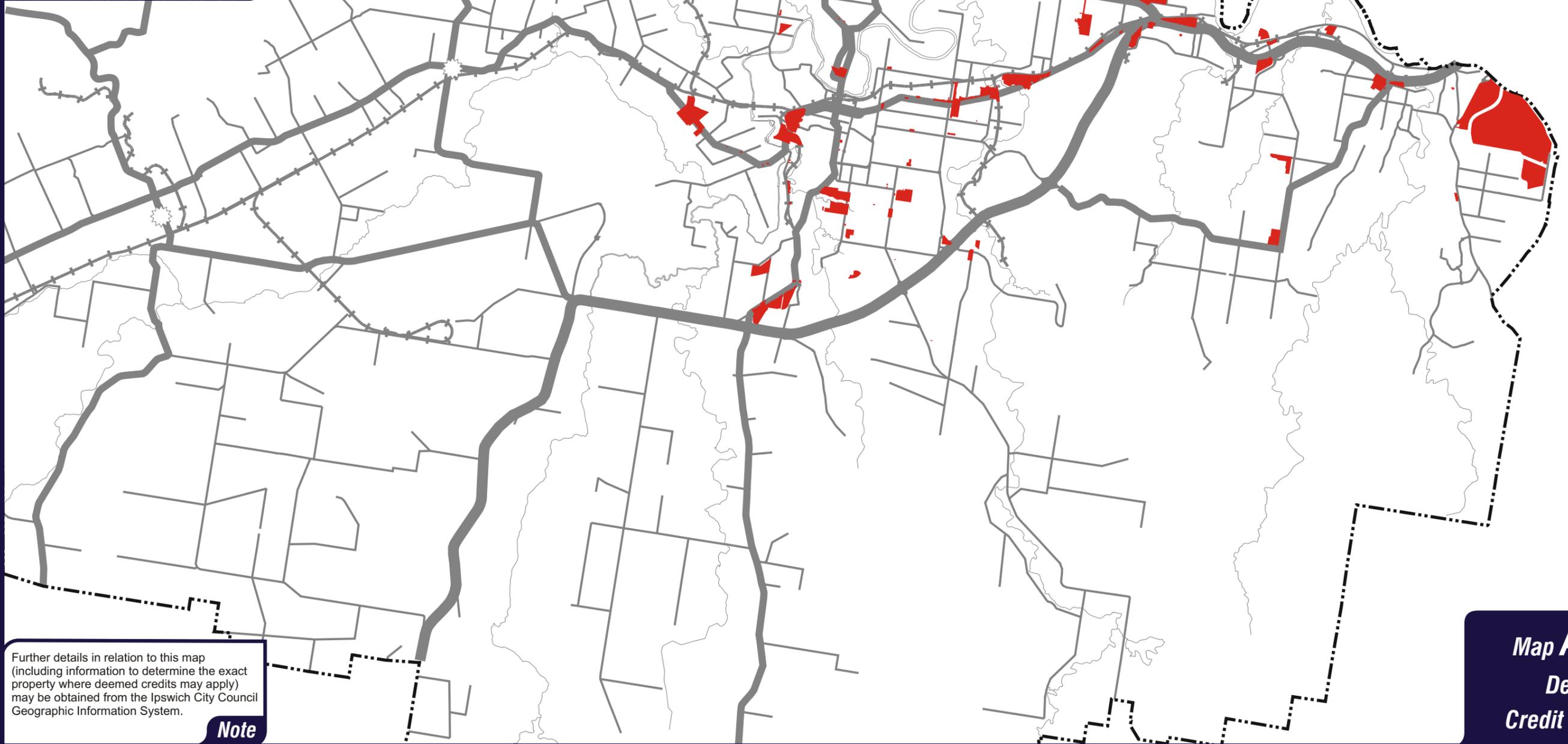
NRU = Non Residential Unit

ha = hectare



- Deemed Credit Areas
- Highway
- Other Major Roads
- Roads
- Railway
- Rivers
- Township
- City Boundary

January 2006 **Legend**



Further details in relation to this map (including information to determine the exact property where deemed credits may apply) may be obtained from the Ipswich City Council Geographic Information System.

