Sunshine Coast Regional Council

Sunshine Coast Regional Council Adopted Infrastructure Charges Resolution (No. ~~2~~3) 2011 ~~(Rev 1)~~

Dated ~~7 December 2011~~ XX February 2013 ~~(Amended 20 September 2012)~~

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Part 1 Introduction

1. Preliminary

1.1 Short title

The adopted infrastructure charges resolution may be cited as *Sunshine Coast Regional Council Adopted Infrastructure Charges Resolution (No. ~~2~~3) 2011 ~~(Rev. 1)~~*.

1.2 Sustainable Planning Act 2009

(1) The resolution is made pursuant to chapter 8, part 1, division 5A of the *Sustainable Planning Act 2009*.[1]

(2) The resolution is to be read in conjunction with the following:

(a) the State planning regulatory provision (adopted charges);

(b) the applicable local planning instruments.

(3) The resolution is attached to but does not form part of the applicable local planning instruments.

1.3 Effect

The resolution has effect in parts of the local government area immediately after the infrastructure State planning regulatory provision first has effect.[2]

1.4 Purpose of the resolution

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

(a) an adopted infrastructure charge for funding part of the establishment cost of the following trunk infrastructure networks:

[1] See section 648D(1) (Local government may decide matters about charges for infrastructure under State planning regulatory provision) and section 881(1) (Effect of local government resolution made before commencement of amending Act) of the *Sustainable Planning Act 2009.*

[2] See section 881(2)(b) (Effect of local government resolution made before commencement of amending Act) of the *Sustainable Planning Act 2009.*

(i) transport network;

(ii) public parks and land for community facilities network;

(iii) stormwater network;

(iv) water supply network;

(v) sewerage network;

(b) stating other matters relevant to the adopted infrastructure charge.

1.5 Structure of the resolution

The resolution is structured in accordance with Table 1.1 (Structure of the resolution).

Table 1.1 Structure of the resolution

Column 1 Reference	Column 2 Description	Column 3 Sustainable Planning Act 2009
Part 1, section 1	Preliminary	Not applicable
Part 1, section 2	Application of the adopted infrastructure charge	section 648D(1)(a), (b) and (c)
Part 1, section 3	Assumptions about future development	sections 313, 314
Part 1, section 4	Priority infrastructure area	section 648B(4)(c)
Part 2, section 5	Trunk infrastructure plans	section 648D(1)(e)(i) and (ii)
Part 2, section 6	Desired standard of service	section 648D(1)(e)(iii)
Part 2, section 7	Establishment cost for trunk infrastructure networks	section 648D(1)(e)(iv)
Part 3, section 8	Adopted infrastructure charge	section 648D(1)(a), (b) and (d)
Part 3, section 9	Administration of adopted infrastructure charge	sections 648H, 648K
Part 3, section 10	Allocation of adopted infrastructure charge	section 648I
Part 4, section 11	Infrastructure offset	section 649
Part 4, section 12	Refund of an unused infrastructure offset	section 649

Part 5, section 13	Schedule of adopted charges	section 648D(1)(a), (b) and (d)
Part 5, section 14	Schedule of maps	section 648D(1)(e)(ii)
Part 5, section 15	Schedule of works for trunk infrastructure	section 648D(1)(e)(i)
Part 5, section 16	Schedule of trunk infrastructure plans	section 648D(1)(e)(i)
Part 5, section 17	Schedule of future development assumptions	sections 313, 314
Part 6	Maps, schedule of works for trunk infrastructure, trunk infrastructure plans and future development assumptions	section 648D(1)(e)(i) and (ii)

1.6 Interpretation

(1) In this resolution:

adopted charge rate means the charge to be applied for the purpose of calculating an adopted infrastructure charge as stated in section 8.3 (Adopted charge rate).

adopted infrastructure charge means a charge for trunk infrastructure for which the infrastructure State planning regulatory provision applies, calculated under the resolution.

air services *means the use of premises at Sunshine Coast Airport and Caloundra Airport on land owned and/or managed by Council for air services being the following:*

(a) *the arrival and departure of aircraft;*

(b) *the housing, servicing, maintenance and repair of aircraft;*

(c) *the assembly and dispersal of passengers and/or goods on or from an aircraft;*

(d) *any ancillary activities directly serving the needs of passengers and visitors to the use; and*

(e) *associated training and education facilities.*

The use also includes an associated activity being:

(a) shop; or

(b) fast food store; or

(c) warehouse; or

(d) vehicle repair centre.

applicable local planning instruments means the following:

(a) *Caloundra City Plan 2004*;

(b) *Maroochy Plan 2000*;

(c) *The Noosa Plan*.

base date means the date being June 2011 from which the Council has estimated the establishment cost for a trunk infrastructure network in the schedule of works for trunk infrastructure referenced in section 15 (Schedule of works for trunk infrastructure).

bedroom means an area of a building or structure which:

(a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or

(b) can be used for sleeping such as a den, library, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

claimant see section 11.3(1) (Claim for an infrastructure offset).

consumer price index means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics.

Council means Sunshine Coast Regional Council.

defined areas see section 2.2 (Effect of the infrastructure State planning regulatory provision in the local government area).

discount means the amount to be applied for the purpose of calculating an adopted infrastructure charge which takes into account the existing usage of the trunk infrastructure networks by the premises on or in relation to which development is carried out as calculated in section 8.4 (Discount).

distributor-retailer means the Northern SEQ Distributor-Retailer Authority (trading as Unitywater).

dwelling unit means habitable rooms and other spaces used or intended for use as one self-contained residential unit, comprising at least bathroom, toilet and kitchen facilities as well as other living and sleeping space to accommodate one or more persons.

establishment cost see schedule 3 (Dictionary) of the *Sustainable Planning Act 2009*.

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

(a) building services, plant and equipment;

(b) access between levels;

(c) ground floor public lobby;

(d) a mall;

(e) the parking, loading and manoeuvring of motor vehicles;

(f) unenclosed private balconies whether roofed or not.

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impervious area means the area of the premises that is impervious to rainfall or overland flow that results in the discharge of stormwater from the premises. (Impervious area does not include hardstand or compacted earth surfaces.)

infrastructure offset see section 11.3(1) (Claim for an infrastructure offset).

infrastructure State planning regulatory provision means the State planning regulatory provision (adopted charges) made under the *Sustainable Planning Act 2009*.

land dedication notice see section 11.2 (Application of section).

lawful use see schedule 3 (Dictionary) of the *Sustainable Planning Act 2009*.

master planning unit area means a part of a declared master planned area identified as a master planning unit in a structure plan.

net present value (NPV) means the value of a series of future cash flows discounted to reflect the true value of money at the prescribed rate.

planned date means the date scheduled for the provision of trunk infrastructure stated in the schedule of works for trunk infrastructure referenced in section 15 (Schedule of works for trunk infrastructure).

prescribed form means a form prescribed by the Council.

priority infrastructure area see section 4.2 (Priority infrastructure area).

serviced premises see section 12.2 (Application of section).

trunk infrastructure contribution see section 11.2 (Application of section).

unused infrastructure offset see section 12.2 (Application of section).

