

PLANNING SCHEME POLICY DCA — ADMINISTRATION

Division 1 — Preliminary

1.1 INFRASTRUCTURE PROVISIONS

The following provisions in this Planning Scheme Policy comprise the administrative provisions for the Development Contribution Policies DC1 to DC6:

- Overall Outcomes for Infrastructure (Division 2);
- General Provisions for Infrastructure Contributions (Division 3);
- Funding and Construction of Trunk Infrastructure (Division 4);
- Infrastructure Credits (Division 5);
- Temporary Works (Division 6);
- Infrastructure Agreements (Division 7);
- Register of Infrastructure Contributions and Credits (Division 8);
- Connecting Works, Internal Works and External Works (Division 9);
- Glossary of Terms (Division 10);

Division 2 — Overall Outcomes for Infrastructure

2.1 OVERALL OUTCOMES FOR THE PROVISION OF INFRASTRUCTURE

The overall outcomes sought for infrastructure provision are the following:

General

- a) Infrastructure is supplied in a coordinated, efficient and orderly fashion.
- b) It aligns with the responsible financial management of the Local Government's resources.
- c) Infrastructure is both effective and efficient in providing a service to the community and minimises operating and maintenance costs.
- d) Where practicable, the same desired standard of service to new and existing ratepayers is provided having regard to user benefits, environmental effects, the inherent differences between greenfield and existing urban areas and differences between the various areas of the Shire.

NOTE 2.1A

- (1) The entrepreneurial risk elements associated with the development industry should not be transferred to Local Government.
- (2) Consequently, for new development, infrastructure contributions are considered to be an equitable approach for the provision of a wide range of infrastructure (now generally required 'upfront') without the need for a significant and disproportionate amount of loan borrowings by Local Government.
- (3) The scope of infrastructure for which funding is obtained via the Development Contribution Planning Scheme Policies is limited to 'trunk infrastructure'.
- (4) The 'internal' or 'connecting' infrastructure (for example, the construction of streets, internal reticulation mains, internal drainage works, footpaths and pathways (including linkages to the public parks network), electricity, telecommunications and the like) are the responsibility of the Developer and will be applied as a condition in any development approval.
- (5) Infrastructure contributions payable by a Developer pursuant to the Development Contribution Planning Scheme Policies are additional to the 'internal' or 'connecting' infrastructure that the Developer is required to provide as part of a development.

Infrastructure Contribution Principles

- e) The three (3) main principles for infrastructure contributions are:
 - (i.) infrastructure contributions are to be levied for the planned consumption of trunk infrastructure capacity;
 - (ii.) the levying of an infrastructure contribution forms an intention by the Local Government to construct the nominated or similar type infrastructure to the service standards outlined in the Development Contribution Planning Policies or an equivalent standard;
 - (iii.) infrastructure contributions are calculated on the principle of fair apportionment, that all users receiving the standard service are to pay a contribution for their planned consumption of the service.
- f) When determining the planned consumption of trunk infrastructure within an 'open system', a hierarchical system is used to differentiate that infrastructure of Shirewide or District importance (cost apportionment over a large area) compared to infrastructure of local significance (cost apportionment over a smaller area).
- g) In determining fair apportionment for infrastructure contributions, such infrastructure contributions are not to be used:
 - (i.) to recover the cost of existing infrastructure without taking into account the proportion of existing development that benefits from the infrastructure;
 - (ii.) to fund the upgrading of existing infrastructure or the acquisition of additional land (so as to provide a level of service to the desired standards) without taking into account the proportion of existing development that would benefit from the upgraded infrastructure or additional land;
 - (iii.) in 'open systems', to recover costs from 'external' users of the infrastructure (eg traffic passing through the Local Government Area) where additional capacity has been provided within the network to cater for 'external' uses;

- (iv.) on dual-use trunk infrastructure items (e.g. roads and cycleways, pathways and drainage reserves, parks and drainage reserves) unless cognisance of the dual-use and the potential for 'double dipping' has been taken into account in the Development Contribution Planning Scheme Policies.
- h) Infrastructure contributions are to be paid by Developers towards the fair and equitable costs of providing the trunk infrastructure items to serve the proposed development or land.

NOTE 2.1B

- (1) The Development Contribution Planning Scheme Policies outline the various land or works that constitute 'trunk infrastructure'.
- (2) Developers pay reasonable and relevant infrastructure contributions towards the total cost of providing existing and future trunk infrastructure to serve the proposed development or land.
- (3) The proportion of the establishment cost of the trunk infrastructure to be funded by the infrastructure contributions is outlined in the individual Development Contribution Planning Scheme Policies.