Note

Map A2.1
Deemed
Credit Areas

APPENDIX 3—WATER SUPPLY INFRASTRUCTURE UNIT RATES

Zone Number (refer to Map A3.1)	Water Supply Zone	Rate/EP	Rate/NRU
1	Blackstone HL	\$1,445	\$1,734
2	Borallon	\$1,212	\$1,454
3	Brassall HL	\$965	\$1,158
4	Brassall LL	\$1,120	\$1,344
5	Bundamba LL	\$612	\$734
6	Bundamba South HL	\$373	\$448
7	Camira	\$1,036	\$1,243
8	Denmark Hill HL	\$677	\$813
9	Denmark Hill LL	\$615	\$739
10	Ebenezer HL	\$1,140	\$1,367
11	Ebenezer LL	\$870	\$1,044
12	Goodna	\$526	\$631
13	Haigslea	\$1,778	\$2,133
14	Karragaroo/Blackstone	\$1,198	\$1,438
15	Karragaroo HL	\$1,101	\$1,321
16	Malabar Road	\$2,249	\$2,699
17	Marburg HL	\$2,015	\$2,418
18	Marburg	\$1,958	\$2,350
19	Peak Crossing	\$4,633	\$5,560
20	Redbank Plains HL	\$1,249	\$1,498
21	Redbank Plains LL	\$972	\$1,166
22	Ripley HL	\$1,309	\$1,571
23	Ripley LL	\$1,150	\$1,380
24	Riverview HL	\$399	\$479
25	Rosewood (Stirling	\$969	\$1,163
26	Rosewood HL	\$1,028	\$1,233
27	Rosewood LL	\$1,105	\$1,326
28	Springfield HL	\$675	\$810
29	Springfield LL	\$601	\$721
30	Tivoli Chuwar Karalee	\$954	\$1,145
31	Tivoli HL	\$183	\$220
32	Walloon	\$870	\$1,044
33	Western-Karrabin	\$446	\$535
34	Western-Muirlea	\$5,217	\$6,261



APPENDIX 4—SEWERAGE INFRASTRUCTURE UNIT RATES

Catchment Number (refer to Map A4.1)	Sewerage Catchment	Rate/EP	Rate/NRU
1	SP1	\$ 1,768	\$ 2,053
2	SP2	\$ 1,679	\$ 1,964
3	Berry St	\$ 1,803	\$ 2,088
4	SP3	\$ 1,221	\$ 1,506
5	SP3-RV	\$ 1,749	\$ 2,034
6	SP4	\$ 2,896	\$ 3,181
7	SP5	\$ 925	\$ 1,210
8	SP8	\$ 5,364	\$ 5,649
9	SP11	\$ 1,267	\$ 1,552
10	SP12	\$ 1,479	\$ 1,764
11	SP14	\$ 3,767	\$ 4,052
12	SP15	\$ 4,568	\$ 4,853
13	SP16	\$ 1,586	\$ 1,871
14	SP16-DC	\$ 2,063	\$ 2,348
15	SP17	\$ 1,305	\$ 1,590
16	SP18	\$ 1,243	\$ 1,528
17	SP19	\$ 1,845	\$ 2,130
18	SP20	\$ 2,198	\$ 2,483
19	SP21	\$ 1,422	\$ 1,707
20	SP22	\$ 5,662	\$ 5,947
21	Suffield	\$ 4,130	\$ 4,415
22	South West Bundamba	\$ 4,305	\$ 4,590
23	South Bremer	\$ 767	\$ 1,052
24	SP48	\$ 1,145	\$ 1,430
25	SP49	\$ 923	\$ 1,208
26	SP50	\$ 1,257	\$ 1,542
27	SP51	\$ 2,364	\$ 2,649
28	SP52	\$ 1,371	\$ 1,656
29	SP53	\$ 1,289	\$ 1,574
30	SP54	\$ 1,507	\$ 1,792
31	SP55	\$ 1,383	\$ 1,668
32	SP56	\$ 893	\$ 1,178
33	SP57	\$ 1,184	\$ 1,469
34	SP58	\$ 1,060	\$ 1,345
35	SP60	\$ 3,252	\$ 3,537
36	SP61	\$ 6,166	\$ 6,451
37	SP62	\$ 892	\$ 1,177
38	SP63	\$ 4,574	\$ 4,859
39	SP64	\$ 5,314	\$ 5,599
40	SP65	\$ 7,343	\$ 7,628
41	Tivoli Busines (excluding internal)	\$ 769	\$ 1,054
42	Wulkuraka	\$ 1,802	\$ 2,087
43	North Booval	\$ 1,021	\$ 1,306
44	Karalee	\$ 2,420	\$ 2,705
45	Carole Park/SP23	\$ 1,540	\$ 1,875
46	SP27	\$ 1,392	\$ 1,727