(2) A term defined in the *Sustainable Planning Act 2009* which is used in the resolution has the meaning given in the *Sustainable Planning Act 2009*.

(3) If a term is not defined in the resolution or the *Sustainable Planning Act 2009* the term is to, subject to section 14A (Interpretation best achieving Act's purpose) of the *Acts Interpretation Act 1954*, have the meaning assigned to it by the edition of the Macquarie Dictionary that is current at the commencement date.[3]

2. Application of the adopted infrastructure charge

2.1 Purpose

Section 2 states the following:

(a) that the infrastructure State planning regulatory provision has effect in the local government area other than for the defined areas;

(b) that the resolution is intended to apply to development in the local government area other than for the defined areas;

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

(c) that the resolution applies to particular development;

(d) the categorisation of uses under an applicable local planning instrument to development classes under the infrastructure State planning regulatory provision.

2.2 Effect of the infrastructure State planning regulatory provision in the local government area

The infrastructure State planning regulatory provision has effect other than for the following:

(a) work or use of land authorised under the *Mineral Resources Act 1989*, the *Petroleum Act 1923*, the *Petroleum and Gas (Production and Safety) Act 2004* or the *Greenhouse Storage Act 2009*; or

(b) development in the following areas identified in Table 2.1 (Defined areas) (***defined areas***):

(i) an urban development area under the *Urban Land Development Authority Act 2007*;

(ii) a master planning unit area.

Table 2.1 Defined areas

Column 1 **Number**	**Column 2** **Defined areas**	**Column 3** **Map reference**
1.	Caloundra South Urban Development Area	Map 2 Defined areas
2.	Master planning unit areas of the Palmview Master Planned Area	Map 2 Defined areas
3.	Master planning unit areas of the Maroochydore Principal Regional Activity Centre Master Planned Area	Map 2 Defined areas

2.3 Application of the resolution to the local government area

(1) The resolution applies to development in the local government area other than in the defined areas.

(2) Development in a master planning unit area is subject to the infrastructure planning and funding arrangements of the *Sustainable Planning Act 2009* other than chapter 8, part 1, division 5A.

2.4 Application to particular development

The Council may levy an adopted infrastructure charge on the following development:

(a) a reconfiguring a lot;

(b) a material change of use of premises;

(c) the carrying out of building work.

2.5 Categorisation of uses to development classes

(1) A use under an applicable local planning instrument as stated in column 1 of Table 13.1 (Schedule of adopted charges) is included within the infrastructure State planning regulatory provision development class stated in column 2 of Table 13.1 (Schedule of adopted charges).

(2) The Council and the distributor-retailer are to allocate a use not otherwise stated under subsection (1) to an applicable development class based on an assessment of use and demand.

3. Assumptions about future development

3.1 Purpose

Section 3 states the assumptions about the type, scale, location and timing of future development for the purpose of the following:

(a) code assessment under section 313(2)(f) (Code assessment—generally) of the *Sustainable Planning Act 2009*;

(b) impact assessment under section 314(2)(k) (Impact assessment—generally) of the *Sustainable Planning Act 2009*.

3.2 Development inconsistent with assumptions about future development

Development is inconsistent with the assumptions about:

(a) the type of development, if the type of development of the premises is not consistent with the type of development for the area in which the premises is located as identified in the applicable local planning instrument as referenced in section 17.1 (Future development assumptions); or

(b) the scale of the development, if the demand of the development of the premises exceeds the planned demand for the development of premises as referenced in section 17.1 (Future development assumptions); or

(c) the location of development, if the development is located outside the priority infrastructure area as referenced in section 4.2 (Priority Infrastructure Area); or

(d) the timing of development, if the development results in trunk infrastructure being supplied earlier than planned for in the schedule of works for trunk infrastructure in section 15 (Schedule of works for trunk infrastructure).

4. Priority infrastructure area

4.1 Purpose

Section 4 states the priority infrastructure area for the Council.

4.2 Priority infrastructure area

The priority infrastructure area is the priority infrastructure area identified in the infrastructure State planning regulatory provision which is reproduced for convenience on Map 1 Priority infrastructure area in section 14 (Schedule of maps).

Part 2 Trunk infrastructure networks

5. Trunk infrastructure plans

5.1 Purpose

Section 5 states the trunk infrastructure networks to be funded in part by the adopted infrastructure charge.

5.2 Schedule of works for trunk infrastructure

The trunk infrastructure networks comprise the land and works for trunk infrastructure in the schedule of works for trunk infrastructure referenced in section 15 (Schedule of works for trunk infrastructure).

5.3 Trunk infrastructure network systems and items

The trunk infrastructure networks identified in the schedule of works for trunk infrastructure typically include the systems and items stated in Table 5.1 (Typical trunk infrastructure network systems and items).

Table 5.1 Typical trunk infrastructure network systems and items

Column 1 Infrastructure network	Column 2 Systems included	Column 3 Items included
Water supply	Distribution	• Water mains 150mm and above in diameter • Pump stations and pressure mains

		• Control and reflux valves
Sewerage	Treatment Local collection	• Sewage treatment plants • Sewer mains 225mm and above in diameter • Pump stations and pressure mains
Stormwater	Quantity Quality	• Retention and detention basins • Lined and unlined drains • Natural flow paths including channels, waterways, creeks & rivers • Pipe and culvert infrastructure 450mm diameter/width and above • Wetlands, stormwater quality improvement devices (SQIDs), waterway and riparian zone bank stabilisation and protection.
Transport		• Council controlled roads – major arterial, arterial, sub-arterial, trunk collector • Bicycle and pedestrian pathways
Community purposes	Public parks and land for community facilities	• All land and works for parks and embellishments (Regional, district, local) • Recreational trails • Land for community facilities including neighbourhood centres, libraries, meeting halls and indoor sport and recreation facilities.

5.4 Trunk infrastructure plans

The trunk infrastructure networks identified in the schedule of works for trunk infrastructure are conceptually identified in the trunk infrastructure plans referenced in section 16 (Schedule of trunk infrastructure plans).

6. Desired standard of service

6.1 Purpose

Section 6 states the desired standard of service which is the standard guiding the delivery of a trunk infrastructure network.