- i) Infrastructure contributions are determined on a basis which:
 - (i.) ensures that Developers (and by inference new ratepayers) contribute to the cost of existing and future trunk infrastructure according to their planned use of such infrastructure;
 - (ii.) ensures that Developers (and by inference new ratepayers) are not contributing towards the cost of addressing infrastructure backlogs (i.e. deficiencies) within existing areas;
 - (iii.) is equitable to Developers and existing ratepayers;
 - (iv.) reflects situations whereby developments likely to generate greater than average use of trunk infrastructure contribute to the cost of this additional use of trunk infrastructure;
 - (v.) minimises the total lifecycle costs of trunk infrastructure; and
 - (vi.) takes into account the multi-functional nature of certain trunk infrastructure.
- j) Infrastructure contributions are to be used by the Local Government for the acquisition or construction of the trunk infrastructure or the repayment of revenue or loans, in respect of such infrastructure the subject of the Development Contribution Planning Scheme Policies.

Unanticipated Development**NOTE 2.1C**

- (1) Unanticipated development may generate the need to change aspects of the Capital Works Program, for example, the timing of the provision of trunk infrastructure.
- (2) To ensure that any changes to the Capital Works Program do not generate significant variations in the level of infrastructure contributions, it is reasonable to recover from the Developer any additional infrastructure costs over and above those that would have been incurred had the infrastructure provision remained in accordance with the Capital Works Program (ie the additional cost impacts).
- (3) These additional costs may include the cost of amending the Development Contribution Planning Scheme Policies or Capital Works Program.

- k) The Local Government may require the recovery of any cost impacts for unanticipated development as a condition of a development approval.
- l) The Local Government may also refuse an application for unanticipated development if it would result in an inefficient or deficient infrastructure network, un-orderly or premature development or would likely create a significant cost impact for the Local Government.

NOTE 2.1D

- (1) Where the cost impacts or the scale of the trunk infrastructure are, in the opinion of the Local Government, financially significant, the Local Government may require the Developer to enter into an Infrastructure Agreement in accordance with the Act.
- (2) For the purpose of clarity it is recorded that the Local Government is not obliged to approve a development application for unanticipated development notwithstanding that a condition for lessening the cost impacts of supplying infrastructure can be imposed as a development condition.

Division 3 — General Provisions for Infrastructure Contributions

3.1 GENERAL APPROACH FOR DERIVING INFRASTRUCTURE CONTRIBUTIONS

In principle, infrastructure contributions for a particular area within the Shire 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 either existing trunk infrastructure or future trunk infrastructure determined by desired service standards outlined in the individual Development Contribution Planning Scheme Policies (B);
- c) from (B) for existing trunk infrastructure determining the current replacement costs or estimated established costs, and for future trunk infrastructure estimating the establishment cost of the trunk infrastructure required for the new development or relevant planned/ultimate population (EC);
- d) deriving applicable infrastructure unit rates by dividing (EC) by (A), which produces a rate per the selected demand factor (e.g. rate per person, ep, m² etc); and
- e) using the infrastructure unit rate and infrastructure unit charge to derive infrastructure contributions for a particular development or land within an area.

NOTE 3.1

Where the capacity of the trunk infrastructure provided or to be provided is by necessity greater than that required by the planned or ultimate population (e.g. where manufacturing processes generate 'standard' pipe sizes that are larger than required to service the specific development or catchment or where a four (4) lane road is required because the capacity of a two lane road will be exceeded notwithstanding that the capacity of the four (4) lane road will not be reached) the total cost of that infrastructure is to be apportioned to the users within the particular area.

3.2 DETERMINATION OF PLANNING HORIZON TO BE ACCOMMODATED BY TRUNK INFRASTRUCTURE

The relevant planned/ultimate population to be served by trunk infrastructure is based on a planning horizon consistent with the Strategic Plan and reviewed as determined by the Local Government.

3.3 EXTENT OF TRUNK INFRASTRUCTURE

- (1) Trunk Infrastructure as referred to in any Development Contribution Planning Scheme Policy includes that infrastructure necessary to serve the demand of the relevant planned/ultimate population of the Shire in respect of works (including land acquisition) necessary for the provision of trunk infrastructure within the Shire.
- (2) These works may include 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.
- (3) 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,
 that enable the demand of the relevant planned/ultimate population to be served in respect of the trunk infrastructure detailed in any Development Contribution Planning Scheme Policy.