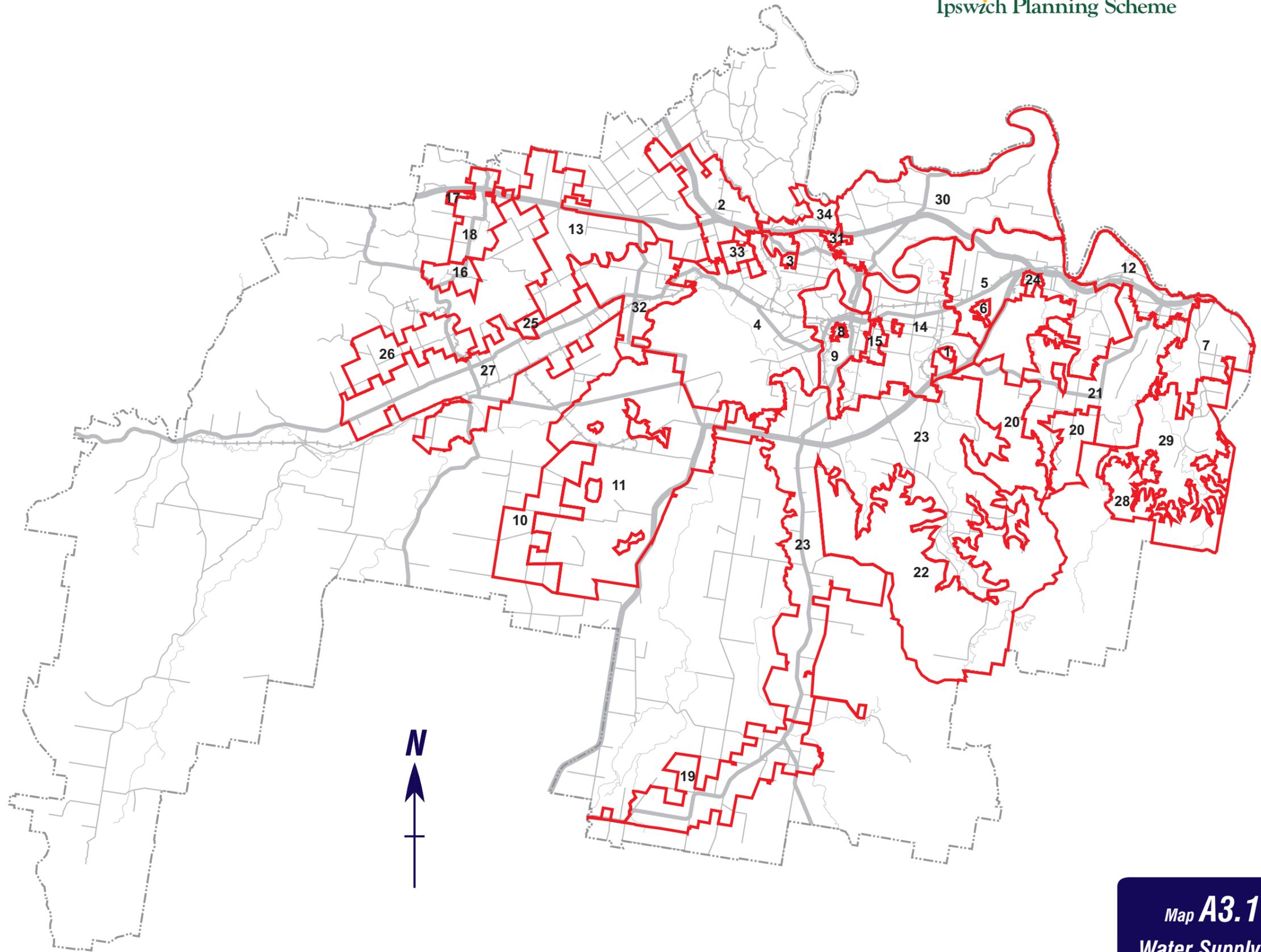


19 Water Supply Contribution Zones

-  Highway
-  Other Major Roads
-  Roads
-  Railway
-  Rivers
-  Township
-  City Boundary

June 2007

Legend



Map **A3.1**
**Water Supply
 Contribution
 Zones**

Catchment Number (refer to Map A4.1)	Sewerage Catchment	Rate/EP	Rate/NRU
47	SP28 (excl Springfield)	\$ 1,458	\$ 1,793
48	SP31	\$ 1,820	\$ 2,155
49	SP32	\$ 1,748	\$ 2,083
50	SP33/SP37	\$ 1,200	\$ 1,535
51	SP34	\$ 1,455	\$ 1,790
52	SP35	\$ 964	\$ 1,299
53	SP36	\$ 1,060	\$ 1,395
54	Rosewood	\$ 1,396	\$ 1,686
55	Walloon Thagoona	\$ 1,209	\$ 1,508
56	Ebenezer	\$ 999	\$ 1,166
57	Springfield	\$ 1,094	\$ 1,429