6.2 Transport network

The desired standard of service for the transport network is stated in the following:

(a) Table 6.1 (Urban Transport Corridor Characteristics);

(b) Table 6.2 (Rural Transport Corridor Characteristics);

(c) Table 6.3 (Industrial Transport Corridor Characteristics);

Table 6.1: Urban Transport Corridor Characteristics

Criterion		Arterial Roads				Sub-arterial Roads			District Streets				Neighbourhood Collector Streets				Local Streets			
		Highway / Motorway	Major Arterial Road	Arterial Road	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Collector Street (Median)	District Main Street	District Main Street (Median)	Neighbourhood Collector Street	Neighbourhood Collector Street (Rear Lane Access)	Neighbourhood Collector Street (Bus Route)	Mixed Use Collector Street	Access Street*	Mixed Use Access Street	Access Place	Access Laneway
Typical adjacent land use	Residential								●	●			●	●	●		●		●	●
	Mixed Use								●	●						●		●		
	Commercial										●	●								
Minimum reserve width (metres) *		40-100		40-60	40	37	30	30	24	28	25	28	16	16.5	20	22.5	14.5	20	14	6.5
Speed environment (km/h)		110	110	80	60	70	60	50	60	60	40	40	50	50	50	30	30	30	30	20
Maximum desirable volume / capacity ratio by location		0.75	0.85	0.85	0.85	0.85	0.85	0.85												
Maximum traffic volume	per lane (vehicles/day)		11000	9000	9000	9000	9000	9000	7000											
	per road (vehicles/day)									10000	7000	15000	3000	5000	5000	5000	750	3000	750	**
Vehicle property access		nil	nil	nil	combined / consolidated access or existing access only				rear /side unless detached dwellings reversing into parking lane for		combined / consolidated access		direct	rear	direct	rear /side	direct	direct	direct	direct
Total number of general traffic lanes		2-6	2-4	2-4	2-4	2-4	2-4	2-4	2	2	2	2	2	2	2	2	2	2	1-2	1-2
Transit / bus lanes				●																
Pathway facilities	pathway one side				shared				shared	shared							●		○	
	pathway both sides (shared one side)								●	●			●	●	●	●				
	pathway both sides (fully paved through centres)			shared	shared	shared	shared	shared			shared	shared						●		
On road cycling	No specific provisions	refer DTMR	refer DTMR										●	●	●		●	●	●	●
	cycle lanes			●	●	●	●	●+	●	●	●+	●				●+				
Pedestrian / cycle crossing treatments (not at intersections)	refuge			●	●	●	●	●	●	●	●	●	●	●	●	●		●		
	signalised			●	●	●	●	●	●	●	●	●								
	zebra							●++			●++	●++								
	grade separated	●		●																
Public	routes	●		●	●	●	●	●	●	●	●	●			●	●			○	

Criterion		Arterial Roads				Sub-arterial Roads			District Streets				Neighbourhood Collector Streets				Local Streets			
		Highway / Motorway	Major Arterial Road	Arterial Road	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Collector Street (Median)	District Main Street	District Main Street (Median)	Neighbourhood Collector Street	Neighbourhood Collector Street (Rear Lane Access)	Neighbourhood Collector Street (Bus Route)	Mixed Use Collector Street	Access Street*	Mixed Use Access Street	Access Place	Access Laneway
transport	stops			●	●	●	●	●	●	●	●	●			●	●			o	
	bus priority measures			●	●	●	●	●	●		●	●	o		●	●				
On-street parking	unmarked												●				●		●	
	indented parking both sides				●			●			●	●	●	●		●		●		
	parking lane both sides				●			●	●	●	●				●					
	parking lane (where permitted)						●													
	no parking	●	●	●		●														
Intersection treatments^	priority T			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	priority 4-way																			
	roundabout			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
	traffic signals			●	●	●	●	●	●	●	●	●	●							
	grade separated	●	●	●																
	turning provisions	refer DTMR				protected and deceleration lanes			localised protection											
May intersect with	access streets								●	●	●	●	●	●	●	●	●	●	●	●
	neighbourhood collector streets						●	●	●	●	●	●	●	●	●	●	●	●	●	●
	district collector streets					●	●	●	●	●	●	●	●	●	●	●	●	●		
	mixed use collector streets							●			●	●	●	●	●	●	●	●		
	sub arterials			●	●	●	●	●	●	●	●	●	●	●	●	●				
	arterials	●	●		●	●	●	●	●	●	●	●				●				
	major arterials	●	●																	
	highways		●	●																
Minimum intersection spacing (metres)		>2000		>500	>150	300	300+++	150	100	100	100	100	60	60	60	60	40	40	40	40
Desirable maximum grade %		specific consid-eration		5	5	8	8	8	8	8	8	8	12	12	12	6	12	6	12	12
Absolute maximum grade %				6	7	10	10	10	12	12	12	8	16	12	12	12	16 ++++	12	16 ++++	12
Freight route		yes		yes	yes	yes	selected routes		Inappropriate except for access				no	no	no	no	no	no	no	no

Criterion		Arterial Roads				Sub-arterial Roads			District Streets				Neighbourhood Collector Streets				Local Streets			
		Highway / Motorway	Major Arterial Road	Arterial Road	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Collector Street (Median)	District Main Street	District Main Street (Median)	Neighbourhood Collector Street	Neighbourhood Collector Street (Rear Lane Access)	Neighbourhood Collector Street (Bus Route)	Mixed Use Collector Street	Access Street*	Mixed Use Access Street	Access Place	Access Laneway
							only													
Dangerous goods route		yes		yes	no	selected routes only		no	Inappropriate except for access		no	no	no	no	no	no	no	no	no	no
Typical longitudinal drainage	kerb & channel				●		●	●			●	●	●	●	●	●	●	●	●	●
	swale	●		●		●			●	●										

*** Where necessary, reserve widths will need to be increased to accommodate utilities and public transport such as light rail and cable cars and WSUD.**

^ Intersection treatments must accommodate pedestrians and link cycle lanes and pathway facilities.

A Neighbourhood Collector Street cross-section may be required on access streets where smaller lots are proposed, to ensure the required amount of on-street parking is provided. Alternatively, if rear lane vehicle access is proposed to residential lots on an access street, the Neighbourhood Collector Street (Rear Lane Access) cross-section should be used

* where no direct vehicle access is proposed, maximum volume may be increased to 10000

** limited to traffic from block laneway is directly serving

+ cycle lanes may not be required if maximum speed environment is 40km/h, is not part of major cycle route, and traffic signals are not on or at end of main street

++ zebra crossings may be considered at midblock locations and must be in accordance with DTMR TRUM manual requirements

+++ a minimum intersection spacing of 150m may be accepted on controlled distributors where constraints of existing development preclude other access arrangements

++++ under constrained circumstances and where limited heavy vehicle use is expected, grades greater than 16% but no greater than 20% may be accepted on residential access streets and places for one short length of 100m over the entire street length