3.4 DETERMINATION OF INFRASTRUCTURE UNIT RATES USING THE ESTABLISHMENT COST OF TRUNK INFRASTRUCTURE

- (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 Shire, as detailed in the Development Contribution Planning Scheme Policies;
 - b) land acquisition costs in respect of each area of the Shire as detailed in the Development Contribution Planning Scheme Policies;
 - c) Local Government planning administration costs [limited to 3 percent of the total costs of (a) and (b)];

- d) interest costs (where those interest costs are incurred by the Local Government).
- (2) Capital costs for existing infrastructure are to be based on current replacement costs determined in accordance with sub-sections (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 Shire.
 - (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 an appropriate index for each trunk infrastructure network, except that any interest component of such costs or unit rates are not to be indexed.
 - (6) Land acquisition costs for existing infrastructure are to be based on a current value, determined in accordance with sub-section (7).
 - (7) For the purpose of determining land acquisition costs for existing infrastructure the initial purchase cost is to be indexed by applying the Consumer Price Index (All Groups) for the City of Brisbane published by the Australian Bureau of Statistics.
 - (8) Land acquisition costs for future infrastructure are to be based on current market value using appropriate rates determined for the different areas of the Shire.
 - (9) Indexation of future land acquisition costs are to be determined by applying the annual Land Valuation Index (for each locality) for the Shire of Maroochy produced by the Valuer General.
 - (10) The establishment cost of trunk infrastructure for each relevant area of the Shire, estimated as above determines the Infrastructure Unit Rates.
 - (11) The Infrastructure unit rates for the different trunk infrastructure networks for the various areas of the Shire are contained in the Development Contribution Planning Scheme Policies (refer Appendices DC1-DC6).

3.5 INFRASTRUCTURE UNIT CHARGES

- (1) The infrastructure unit charge for the different categories of trunk infrastructure at the commencement date is \$1.0762.
- (2) The infrastructure unit charge is deemed to be indexed annually (to apply from 1 July each year) by applying the Non-Building Construction Index Queensland published by the Australian Bureau of Statistics from the base year of 2006 (March quarter), using the following formula:

$$\$C = \frac{X}{Y} \times \$1.0762$$

where

- C equals the infrastructure unit charge in dollars for the year in which payment is made.
- X equals the Non-Building Construction Index Queensland figure for the March quarter immediately preceding the date of payment.
- Y equals the Non-Building Construction Index Queensland figure for the March quarter 2006.

NOTE 3.5

For convenience, the updated infrastructure unit charge for the various Development Contribution Planning Scheme Policies is contained in the Local Government's Scale of Fees and Charges.

3.6 DETERMINATION OF INFRASTRUCTURE CONTRIBUTIONS

- (1) Infrastructure contributions are determined in accordance with the principles outlined in this division and the relevant Development Contribution Planning Scheme Policy.
- (2) Infrastructure contributions are to only apply as a result of the approval of a development application for assessable development in respect of development that, in the opinion of the

- Local Government, would utilise the trunk infrastructure, either immediately or within the Planning Horizon to be accommodated by the trunk infrastructure.
- (3) 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) for the development or land (whichever is the greater), the relevant infrastructure unit rate outlined in the Development Contribution Planning Scheme Policies for the area in which the development is located and the relevant infrastructure unit charges for each infrastructure network.
 - (4) For a parcel of land, where development is proposed, the increase in the demand factor is determined as the difference between either that which would be allowed if the parcel were developed as per the development application or the demand factor for the land, whichever is the greater (using the appropriate unit or attribute rate for the relevant precinct outlined in the Development Contribution Planning Scheme Policies) and, where relevant, the greater of –
 - a) either – (i) where vacant land, the demand factor allowed for a single detached house¹; or
(ii) the existing use demand entitlement², 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.
 - (5) Where an existing building or existing work is proposed to be changed or 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 that part of the existing use proposed to be changed or 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.
 - (6) Where the demand by a development is assessed from the application as being greater than that which would normally result from applying the appropriate unit or attribute rate specified in the Development Contribution Planning Scheme Policies the development is to be deemed to be infrastructure intensive. For infrastructure intensive development, the applicant is to either construct works necessary to reduce the demand to the levels as outlined in the Development Contribution Planning Scheme Policies or pay the Local Government additional infrastructure costs attributable to the assessed additional demand.
 - (7) Calculation of infrastructure contributions is to be based on the infrastructure unit charges applicable at the date when the contribution is paid.
 - (8) The Local Government may require an applicant to lodge a specified security for the payment of infrastructure contributions, in accordance with section 3.7.
 - (9) The Local Government may waive its right to an infrastructure contribution (in whole or in part) if:
 - a) it is demonstrated that the proposed use is likely to generate no more additional demand than the existing use of the subject land; or
 - b) for any other reason, the imposition of an infrastructure contribution towards trunk infrastructure would not be relevant, or would not be reasonably required in respect of the proposal to which the development application relates; or
 - c) the use is a registered charitable organisation and by a resolution of the Local Government it determines that the organisation be exempt from the contribution (either in whole or in part); or
 - d) by a resolution of the Local Government it determines that the use is of such social or economic importance to the Shire that the use be exempt from the contribution (either in whole or in part).