APPENDIX 5—ROADWORKS INFRASTRUCTURE UNIT RATES

Sector No. (refer to Map A5.2)	Roadworks Sectors	Rate/ Vehicle Trip
1	Springfield South	\$686
2	Springfield South-East	\$577
3	Springfield Central	\$679
4	Springfield South-West	\$663
5	Springfield North-West	\$936
6	Springfield North-East	\$976
7	Camira Residential	\$808
8	Carole Park Industrial	\$280
9	Gailes	\$548
10	Camira Low Density Residential	\$765
11	Goodna	\$675
12	Bellbird Park North-East	\$950
13	Bellbird Park South-East	\$964
14	Bellbird Park West	\$959
15	Redbank	\$582
16	Redbank Industrial	\$718
17	Collingwood Park	\$1274
18	Redbank Plains North	\$958
19	Redbank Plains South	\$1311
20	Ripley East	\$842
21	Swanbank	\$948
22	New Chum	\$1278
23	Riverview	\$706
24	Karalee	\$599
25	Bundamba Industry	\$668
26	Bundamba North	\$754
27	Ebbw Vale - Blackstone - Bundamba South	\$707
28	Raceview - Flinders View	\$616

Sector No. (refer to Map A5.2)	Roadworks Sectors	Rate/ Vehicle Trip
29	Ripley North	\$727
30	Ripley West	\$697
31	Deebing Creek	\$982
32	Yamanto	\$410
33	Churchill	\$673
34	Booval - Eastern Heights - Newtown - Silkstone	\$766
35	Basin Pocket - East Ipswich - North Booval	\$973
36	Tivoli - North Tivoli	\$480
37	Chuwar	\$515
38	North Ipswich (North) - Raymonds Hill - Tivoli Hill	\$603
39	North Ipswich (South)	\$725
40	West Ipswich - Ipswich Central	\$544
41	Coalfalls - Sadliers Crossing- Woodend	\$536
42	Brassall - Wulkuraka North	\$1143
43	Pine Mountain - Muirlea - Blacksoil North	\$980
44	Blacksoil (South) - Karrabin (East)	\$696
45	Karrabin - Wulkuraka Industry	\$1376
46	Leichhardt - One Mile	\$749
47	Amberley	\$523
48	Purga - Mutdapilly - Harrisville - Peak Crossing - Goolman	\$164
49	Willowbank - Ebenezer	\$326
50	Walloon - Karrabin West	\$374
51	Ironbark - Haigslea	\$261
52	Marburg	\$511
53	Thagoona - Rosewood East	\$255
54	Grandchester - Rosewood West	\$233