Table 6.2: Rural Transport Corridor Characteristics

Criterion		Rural Arterial Roads		Rural Sub-arterial roads		Rural Collector Streets		Rural Local Streets		Rural Residential Streets			
		Highway / Motorway	Rural Arterial Road	Rural Traffic Distributor	Rural Controlled Distributor	Rural District Collector Street	Rural Neighbourhood Collector Street	Rural Access Street	Rural Access Place	Rural Residential District Collector Street	Rural Residential Neighbourhood Collector Street	Rural residential Access Street	Rural Residential Access Place
Reserve width (metres) (excluding embankment)		100	60	45	35	30	25	20	20	30	20	20	20
Speed environment (km/h)		110	100	80	80	60	60	50	50	60	60	50	50
Maximum desirable volume / capacity ratio by location		0.7	0.75	0.75	0.75	0.8							
Maximum traffic volume (vehicles/day)						1000-5000	500-1000	150-500	150	5000	2400	750	300
Vehicle property access		nil	restricted	restricted	restricted, generally limited to existing access		direct	direct	direct	restricted	direct	direct	direct
Maximum road distance to the road system (metres)											800 (2000 in total from end of access streets / places)	1200	1200
Pathway facilities		off-road shared pathway subject to demand											
Cycle lanes - sealed shoulders		Refer DTMR	●	●	●	●	●			●			
Public transport	routes	●	●	●	●					●			
	school bus route					●	●				●		
	stops									●			
	indented stops		●	●	●	●	●						
Likely intersection treatments	priority T		●	●	●	●	●	●	●	●	●	●	●
	roundabout		●	●	●	●				●	●		
	traffic signals		●	●	●								
	grade separated	●											
May intersect with	access streets					●	●	●	●	●	●	●	●
	neighbourhood collector streets				●	●	●	●	●	●	●	●	●
	district collector streets			●	●	●	●	●		●	●		
Minimum intersection spacing (metres)		4000-8000	>1000	300	300+	>100	>100	>100		100	100	100	100

Criterion		Rural Arterial Roads		Rural Sub-arterial roads		Rural Collector Streets		Rural Local Streets		Rural Residential Streets			
		Highway / Motorway	Rural Arterial Road	Rural Traffic Distributor	Rural Controlled Distributor	Rural District Collector Street	Rural Neighbourhood Collector Street	Rural Access Street	Rural Access Place	Rural Residential District Collector Street	Rural Residential Neighbourhood Collector Street	Rural residential Access Street	Rural Residential Access Place
Absolute maximum grade %* **		5	6	7	8	9	10	16	16	9	16	16	12
Freight route		primary	primary / secondary	secondary route		access only				access only			
Dangerous goods route		primary	selected routes			access only				access only			
Traffic lane width (metres)		volume driven	volume driven	3.5	3.5	3.5	3.5	3.1	3.5				
Sealed shoulder width (metres) +		volume driven	volume driven	2.5	2.5	2.5	0.75	0.75	1.0	2.5			
Typical longitudinal drainage	kerb & channel										●	●	●
	swale++									●	●	●	●

* where the building envelope in rural residential areas is proposed within 15m of a road or street where vehicle lot access is being gained, additional carriageway and reserve widening is required to accommodate on-street parking at the rate of one vehicle per rural residential lot

*** under constrained circumstances and where limited heavy vehicle use is expected, grades greater than 16% but no greater than 20% may be accepted on access streets and places for one short length of 100m over the entire street length

\+ Council requires full width shoulder and verge seal to reduce maintenance costs and to improve moisture conditions under pavements, especially under the outer wheel path

++ where district collector streets or sub-arterial roads pass through rural residential areas, and frontage access to rural residential lots is permitted, kerb and channel must be provided along the frontage

** short lengths of wider shoulder seals or lay-bys are to be provided at suitable locations to provide for discretionary stops

*** Wider shoulders must be provided to accommodate cyclists where a need is identified in Council cycle or active transport plan

**** wider verge widths are required to provide space for installation of road safety barriers, and to achieve horizontal sight distance requirements, or to balance cut and fill

**** grades approaching intersections must not exceed 3% over the extent of the required stopping sight distance

****** length of steep grades must be limited using the design requirements of the relevant Austroads road design guide

*** urban residential subdivisions must not gain access via rural residential streets

Table 6.3: Industrial Transport Corridor Characteristics

Criterion	Industrial Streets	
	Industrial Access Street	**Industrial Collector Street**
Typical adjacent land use	industrial	industrial
Minimum reserve width (metres)	20	25
Minimum overall carriageway width (metres)	12	15
Verge width (metres)	4	5
Maximum speed environment (km/h)	50	60
Maximum traffic volume (vehicles/day)	5000	12000*
Vehicle property access	direct	direct
Number of moving lanes	2	2
Pathway facilities	pathway one side	pathway both sides, shared one side
Cycle lanes	no	yes
Pedestrian / cycle crossing treatments	refuge	refuge, signalised
Public transport	routes and stops	routes and stops
On-street parking – parking lanes	●	●
Intersection treatments	priority T, roundabout	priority T, roundabout, traffic signals
Minimum intersection spacing (m)	60	100
Desirable maximum grade %	6	6
Absolute maximum grade %	8	10
Typical longitudinal drainage	kerb & channel	kerb & channel

* industrial collector streets expected to carry more than 7500 vehicles per day must have a raised median, at least 4.5 metres wide, with appropriate U-turn facilities or other route choice options. The reserve width must be increased accordingly.

** kerbside parking areas must be defined by line marking with no-stopping lines as necessary around intersections and major driveways to ensure that heavy vehicle turning areas are not compromised

6.3 Public parks and land for community facilities network

Table 6.4 (Desired standard of service for the public parks and land for community facilities network) states the desired standard of service for the public parks and land for community facilities network.

Table 6.4 Desired standard of service for the public parks and land for community facilities network

Recreation park - local	
Size and topography Urban and Rural • Minimum of 0.5 ha (assuming the topography is suitable to include all required facilities). • Where the topography is such that additional land is required to achieve the required functions, the land area should be increased to accommodate these. Community hubs	**Linkages** • In urban areas, linked by quality recreation trail network or a pedestrian and bicycle network in rural areas located on a recreation trail or with access to a river where possible. • Pathways networks located within open space not to conflict with primary park uses. **Landscape and character**