¹ For water supply and sewerage infrastructure contributions, any existing equivalent population for a single residential use only applies where the lot or dwelling is already connected to the reticulated water supply or sewerage network or where the lot is subject to a vacant water supply 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.

² Refer to Division 10 – Glossary of Terms in Planning Scheme Policy DCA – Administration for an explanation of the term “existing use demand entitlement”.

3.7 LODGEMENT OF SECURITIES

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

NOTE 3.7A

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 Bankers Undertaking.
- (6) Such a Bankers Undertaking is to be 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 is to state the purpose of the guarantee and the real property description of the land containing the development to which it applies.
- (7) The Bankers Undertaking is to be open-ended with no lapse date during the currency period of the approval.
- (8) A security bond held by the Local Government may be called up by the Local Government either on the date stipulated in an infrastructure agreement or Development Approval establishing the bond, or on the date when infrastructure contributions are payable, whichever occurs first.
- (9) 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 3.7B

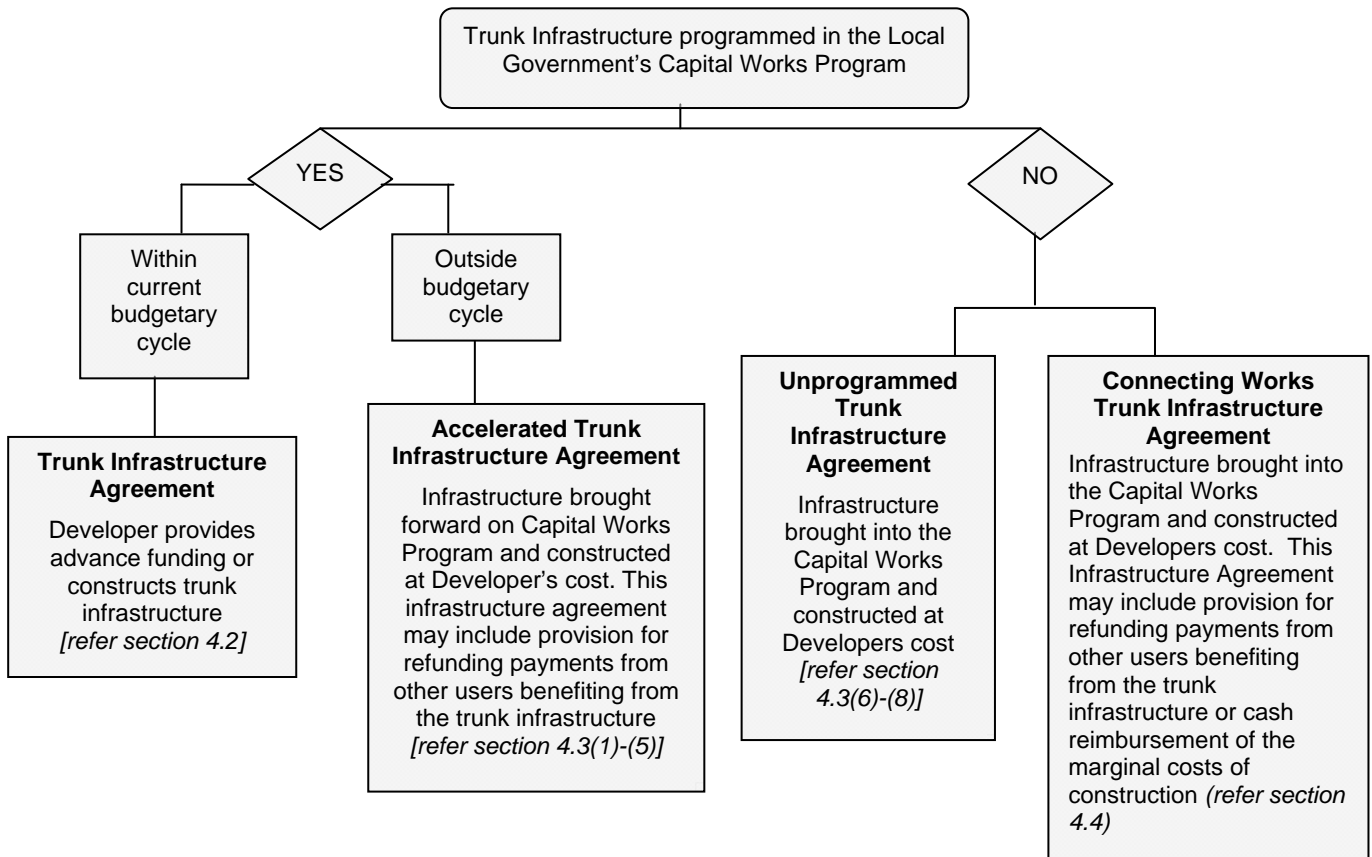
- (1) If the payment in cash is not made by the due date, the Local Government may call up the security bond.
- (2) Any balance due after the calling up of the security bond is to be payable in cash by the Developer.