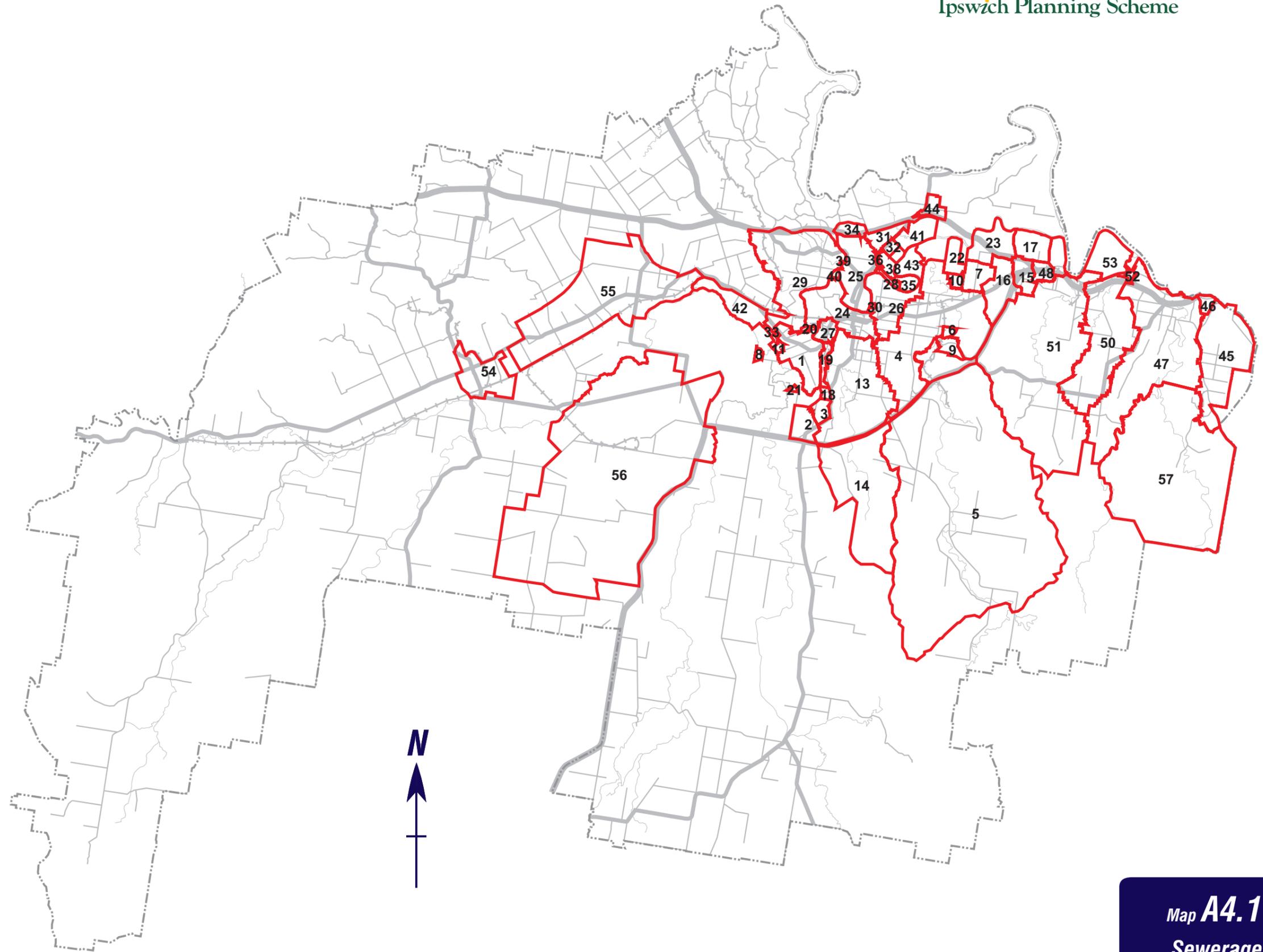


19 Sewerage Contribution Catchments

-  Highway
-  Other Major Roads
-  Roads
-  Railway
-  Rivers
-  Township
-  City Boundary

June 2007

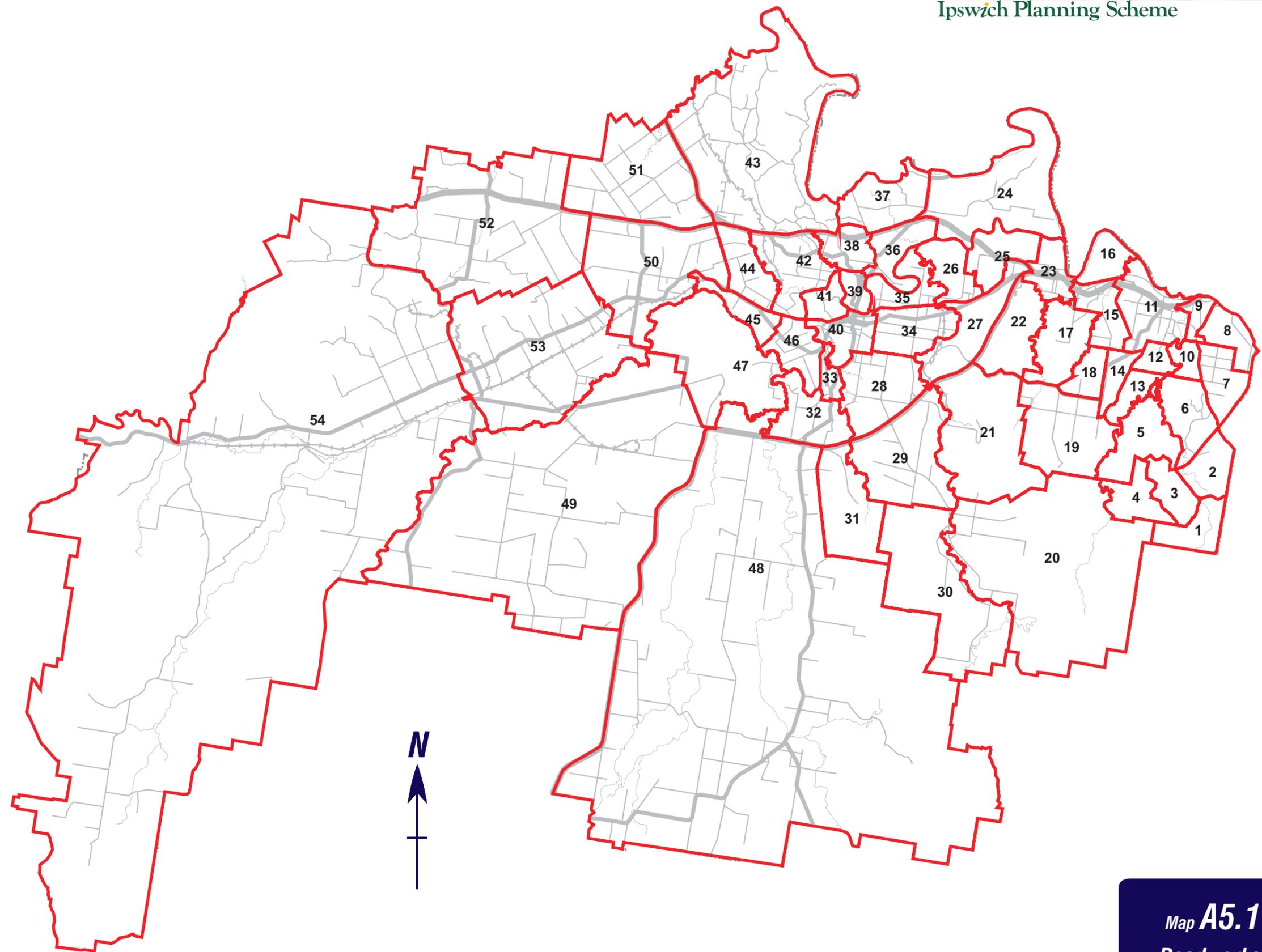
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Map A4.1
Sewerage
Contribution
Catchments