• Minimum of 0.5 ha contains adequate space for civic events. • Minimum width 50m. **Access and location** Urban areas • A short walk 5-10 minutes walk or <500 m from most residences/work places. Rural areas • Within rural townships. Community hubs • Good physical and visual connectivity with active areas, civic spaces and commercial and community facilities including cafés, restaurants, etc. **General** • At least two sides or approx 50 % of the total perimeter to have road frontage. • Key use areas meet disability access requirements **Provision** Urban • Approx 1 park per 1000 people will meet the requirements of 500 m from most urban houses. Industrial • Approx 1 park <1000 m from place of work. Rural • Approx 1 park per rural township within smaller towns. The provision of a local park is important even if the population distribution is not reached.	• Character reflective of local identity and heritage values/space. Designed and managed to support diverse recreational and social activities. • Retain existing trees at strategic locations. Plant new trees to contribute to areas broader amenity. • Where a park has been located to provide views, key viewpoints need to be protected. **Natural assets (vegetation)** • Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding. • Planting style allowing for kick about cleared area. • Protect and sustain ecologically important areas/ support local biodiversity consistent with primary function. **Safety and security** • The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting. • Play spaces are located in safe areas. • Safe access for pedestrians. • Emergency vehicle access. **User benefits** • Open grassed area for passive recreation/ shaded spaces for social interaction/provide visual amenity for external users. **Flood immunity** • Land to be above Q20 (defined flood event). • Buildings are to be above Q100. • Kick about and social spaces are well drained.
Recreation park - district	
Size and topography • 3-5 ha. • Where the topography is such that additional land is required to achieve the required facilities and setting, land area can be increased to accommodate these facilities. • Minimum width 50m. **Access and location** • 5 km from most residence. • Generally located in urban areas or areas of special interest and may adjoin other community facilities. • On or close to a distributor or arterial road and within walking distance to regular public transport. • At least one side or approx 25% of perimeter to have road frontage. • Provision of off street car parking can be considered. Provision • Approx 1.3 ha per 1000 people. **Linkages** • In urban settings, located on a recreation trail or on a pedestrian and bicycle network. • Will often provide a trail head for urban and non-urban trails. • Pathways networks located within open space not to conflict with primary park uses.	**Natural assets (vegetation)** • Encourage community to accept 'bushland' planting style while allowing for kick about cleared area, play spaces, event spaces and community garden areas. • Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding. • Protect and sustain ecologically important areas/ support local biodiversity consistent with primary function. **Safety and security** • The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting. • Play spaces are located in safe areas. • Emergency vehicle access. **User benefits** • District recreation parks provide a more diverse range of passive, social, cultural and recreational experiences through supporting land and infrastructure. **Flood immunity** • Land to be above Q20 (defined flood event). • Buildings are to be above Q100. • Kick about and social spaces are well drained.

Landscape and character • Character reflective of local identity and heritage values. • Retain existing trees at strategic location and planting new trees to contribute to broader amenity of the area. • Kick about spaces to be retained for passive recreation opportunities and spaces to accommodate events. • Consider use of durable materials and more permanent features (e.g. walls). • Where a park has been located to provide views, key viewpoints need to be identified and planted with lower vegetation where replanting occurs.	
Recreation park – regional	
Size and topography • 10-20 ha. • Minimum width 100m. **Access and location** • In urban areas <30 km, in rural <50 km from most residences. • On or close to arterial road with regular public transport to the site. • At least one side or approx 25% of perimeter to have road frontage. • Provision of dispersed onsite car parking essential to reduce visual impact. • In rural areas located on a recreation trail or with access to a river where possible. • Generally located in or adjacent to urban areas however rural and hinterland areas may provide opportunities to achieve specific functions. **Provision** • Approx 0.7 ha per 1000 people. **Linkages** • In rural or urban settings, located on a recreation trail or on a pedestrian and bicycle network. • Provides a trail head for urban and non-urban trails. • Pathways networks located within open space not to conflict with primary park uses. **Landscape and character** • Character reflective of local identity and heritage values. • Retain existing trees at strategic locations and plant new trees to contribute to broader amenity of the area. • Larger open spaces (e.g. kick about space) to be retained for passive recreation and social opportunities (e.g. major events). • Consider use of durable materials and more permanent features (e.g. walls). • Where a park has been located to provide views, key viewpoints need to be identified and planted with lower vegetation where replanting occurs.	**Natural assets (vegetation)** • Encourage community to accept 'bushland' planting style while allowing for kick about cleared area. • Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding. • Protect and sustain ecologically important areas/ support local biodiversity consistent with primary function. **Safety and security** • The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting. • Play spaces are located in safe areas. • Emergency vehicle access. **User benefits** • Sunshine Coast wide recreation park provides for a large range of outdoor and passive recreational experiences including play spaces, open space and informal kick about area, landscape and amenity and provides BBQ, shelters and major gathering spaces and opportunities for festivals and celebration. • Botanic gardens contain formal thematic gardens, visitor facilities including spaces that support interpretation, art, research, education and arboreta. **Flood immunity** • Land to be above Q20 (defined flood event). • Buildings are to be above Q100. • Kick about and social spaces are well drained.

Sport grounds – district	
Size and topography • 7-15 ha. A number of sports may co-locate or adjoin district recreation parks creating a larger open space. • Principally a flat site with 5 % gradient or less. • Minimum width 150m. **Access and location** • In urban areas <10 km. • Close to a collector road with on-site car parking provided. • At least one side or approx 25 % of perimeter to have road frontage. • In higher density areas collate with community infrastructure where possible. • Located on public transport routes. **Provision** • Approximately 1.5 ha per 1000 people. **Linkages** • In rural or urban settings, located on a recreation trail or on a pedestrian and bicycle network. • Will often provide a trail head for urban and non-urban trails. **Landscape and character** • Character reflective of local identity and heritage values. • Designed to reduce impact of flood lighting on adjacent areas. • Use of appropriate design and management principles (e.g. on-site water storage and treatment) to reduce nutrient flow and weed invasion from the site. • Designed to positively contribute to the amenity of surrounding areas. • Shade trees dividing fields, shaded car parking.	**Natural assets (vegetation)** • Boundary area and corners of site substantially planted with locally native tree/shrub species. • Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding. **Safety and security** • The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting. • Play spaces are located in safe areas. • Emergency vehicle access. **User benefits** • District sports grounds provide community access to a variety of active formal sporting, cultural and recreation facilities. **Flood immunity** • Building and fenced areas above Q100. • Playing fields above Q20. • Wetland treatment areas above Q10. • Playing surfaces are well drained.
Sport grounds – regional	
Size and topography • Minimum of 20 ha may co-locate or adjoin district recreation parks creating a larger open space. • Principally a flat site with 5 % gradient or less. • Sufficient land above Q100 to house required facilities and amenities. • Minimum width 300m. **Access and location** • In urban township areas >50 km, in rural residential >50 km from most residences. Close to major arterial road with regular public transport to the site. • Ideally close to other major recreation reserves. • At least one side or approx 25 % of the perimeter to have road frontage. • Dispersed on-site car parking. • Located on public transport routes. **Provision** • Approximately 0.5 ha per 1000 people. **Linkages** • In rural or urban settings, located on a recreation trail or on a pedestrian and bicycle network. • Located on a recreation trail or on a pedestrian and bicycle network. Will often act as a trail head for urban and non-urban trails.	**Natural assets (vegetation)** • Boundary area and corners of site substantially planted with locally native tree/shrub species. • Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding. • Use of appropriate design and management principles (e.g. on-site water storage and treatment) to reduce nutrient flow and weed invasion from the site. **Safety and security** • The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting. • Play spaces are located in safe areas. • Emergency vehicle access. **User benefits** • Sunshine Coast wide sports grounds provide access to a wide variety of active sport and recreation facilities capable of hosting larger events and competitions. **Flood immunity** • Building and areas above Q100. • Playing fields above Q20. • Wetland treatment areas above Q10. • Playing surfaces are well drained.