Division 4 — Funding and Construction of Trunk Infrastructure

4.1 GENERAL

NOTE 4.1

- 1) The levying of a condition requiring an infrastructure contribution does not automatically entitle a Developer to the immediate construction of all trunk infrastructure as may be necessary to serve the development.
- 2) Whilst the Development Contribution Planning Scheme Policies outline the trunk infrastructure for the purpose of determining the infrastructure contributions, the Local Government maintains a Capital Works Program for the actual construction of the trunk infrastructure.
- 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 Shire area, the actual rate of development, the spatial distribution of development or the availability of funding.
- 4) The Capital Works Program and the Development Contribution Planning Scheme Policies 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 is—
 - 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.
- 6) The flow chart details the different type of infrastructure agreements available for the construction of trunk infrastructure.



- 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.
- 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 6, in addition to paying infrastructure contributions.

4.2 CONSTRUCTION OF TRUNK INFRASTRUCTURE AS PROGRAMMED

NOTE 4.2A

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, and the responsibility of the Developer will be generally limited to payment of infrastructure contributions determined in accordance with the Development Contribution Planning Scheme Policies.

- (1) Where the trunk infrastructure is 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 4.2(3), for the Developer to provide advance funding for the trunk infrastructure or construct the trunk infrastructure as programmed.

NOTE 4.2B

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 5.2 and cash reimbursement for the balance of the amount of advance funding or the capital cost of construction determined in accordance with Section 5.4.;
 - c) full reimbursement through Infrastructure Credits determined in accordance with Section 5.2.

4.3 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 payments 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 4.3

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 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 determined in accordance with Section 5.2 or subsequent cash reimbursement for the balance of the capital cost of construction determined in accordance with Section 5.4.
- (5) The Accelerated Trunk Infrastructure Agreement is to be in accordance with Section 7.1 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 5.2;
 - e) a program of works and details of each party's responsibility relating to project delivery; and

- f) details with regard to additional maintenance, including both general maintenance and infrastructure performance (eg rectifying defects).

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, the Local Government may enter into an Infrastructure Agreement generally in accordance with Sections 4.3(3) and 4.3(5) for construction of the trunk infrastructure at the Developer's cost.
- (7) Such an infrastructure agreement is referred to for the purposes of this planning scheme policy as an Unprogrammed Trunk Infrastructure Agreement.
- (8) The Developer will be eligible for Infrastructure Credits determined in accordance with Section 5.2.

4.4 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 9.1(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 payments 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 4.4

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 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 determined in accordance with Section 5.2 or subsequent cash reimbursement for the balance of the marginal cost of construction determined in accordance with Section 5.4.
- (5) The Connecting Works Trunk Infrastructure Agreement is to be in accordance with Section 7.1 and include the following information:
- a) a plan identifying the area to be serviced by the connecting works;
 - g) details of the connecting works, including design criteria, construction details, and any other relevant details;
 - h) details of the construction and marginal costs of the required connecting works;
 - i) details of the available Infrastructure Credit as determined in accordance with Section 5.2;
 - b) a program of works and details of each party's responsibility relating to project delivery; and
 - c) details with regard to additional maintenance, including both general maintenance and infrastructure performance (eg rectifying defects).

4.5 DESIGN AND CONSTRUCTION OF TRUNK INFRASTRUCTURE

NOTE 4.5A

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 7.1.

NOTE 4.5B

- (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 are 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.

4.6 LAND DEDICATIONS**NOTE 4.6A**

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 the Development Contribution Planning Scheme Policies.

- (1) The Local Government may enter into an infrastructure agreement with the Developer under arrangements as outlined in Section 4.6(2) for the Developer to dedicate part of the land the subject of a Development Application for the provision of trunk infrastructure.

NOTE 4.6B

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 5.2 and cash reimbursement for the balance of the value of the land determined in accordance with Section 5.4; or
 - c) full reimbursement through Infrastructure Credits determined in accordance with Section 5.2.

Division 5 — Infrastructure Credits

5.1 GENERAL

- (1) Where the Local Government agrees to:
- a) the advance funding or construction of programmed trunk infrastructure by the Developer;
 - b) the construction of trunk infrastructure ahead of program;
 - c) the construction of unprogrammed trunk infrastructure;
 - d) the construction of connecting works (deemed trunk infrastructure); or
 - e) 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 an equivalent demand factor and not in monetary terms.
- (3) Where Infrastructure Credit is allowed, it is to be set against infrastructure contributions payable under the Development Contributions Planning Scheme Policies (excluding, unless relevant, shirewide infrastructure contributions or district water supply or sewerage infrastructure contributions).