- 3 Roadworks Contribution Sectors
-  Highway
-  Other Major Roads
-  Roads
-  Railway
-  Rivers
-  Township
-  City Boundary

June 2007 **Legend**



Map A5.1
Roadworks
Contribution
Sectors

APPENDIX 6—PARKS INFRASTRUCTURE UNIT RATES

Sector No. (Refer to Map A6.1)	Parks Sectors	Citywide Rate/Person	District Rate/Person	Local Rate/Person	Total Rate/Person
C1	Ipswich Central	1,289.70	592.30	582.15	2,464.16
C2	East Ipswich – Booval	1,289.70	592.30	487.74	2,369.75
C3	Raceview – Flinders View	1,289.70	592.30	880.98	2,762.99
C4	Yamanto – Churchill	1,289.70	592.30	773.78	2,655.78
C5	Leichhardt – One Mile	1,289.70	592.30	651.84	2,533.85
C6	Brassall	1,289.70	592.30	998.33	2,880.34
C7	North Ipswich	1,289.70	592.30	624.98	2,506.99
C8	Bundamba	1,289.70	592.30	518.18	2,400.19
C9	Blackstone – Dinmore	1,289.70	592.30	637.65	2,519.65
C10	Chuwar – Karalee	1,289.70	592.30	1,125.32	3,007.32
C11	Blacksoil – Pine Mountain	1,289.70	592.30	1,820.18	3,702.18
E1	Camira	1,289.70	651.83	807.14	2,748.66
E2	Springfield	1,289.70	651.83	859.94	2,801.47
E3	Goodna – Gales	1,289.70	651.83	523.10	2,464.62
E4	Redbank Plains – Bellbird Park	1,289.70	651.83	727.13	2,668.66
E5	Collingwood Park – Redbank	1,289.70	651.83	542.71	2,484.24
E6	Riverview	1,289.70	651.83	879.09	2,820.61
R1	Deebing Heights	1,289.70	879.75	604.00	2,773.45
R2	Ripley Central	1,289.70	879.75	744.77	2,914.22
R3	Ripley South	1,289.70	879.75	501.05	2,670.50
R4	Ripley East	1,289.70	879.75	545.94	2,715.39
W1	Walloon	1,289.70	688.76	627.22	2,605.68
W2	Thagoona	1,289.70	688.76	724.50	2,702.96
W3	Rosewood	1,289.70	688.76	413.08	2,391.54
W4	Marburg	1,289.70	688.76	505.04	2,483.50
W5	West – Balance	1,289.70	688.76	520.75	2,499.21
W6	Willowbank	1,289.70	688.76	486.20	2,464.66
W7	South West	1,289.70	688.76	449.90	2,428.36
W8	Peak Crossing	1,289.70	688.76	462.82	2,441.28
W9	Harrisville	1,289.70	688.76	436.98	2,415.44