Landscape and character • Character reflective of local identity and heritage values. • Designed to reduce flood light impacts adjacent areas. • Use of appropriate design and management principles (e.g. on-site water storage and treatment) to reduce nutrient flow and weed invasion from the site. • Designed to positively contribute to the amenity of surrounding areas. • Shade trees dividing fields, shaded car parking.	
Recreational trails	
Size and topography • 12 m wide corridor incorporating a 1.5-3 m wide pathway. • A variety of distances and circuits to be provided. • Natural contours are to be followed to ensure even trail grades. • Ensure local drainage is maintained along water courses. • Poorly drained areas and areas with high erosion to be avoided. **Access and location** • Trails to connect to recreation parks, sports grounds and amenity reserves, and traverse drainage reserves, appropriate environment reserves, State forests and conservation/national parks to activate the open space network and create a sense of connection to and immersion in open space. • Trails to be located close to edges of parks to reduce impacts on park users. • Trail location to give consideration to the user and service vehicle access requirements for maintenance. **Provision** • Consider access for residents to be <500 m from a recreation trail. **Linkages** • Trails are linked to community hubs (cafes, community facilities) parks, reserves and sports grounds, active transport networks and the non-urban trail networks.	**Landscape and character** • Where space allows, without compromising the lands core function, the trail gently meanders to take advantage of natural and constructed features and provide an element of discovery. • Desirable for 60 % of trail to have access to shade from vegetation. • Trails are to be interesting and routed through different vegetation and landform. • Where determined, environmental and cultural features are outlined in interpretive information. • Recycled/sustainable construction materials preferred. Where not possible materials that are durable or can be reused are required. **Natural assets (vegetation)** • Taller trees for shading. • Planting to provide diversity of layers and qualities for wildlife needs – food sources connection, protection and breeding. • Trails constructed to so as not to impact on existing trees and reduce need for constant pruning. • Porous materials to be considered in suitable areas to improve water penetration and reduce sheet flow. **Safety and security** • The use of Crime Prevention through Environmental Design (CPTED) principles relevant to level of risk and nature of setting. • Trails are located a minimum of 5 m from the constructed road. • Safety signage and fencing where necessary. **User benefits** • At planning stage determine what users (e.g. walking, cycling, equestrian) and level of accessibility. **Flood immunity** • The provision of appropriate drainage must be considered in the trail planning, design and construction process.

6.4 Stormwater network

The desired standard of service for the stormwater network is stated in:

(a) Table 6.5 (Desired standard of service for the stormwater network – Planning objectives);

(b) Table 6.6 (Desired standard of service for the stormwater network – Design criteria).

Table 6.5 Desired standard of service for the stormwater network – Planning objectives

Planning Objective	Desirable Outcomes
Total Water Cycle Management Plans are required in order to achieve sustainable water cycle outcomes.	• Improvement in water quality and reduction in discharge volumes through systems that promote storage, detention infiltration and natural treatment of stormwater.
Provide a network for the collection of stormwater run off, its conveyance and discharge to the waterways.	• Provide and secure stormwater systems that will facilitate the collection and conveyance of stormwater from developed areas within the catchment. • Water Sensitive Urban Design[4] (WSUD) concepts should be used wherever possible in preference to, open hard surfaced, stormwater systems. • Watercourses form an essential part of the stormwater network and the constructed elements shall integrate efficiently with these systems and ensure protection of their environmental values. • Ensure that concentrated stormwater flows are contained within a dedicated reserve or easement. • Ensure private property and buildings have an acceptable level of flood immunity. • Align surface flow systems, such as channels and swales, to suit the natural topography and locate as close as possible to natural flow paths. • Stormwater systems which consist of, piped systems for minor events and overland flow paths for the balance of flows from major events. • Minimise the risk of impacts to persons, property and environment.
Provide stormwater facilities that protect the environmental values of Sunshine Coast waterways, wetlands and groundwater resources.	• Maintain amenity and use of receiving waterways. • Maintain or improve the water quality of receiving waters. • Protect and enhance the environment, which in turn will support the economic viability of the environment. • Improve or protect the water quality for recreational uses. • Protect and enhance the waterways' aquatic and riparian ecology. • Minimise adverse change in the hydrological cycle that impacts upon the waterway, riparian ecology and aquatic ecology. • Before discharging to waterways, stormwater shall be cleaned by a series of treatments (treatment train) that will enable efficient and effective removal of all categories and levels of pollutants.

[4] HWP Water by Design (2009) *Concept Design Guidelines for Water Sensitive Urban Design* and *Water Sensitive Urban Design Technical Design Guidelines for South East Queensland*

Planning Objective	Desirable Outcomes
Protect and enhance the environmental and flood conveyance characteristics of waterways.	• Minimise the impact of development by controlling the peak flows and velocities in the waterways. • Watercourses to be incorporated into the stormwater network with riparian zones dedicated as reserves, easements or land dedicated to Council. • Avoid disturbance of the riparian zones and flood plains. Wherever possible retain natural profiles and existing vegetation cover. • Rehabilitate waterways to a natural condition through the stabilisation of waterway banks and riparian zones.
The discharge from development does not adversely impact on adjacent or downstream properties or infrastructure.	• Detention/retention facilities are provided where necessary to mitigate changes in flows and maintain the existing hydrological regimes of the natural waterways, wetlands and stormwater systems. • Protect downstream property and infrastructure from flooding. • Minimise additional land requirements on adjacent or downstream lands for stormwater infrastructure and conveyance corridors. • Where possible adoption of WSUD to assist in reduction of discharge volumes.

Table 6.6 Desired standard of service for the stormwater network – Design criteria

Design Criteria	Desired Standards
Ensure no adverse impacts from stormwater flows as a result of development.	• All elements of the stormwater network are to be designed in accordance with the Caloundra City Plan, Development Design Planning Scheme Policy (DDPSP), Queensland Urban Drainage Manual[5] (QUDM) and WSUD • Ensure that the appropriate freeboard is provided from design flood events to property levels.
Ensure that the Water Quality Objectives for the receiving waterway are achieved through the use of Water Sensitive Urban Design.	• Design of the stormwater quality improvement devices in accordance with DDPSP, QUDM and WSUD. • Sufficient land shall be provided for access to infrastructure.
Ensure that all elements of stormwater quality improvement devices are designed to minimise the risk to public safety.	• The design and construction of the stormwater quality improvement devices are accordance with DDPSP, QUDM and WSUD.
Ensure that all elements of detention and retention facilities are designed to minimise the risk to public safety and private property.	• Design of detention and retention facilities, spillway and outlet structures are in accordance with DDPSP, QUDM and WSUD. • Ensure that the appropriate freeboard from the detention facility's design flood event is maintained to property levels.
Stormwater systems that effectively convey stormwater whilst ensuring adequate levels of protection for property, infrastructure and the environment.	• Quantity infrastructure shall be designed for ultimate capacity in accordance with Council's DDPSP, QUDM and WSUD. • Natural watercourses form a part of the stormwater network and shall be covered by an easement or reserve unless identified as other Council owned property. Easements or reserves shall be of sufficient width to cover the 1% AEP flows with allowance for access.