NOTE 5.1A

For the purpose of clarity, it is recorded that Shirewide infrastructure contributions or district water supply or sewerage 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 Shirewide trunk infrastructure or District water supply or sewerage trunk infrastructure. For example, if a Developer was to construct part of the Shirewide Bikeways infrastructure or District water supply infrastructure then the infrastructure credits could be offset against the Shirewide component of the bikeways infrastructure contribution or the District component of the water supply infrastructure contribution.

- (4) Infrastructure Credits are not transferable:
- a) between different developments, but may be transferred between different stages of an approved staged development; or
 - b) to other trunk infrastructure networks

NOTE 5.7.1B

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 4.2 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 4.3 whereby 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 4.4 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 4.6 whereby 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 5.1C

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

- (7) Except as outlined in Section 5.1(5), Infrastructure Credits are not cash redeemable.

5.2 ACCRUAL OF INFRASTRUCTURE CREDIT

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

$$\text{Infrastructure Credit} = \frac{\text{Trunk Infrastructure Cost (TIC)}}{\text{Infrastructure Unit rate for the specific infrastructure network in the District, Zone, sub-catchment or Planning Area in which the land is located}} \times \text{Infrastructure Unit Charge for the relevant infrastructure network}$$

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 4.2;
- 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 4.2;
- 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 4.3;
- 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 4.3;
- 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 4.4;
- 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 4.4;
- 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 4.6.

NOTE 5.2

- (1) For the purposes of this Planning Scheme Policy, value of work means the estimated establishment cost of that work as set out in the relevant Development Contribution Planning Scheme Policy.
- (2) If the work does not have a separate estimated establishment cost assigned to it in the Development Contribution Planning Scheme Policy then the value of work as is 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 the relevant Development Contribution 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 land means the estimated land acquisition or securement cost of that land as set out in the relevant Development Contribution Planning Scheme Policy.

5.3 DATE OF ACCRUAL OF INFRASTRUCTURE CREDITS

- (1) 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.

5.4 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 4.2, 4.4 or 4.6, 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 7.1(l)
- (2) Where a Developer has accrued Infrastructure Credit and the Accelerated Trunk Infrastructure Agreement has funding arrangements as outlined in Section 4.3, 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 7.1(l).
- (3) The Developer's Infrastructure Credit is to be reduced by the amount of any payment (converted to an equivalent demand factor) made pursuant to this Section as from the date of that payment.

Division 6 — Temporary Works

6.1 GENERAL

NOTE 6.1

It is the Local Government's practice to minimise the incidence of temporary works within the Shire 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 to be 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) The Local Government may require an applicant following the approval of temporary works, to lodge a specified security for the payment of operation and maintenance costs.
- (5) Where approvals are required for temporary works from other Statutory Bodies or other landholders, these are the sole responsibility of the Developer.

Division 7 — Infrastructure Agreements

7.1 GENERAL

- (1) Whether or not the Development Contribution Planning Scheme Policies apply, nothing in this Planning Scheme is to prevent the Local Government and a person from entering into an infrastructure agreement in accordance with the Act about funding or supplying trunk infrastructure or other items of infrastructure.
- (2) Where any Development Contribution Planning Scheme Policy does not accord with the terms or intent of any such infrastructure agreement, the provisions of the infrastructure agreement are to take precedence.
- (3) 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 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 an Unprogrammed Trunk Infrastructure Agreement or a Connecting Works Trunk Infrastructure Agreement or an Infrastructure Agreement in relation to Land Dedication in accordance with Division 4 of this Planning Scheme Policy;
 - i) details of any infrastructure credit to be accrued to the Developer;
 - j) whether or not the Local Government will permit the early accrual of infrastructure credits where a Developer does not have any 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 5 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;
 - n) details in relation to maintenance (eg 'sinking funds', responsible entities, schedules, additional maintenance costs); or
 - o) any other details deemed appropriate by the Local Government.
- (4) Any infrastructure agreement required under this Division is to be in writing and is to be prepared by the Local Government at the Developer's cost or by the Developer at the Developer's cost (subject to such infrastructure agreement being to the satisfaction of the Local Government).
- (5) 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 deemed 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 exclusion of the trunk infrastructure.

Division 8 — Register of Infrastructure Contributions and Credits**8.1 GENERAL****NOTE 8.1**

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) the real property description of the land the subject of the contributions;
 - b) the infrastructure networks for which the contribution was levied;
 - c) the infrastructure contributions payable;
 - d) the infrastructure contributions received;
 - e) the amount of any contribution remaining unpaid;
 - f) the number of demand units for which the contribution relates;
 - g) the development approval reference number;
 - h) the development approval lapse date;
 - i) details of infrastructure to be provided instead of paying the contribution;
 - j) details of any outstanding infrastructure still to be provided;
 - k) all securities lodged with the Local Government in respect of payment of such infrastructure contributions; and
 - l) details of the accrual, variation, set-off, allocation and reduction of infrastructure credit in accordance with Division 5.