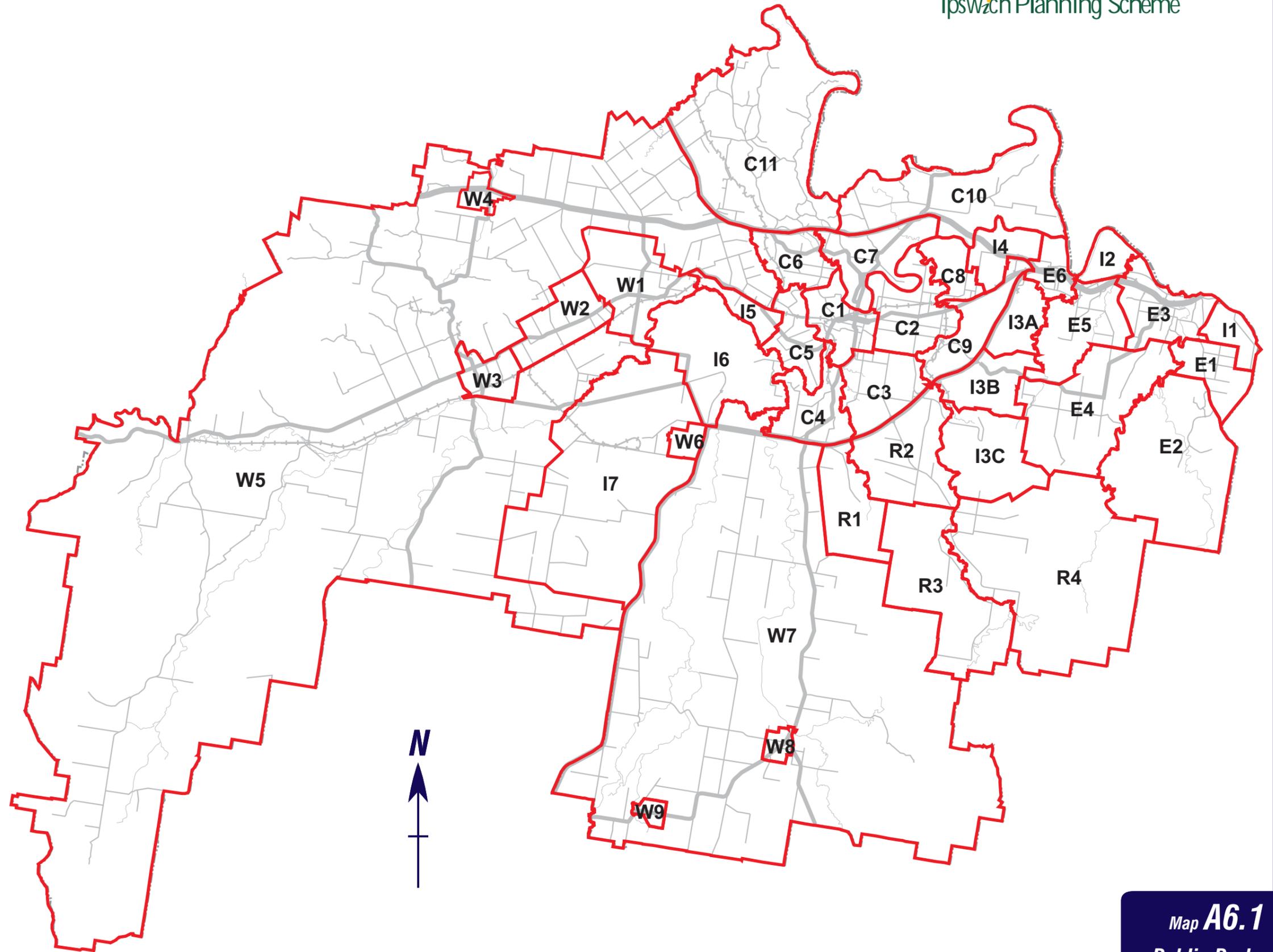
APPENDIX 7—COMMUNITY FACILITIES INFRASTRUCTURE UNIT RATES

Sector No. (Refer to Map A7.1)	Community Facilities Sectors	Citywide Rate/Person	District Rate/Person	Local Rate/Person	Total Rate/Person
C1	Ipswich Central	51.89	200.31	110.10	362.30
C2	East Ipswich – Booval	51.89	200.31	107.95	360.15
C3	Raceview – Flinders View	51.89	200.31	105.43	357.63
C4	Yamanto – Churchill	51.89	200.31	118.37	370.57
C5	Leichhardt – One Mile	51.89	200.31	78.42	330.62
C6	Brassall	51.89	200.31	63.07	315.27
C7	North Ipswich	51.89	200.31	86.42	338.62
C8	Bundamba	51.89	200.31	158.25	410.45
C9	Blackstone – Dinmore	51.89	200.31	67.89	320.09
C10	Chuwar – Karalee	51.89	200.31	41.15	293.35
C11	Blacksoil – Pine Mountain	51.89	200.31	150.38	402.58
E1	Camira	51.89	175.60	124.98	352.47
E2	Springfield	51.89	175.60	119.15	346.64
E3	Goodna – Gables	51.89	175.60	133.56	361.05
E4	Redbank Plains – Bellbird Park	51.89	175.60	87.37	314.86
E5	Collingwood Park – Redbank	51.89	175.60	95.41	322.90
E6	Riverview	51.89	175.60	115.19	342.68
R1	Deebing Heights	51.89	197.30	83.39	332.58
R2	Ripley Central	51.89	197.30	133.51	382.70
R3	Ripley South	51.89	197.30	131.90	381.09
R4	Ripley East	51.89	197.30	109.67	358.86
W1	Walloon	51.89	48.68	19.46	120.03
W2	Thagoona	51.89	48.68	21.55	122.12
W3	Rosewood	51.89	48.68	46.26	146.83
W4	Marburg	51.89	48.68	28.48	129.05
W5	West – Balance	51.89	48.68	29.07	129.64
W6	Willowbank	51.89	48.68	60.61	161.18
W7	South West	51.89	48.68	46.73	147.30
W8	Peak Crossing	51.89	48.68	48.08	148.65
W9	Harrisville	51.89	48.68	45.39	145.96