[5] DNR&M (2007) *Queensland Urban Drainage Manual.*

6.5 Water Supply network

For the desired standard of service for the water supply network, refer to the distributer retailer.

6.6 Sewerage network

The desired standard of service for the sewerage network, refer to the distributer retailer.

7. Establishment cost for trunk infrastructure networks

7.1 Purpose

Section 7 states the total establishment cost for an identified trunk infrastructure network.

7.2 Establishment cost for a trunk infrastructure network

(1) The total establishment cost for the Council's trunk infrastructure networks at the base date is stated in Table 7.1 (Establishment cost for Council's trunk infrastructure networks).

Table 7.1 Establishment cost for Council's trunk infrastructure networks

Column 1 **Trunk infrastructure network**	**Column 2** **Establishment cost ($)**
Transport network	$566,859,117
Public parks and land for community facilities network	$753,181,497
Stormwater network	$406,206,274

(2) For the establishment cost for the distributor-retailer's trunk infrastructure networks, refer to the distributer retailer.

Part 3 Adopted infrastructure charge

8. Adopted infrastructure charge

8.1 Purpose

Section 8 states the calculation of the adopted infrastructure charge to be levied by the following:

(a) the Council under section 648F (Adopted infrastructure charges notices) of the *Sustainable Planning Act 2009* for the transport, community purposes and stormwater networks;

(b) the distributor-retailer under section 755KB (Funding trunk infrastructure—levying charge on and from standard charge day) of the *Sustainable Planning Act 2009* for the sewerage and water supply networks.

8.2 Calculation of adopted infrastructure charge

(1) An adopted infrastructure charge that may be levied for reconfiguring a lot is calculated as follows:

$AIC_{ROL} = (AC_{ROL} \times Q_{ROL}) - D$

Where:

AIC_{ROL} is the adopted infrastructure charge that may be levied for reconfiguring a lot.

AC_{ROL} is the adopted charge rate for reconfiguring a lot stated in section 8.3 (Adopted charge rate).

Q_{ROL} is the total no of lots.

D is the discount stated in section 8.4 (Discount).

Note:

(a) for residential lot reconfiguration, the adopted infrastructure charge is apportioned across all networks;

(b) for non-residential lot reconfiguration, the adopted infrastructure charge apportionment excludes the stormwater charge component.

(2) An adopted infrastructure charge that may be levied for a material change of use or building work for residential development is calculated as follows:

$AIC_R = Sum(AC_R \times Q_R) - D$

Where:

AIC_R is the adopted infrastructure charge that may be levied for a material change of use or building work for residential development.

AC_R is the adopted charge rate for each defined use for a material change of use or building work for residential development stated in section 8.3 (Adopted charge rate).

Q_R is the residential quantity for each defined use.

D is the discount stated in section 8.4 (Discount).

(3) An adopted infrastructure charge that may be levied for a material change of use or building work for non-residential development is calculated as follows:

$AIC = AIC_{NR} + AIC_{SW}$

Where:

AIC is the adopted infrastructure charge for the total development

$AIC_{NR} = (\text{Sum of } (AC_4 \times Q_4) \text{ for each defined use}) - D_4$

$AIC_{SW} = (AC_{SW} \times Q_{SW}) - D_{SW}$

AIC_{NR} is the adopted infrastructure charge that may be levied for a material change of use or building work for non-residential development for the transport, public parks and land for community facilities, water supply and sewerage networks..

AIC_{SW} is the adopted infrastructure charge that may be levied for a material change of use or building work for non-residential development for the stormwater network.

AC_4 is the adopted charge rate for each defined use for a material change of use or building work for non-residential development stated in section 8.3 (Adopted charge rate) for the transport, public parks and land for community facilities, water supply and sewerage networks.

AC_{SW} is the adopted charge rate for a material change of use or building work for non-residential development stated in section 8.3 (Adopted charge rate) for the stormwater network.

Q_4 is the non-residential quantity for each defined use.

Q_{SW} is the impervious area of the development.

D_4 is the discount stated in section 8.4 (Discount) for the transport, public parks and land for community facilities, water supply and sewerage networks.

D_{SW} is the discount stated in section 8.4 (Discount) for the stormwater network.

8.3 Adopted charge rate

The adopted charge rate for:

(a) reconfiguring a lot, is the amount stated for Residential (3 or more bedroom dwelling unit) in Table 13.1 (Schedule of adopted charges);

(b) a material change of use or building work for:

(i) residential development, is stated in Table 13.1 (Schedule of adopted charges);

(ii) non-residential development other than special uses, is stated in Table 13.1 (Schedule of adopted charges), which comprises the following:

(A) the adopted charge rate for the transport, public parks and land for community facilities, water and sewerage networks in column 4; and

(B) the adopted charge rate for the stormwater network in column 5;

(iii) non-residential development being special uses or other development not otherwise identified in paragraphs (i) or (ii):

(A) the adopted charge rate for the transport, public parks and land for community facilities, water supply and sewerage networks in column 4, is to be determined by the Council and the distributor-retailer based on an assessment of use and demand; and

(B) the adopted charge rate for the stormwater network in column 5.

8.4 Discount

(1) The discount for the premises is an amount which is the greater of the following:

(a) the amount of an adopted infrastructure charge paid for the development of the premises;

(b) where the premises is subject to an existing lawful use for:

(i) residential development, the amount stated for an adopted charge in Table 13.1 (Schedule of adopted charges) for the lawful use;

(ii) non-residential development other than special uses, the amount stated for an adopted charge in Table 13.1 (Schedule of adopted charges) for the lawful use;

(iii) non-residential development being special uses or other development not otherwise identified in paragraphs (i) or (ii), an amount to be determined by the Council and the distributor-retailer;

(c) where the premises is not subject to an existing lawful use:

(i) for residential development, the amount applicable for a residential lot stated for Residential (3 or more bedroom dwelling unit) in Table 13.1 (Schedule of adopted charges) applicable to a single residential lot;

(ii) for non-residential development, no discount applies;

~~(2) For a past contribution and or charge that has been paid for a particular network under a previous charging regime. A discount against the adopted charge for the particular network will be recognised. The amount of the discount will be determined by converting the previous payment to an equivalent adopted charge as determined by Council. The amount of the discount will not be more than the adopted charge amount for that network. The onus remains with the applicant to provide full details and evidence of any payments of contributions and or charges under a previous charging regime.~~

8.5 Additional discount for past contribution or charge

(1) For a past contribution and or charge that has been paid for a particular network under a previous charging regime that exceeds the network component of the Discount applied under section 8.4 (Discount) an "additional discount" against the adopted charge for the particular network will be recognised. The amount of the discount will be determined by converting the previous payment to an equivalent adopted charge as determined by Council and only relates to the amount over and above the standard discount applied under section 8.4 (Discount). The amount of the discount will not be more than the adopted charge amount for that network. The onus remains with the applicant to provide full details and evidence of any payments of contributions and or charges under a previous charging regime.