Division 9 — Connecting Works, Internal Works and External Works

9.1 CONNECTING WORKS

Extent of Works

- (1) Reticulation networks internal to the premises or site 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 9.1A

- (1) The Local Government will define the nominated connection point for each item of infrastructure.
- (2) Subject to Section 9.1(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, is to be borne by the Developer.

Funding of Connecting Works

- (2) Subject to Section 9.1(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:
 - a) such works are to be deemed to be trunk infrastructure; and
 - b) the relevant provisions of Division 4 relating to the funding, design and construction of Trunk Infrastructure apply.

Design and Construction of Connecting Works

- (4) Subject to Section 9.1(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 9.1 B

- (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 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;
 - 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) except as provided in Section 9.1(3), the Local Government is not responsible for construction or the cost of any part of the connecting works; and
 - d) 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 6.

9.2 INTERNAL RETICULATION NETWORKS

- (1) Internal reticulation networks (eg water supply reticulation mains, sewerage reticulation mains, local streets, linkages to the open space network, footpaths, drainage reserves to network, etc) do not include connecting works, external 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 9.2

- (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 supply and sewerage only) at the Developer's cost and in accordance with Division 6.

9.3 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 trunk 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 9.3

- 1) For the purposes of clarity it is recorded that -
 - a) 'External Works' include site frontage works – refer Division 10, '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 6.

Division 10 — Glossary of Terms

10.1 ADMINISTRATIVE DEFINITIONS

- (1) For the purpose of this and the Development Contribution Planning Scheme Policies, the following terms have the meanings respectively assigned to them:
- a) **“Capital Cost”** of trunk infrastructure means—
 - i. for local community facilities, the current cost of land acquisition or securement; or
 - ii. for all other development infrastructure, the sum of the current cost of infrastructure (including land acquisition costs where specified in the Development Contribution Planning Scheme Policies) and construction on-costs.
 - iii. The term includes interest costs on any associated loans, where those interest costs are incurred by the Local Government.
 - b) **“Capital Works Program”** means the indicative program of works maintained by the Local Government.
 - c) **“Commencement Date”** means the date this and the Development Contribution Planning Scheme Policies including any amendments are adopted.
 - d) **“Connecting Works”** means works required to connect the development to the Local Government’s Trunk Infrastructure Systems or Networks. The term includes Water Supply Works External, Sewerage Works External and the like.
 - e) **“Constrained Land”** means land that is not capable of being developed because it is constrained by:
 - i. demonstrable physical constraints (eg watercourse traversing property);
 - ii. planning scheme requirements (eg open space buffer to main roads, land required to be transferred to Council for public park or community facilities);
 - iii. constructed or required infrastructure (eg power line easement, main road or trunk infrastructure requirement).

The above constraints do not extend to any matters required as part of the development, including but not limited to the construction of streets, footpaths, pathways, stormwater drainage, carparks, pumping stations or the provision of drainage reserves.
 - f) **“Construction On-Costs”** means the cost of planning and design, survey and site investigation, supervision, coordination and project management fees, and construction contingencies.
 - g) **“Current Cost”** of trunk infrastructure means for the purpose of determining the infrastructure unit rates:
 - i. for land acquisition or securement costs (including any costs associated with ensuring the land is suitable for development) the costs at current day values; or
 - ii. for all other infrastructure, the cost of constructing infrastructure at current day values.

- h) **“Dedicate or Dedicated”** means at the discretion of the Local Government either:
- i. transfer to the Local Government (whether in trust or otherwise); or
 - ii. surrender to the Crown and subsequent gazettal as a reserve under the trusteeship of the Local Government.
- i) **“Demand Factor”** means the attribute generated by a development, determined according to the provisions of the Development Contribution Planning Scheme Policies (eg dwelling unit, equivalent persons, impervious area, gross floor area, traffic generation rates, etc).
- j) **“Developer”** means a person who makes a Development Application.
- k) **“Development Application”** has the meaning given to it in the Integrated Planning Act.
- l) **“District sewerage headworks”** means the district sewerage infrastructure specified in Table 1 of Schedule DC1 of Planning Scheme Policy No. DC1 Water Supply and Sewerage Infrastructure.
- m) **“District water supply headworks”** means the district water supply infrastructure specified in Table 1 of Schedule DC1 of Planning Scheme Policy No. DC1 Water Supply and Sewerage Infrastructure.
- n) **“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.
- o) **“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).
- p) **“Establishment Cost”** of trunk infrastructure means the sum of the capital cost and Local Government’s planning administration costs (which are not to exceed 3% of the estimated capital costs).
- q) **“Existing Use Demand Entitlement”** means –
- i. Where the existing use is residential in nature the demand allowed for each lawfully established dwelling unit; or
 - ii. Where the existing use is commercial or industrial in nature the demand allowed for the Gross Floor Area of all existing lawfully established buildings; or
 - iii. Where previous infrastructure contributions have been paid to Council for the existing use, the demand on which the previous contributions were based. The onus is upon the applicant to provide evidence of any previous infrastructure contributions paid to Council.