- C1** Public Parks Contribution Sectors
- Highway
- Other Major Roads
- Roads
- +— Railway
- ~ Rivers
- ⊙ Township
- · - · - City Boundary

July 2016 **Legend**



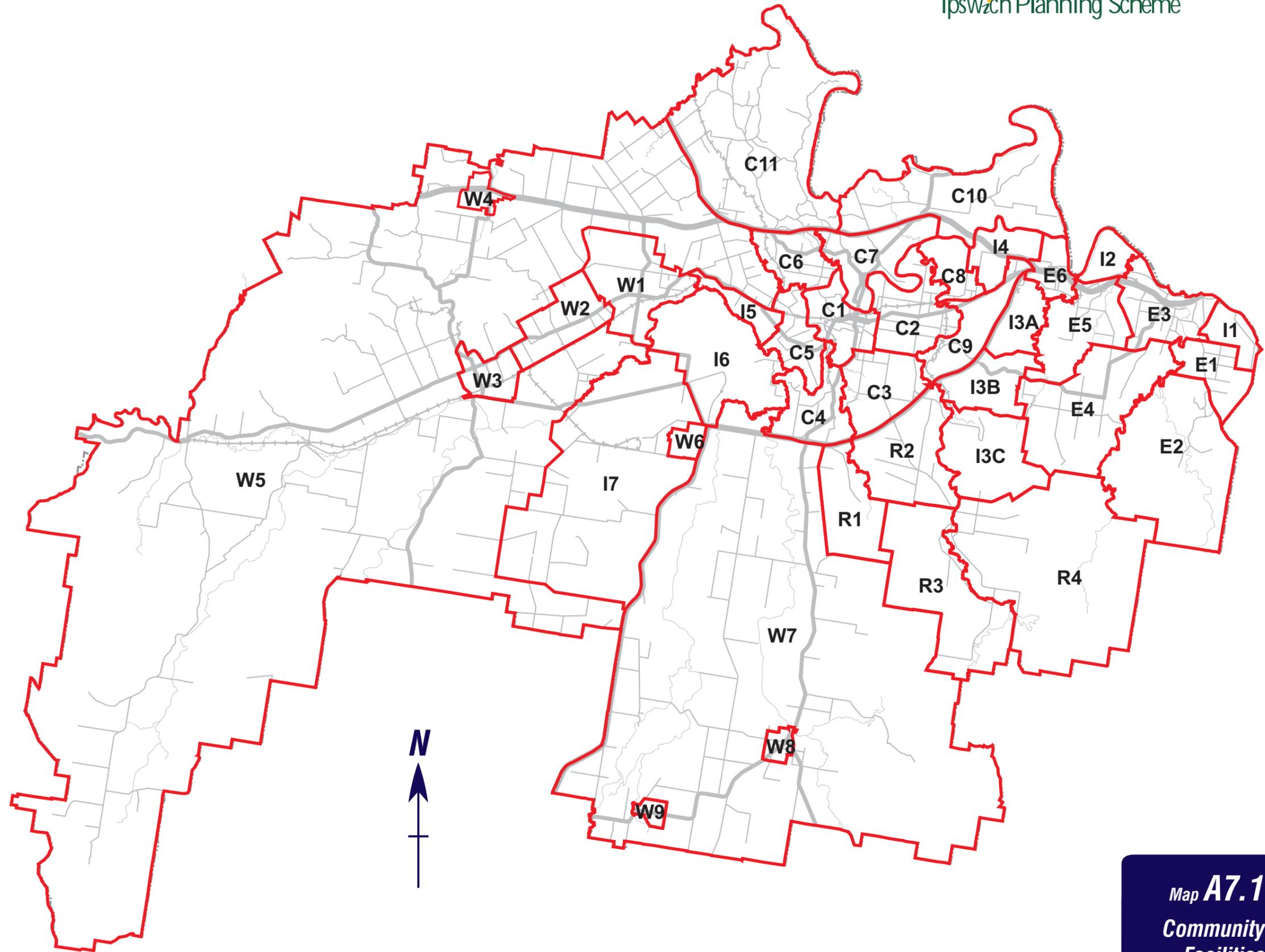
Map A6.1
Public Parks
Contribution
Sectors

C1 Community Facilities Contribution Sectors

-  Highway
-  Other Major Roads
-  Roads
-  Railway
-  Rivers
-  Township
-  City Boundary

July 2016

Legend



Map A7.1
Community Facilities Contribution Sectors

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