Provided that as a minimum the existing use demand entitlement is equal to the demand factor allowed for a single detached house.

For the purpose of Planning Scheme Policy No. DC3 Roads Infrastructure, 1 modified PM Peak Trip is equivalent to 10 chargeable units.

- r) **“External Works”** includes the full length of the frontage of the site and includes provision for, where relevant—
- i. 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 the Operational Works Code.
 - ii. where the road is not paved, the construction of the carriageway and associated paving in accordance with the specifications outlined in the Operational Works Code 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;
 - iii. a constructed foot or bicycle path in accordance with the specifications outlined in the Operational Works Code;
 - iv. bearing the cost of all alterations to public utility mains and services as are rendered necessary by the carrying out of any external works;
 - v. such drainage works as are rendered necessary by the carrying out of any external works, and

- vi. vehicle crossings in accordance with the specifications outlined in the Operational Works Code from the kerb and channelling to the property alignment.
- s) **“Infrastructure Credit”** means for the relevant trunk infrastructure network an equivalent demand 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.
- t) **“Land”** for the purpose of this and the Development Contribution Planning Scheme Policies, means the gross area of land the subject of the development application less any Constrained Land.
- u) **“Management Lot”** means a lot which is intended¹ for further subdivisions or use other than a ‘residential lot’ or an ‘industrial lot’. By way of example a management lot includes the balance area of staged subdivisions (sometimes referred to as balance or residual lots), a lot which is approved for further development by way of subdivision (whether for residential, industrial or other purposes) or a lot which is approved for further development (eg erection of a multiple dwelling units, commercial building or other uses).
- For the purpose of this and the Development Contribution Planning Scheme Policies –
- i. a ‘residential lot’ means a lot which is not subject to any further development approvals for reconfiguring a lot and is intended only for the purpose of a single detached house;
 - ii. an ‘industrial lot’ means a lot, which is not subject to any further development approvals for reconfiguring a lot and is intended for the development of industrial uses.
- ¹The applicant must demonstrate, where further development approvals do not exist, that a lot is capable of further development.
- v) **“Non-Complying Self-Assessable Development”** means development which would be self-assessable except that it does not comply with an acceptable measure of an applicable code or is located in a Special Management Area and becomes code or impact assessable for purposes of assessment. The development remains self-assessable for the purposes of the Development Contribution Planning Scheme Policies.’
- w) **“Planned Population”** of an area of land means the estimated residential and non-residential population allocated to the land, as determined from the Local Government’s Planning Scheme and density assumptions and reflected in the demand factor rate tables for each Development Contribution Planning Scheme Policy.
- x) **“Sewerage Headworks”** means the sewerage Trunk Infrastructure detailed in Planning Scheme Policy No. DC1 Water Supply and Sewerage Infrastructure. The term includes District sewerage headworks and sub-catchment sewerage headworks.
- y) **“Sewerage Works External”** means those connecting works, structures or equipment necessary for the purpose of connecting sewerage reticulation networks internal to the premises or site to the Local Government’s sewerage trunk infrastructure network.
- z) **“Sub-catchment sewerage headworks”** means the sub-catchment sewerage infrastructure specified in Table 1 of Schedule DC1 of Planning Scheme Policy No. DC1 Water Supply and Sewerage Infrastructure.
- aa) **“Trunk Infrastructure”** means:
- i. for water supply and sewerage infrastructure, water supply headworks and sewerage headworks;
 - ii. for all other infrastructure, those works, structures or equipment which are part of the infrastructure networks outlined in the Development Contribution Planning Scheme Policies;
 - iii. 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.

- bb) **“Water Supply Headworks”** means the water supply Trunk Infrastructure detailed in Planning Scheme Policy No. DC1 Water Supply and Sewerage Infrastructure. The term includes District Water Supply Headworks and Zonal Water Supply Headworks.
 - cc) **“Water Supply Works External”** means those connecting works, structures or equipment necessary for the purpose of connecting water reticulation networks internal to the premises or site to the Local Government’s water supply trunk infrastructure network.
 - dd) **“Zonal water supply headworks”** means the zonal water supply infrastructure specified in Table 1 of Schedule DC1 of Planning Scheme Policy No. DC1 Water Supply and Sewerage Infrastructure.
- (2) All other terms used in this and the Development Contribution Planning Scheme Policies are as defined in this Planning Scheme, Local Laws, Planning Scheme Policies or other relevant Acts.