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9. Administration of adopted infrastructure charge

9.1 Purpose

Section 9 states how an adopted infrastructure charge levied by the Council is to be administered.

9.2 Subsidy for an adopted infrastructure charge

The Council's policy statement in respect of a subsidy for an adopted infrastructure charge is stated in *Policy Statement - Infrastructure Contributions (Charges) Rebates for Eligible Community Organisations* in effect at the time of the resolution.

9.3 Time of payment of an adopted infrastructure charge

An adopted infrastructure charge is payable at the following time:

(a) if the charge applies to reconfiguring a lot that is assessable development or development requiring compliance assessment—before the Council approves the plan of subdivision for the reconfiguration;[6]

(b) if the charge applies to building work that is assessable development or development requiring compliance assessment—before the time specified for the giving of the following:

(i) a final inspection certificate for a single detached class 1a building or a class 10 building or structure;

(ii) a certificate of classification for a building or structure of another class;[7]

(c) if the charge applies to a material change of use—before the change of use happens;[8]

(d) if paragraphs (a), (b) and (c) do not apply—on the day stated in the adopted infrastructure charges notice or negotiated adopted infrastructure charges notice.[9]

9.4 Alternatives to paying an adopted infrastructure charge

(1) The Council may give consideration to entering into an infrastructure agreement involving an alternative to the way a payment is to be made or an infrastructure

[6] See section 648H(a) (When adopted infrastructure charges are payable) of the *Sustainable Planning Act 2009*.

[7] See section 648H(b) (When adopted infrastructure charges are payable) of the *Sustainable Planning Act 2009*.

[8] See section 648H(c) (When adopted infrastructure charges are payable) of the *Sustainable Planning Act 2009*.

[9] See section 648H(d) (When adopted infrastructure charges are payable) of the *Sustainable Planning Act 2009*.

contribution provided in a form other than paying an adopted infrastructure charge.[10]

(2) The Council may, for development infrastructure that is land, give a notice in addition to or instead of an adopted infrastructure charges notice requiring the land to be given to the Council in fee simple (***land dedication notice***).[11]

9.5 Indexation of adopted infrastructure charge

The amount of the adopted infrastructure charge is to be indexed in accordance with relevant legislation from the date of the notice to the date of payment.
The adopted charge is first calculated at the based date of 1 July 2011 and indexed to the date of issue and subject to further indexation until the date of payment. Indexation is applied using variations in the Consumer Price Index at the times applicable. The indexed charge amount is limited to the "maximum amount" possible to be issued under the State Planning Regulatory Provision (adopted charges).

10. Allocation of adopted infrastructure charge

10.1 Purpose

Section 10 states how the adopted infrastructure charge of the Council and the distributor-retailer is to be allocated to a trunk infrastructure network for the purpose of determining an offset and refund.

10.2 Allocation of adopted infrastructure charge to the Council and the distributor-retailer

(1) The proportion of an adopted infrastructure charge to be allocated to the Council and the distributor-retailer is stated in Table 10.1 (Allocation of adopted infrastructure charge to the Council and the distributor-retailer). For non-residential development, this proportion of the adopted charge excludes the stormwater network which is calculated separately and allocated 100% to Council.

(2) However where development is not connected to the water and sewerage networks, the adopted infrastructure charge is to be allocated 100% to the Council.

[10] See section 648K (Agreements about, and alternatives to, paying an adopted infrastructure charge) of the *Sustainable Planning Act 2009*.

[11] See section 648K (Agreements about, and alternatives to, paying an adopted infrastructure charge) of the *Sustainable Planning Act 2009*.

Table 10.1 Allocation of adopted infrastructure charge to the Council and the distributor-retailer

Column 1 Applicable local planning instrument	Column 2 Planning areas	Column 3 Allocation of adopted infrastructure between the Council and the distributor-retailer (DR)						Column 4 Allocation of adopted infrastructure charge for residential and non-residential development not otherwise specified in column 3	
		Commercial (Retail)		Commercial (Office, Bulk Goods, Showroom)		Industry			
		SCRC (%)	Unity water (%)	SCRC (%)	Unity water (%)	SCRC (%)	Unity water (%)	SCRC (%)	Unitywater (%)
Noosa Plan	Cooroy & Lake MacDonald, Cooroibah, Mary River Catchment	68	32	61	39	39	61	42	58
	Tewantin & Doonan, Noosaville, Noosa Heads, Eastern Beaches (Sunshine/Sunrise/Castaways Beach)	90	10	87	13	69	31	64	36
	Eastern Beaches (Marcus/Peregian Beach)	85	15	80	20	60	40	51	49
Maroochy Plan 2000	Eumundi	81	19	67	33	54	46	36	64
	North Shore, Mt Coolum, Coolum Beach, South Peregian & Bli Bli							51	49
	Maroochydore, Sippy Downs, Mountain Creek, Buderim, Kuluin / Kunda Park, Mooloolaba, Alexandra Headland/Cotton Tree	90	10	83	17	71	29	62	38
	Nambour, Palmwoods, Woombye, Yandina, Kenilworth, Blackall Range, Mountain Creek Valley, Eudlo Creek Valley, Petrie/Paynter Creek Plains, Maroochy River Plains, Yandina Creek Valley, Northern Coastal Plains, Northern Hinterland, Central Hinterland, Southern Hinterland, Obi Obi Creek Valley, Mary River Valley	86	14	74	26	61	39	51	49
Caloundra City Plan 2004	Maleny Township, Maleny Plateau, Stanley River – Peachester and Mary River - Conondale	67	33	32	68	13	87	56	44
	Mooloolah, Landsborough & Beerwah Townships, Mooloolah Valley and Pumicestone							44	56
	Glass House Mountains & Beerburrum Townships	56	44	23	77	8	92	30	70
	Kawana Waters, Caloundra Eastern Beaches, Central Caloundra, Caloundra West and Caloundra South.	83	17	50	50	24	76	64	36

Note: For non-residential development, the adopted infrastructure charge allocation excludes the stormwater charge which is allocated 100% to Council.

10.3 Allocation of adopted infrastructure charge to trunk infrastructure networks

The proportion of an adopted infrastructure charge to be allocated to a trunk infrastructure network for:

(a) distributor-retailer trunk infrastructure, is stated in column 3 in Table 10.2 (Allocation of adopted infrastructure charge to trunk infrastructure networks);

(b) Council trunk infrastructure, is stated in column 4 in Table 10.2 (Allocation of adopted infrastructure charge to trunk infrastructure networks). Sport and recreation uses are exempt from "Public parks and land for community facilities" proportion of the adopted charge.

Table 10.2 Allocation of adopted infrastructure charge to trunk infrastructure networks

Column 1 **Adopted charge**	**Column 2** **Trunk infrastructure networks to which an adopted charge applies**	**Column 3** **Allocation of distributor-retailer's proportion of adopted infrastructure charge to trunk infrastructure networks**		**Column 4** **Allocation of Council's proportion of adopted infrastructure charge to trunk infrastructure networks**		
		Water supply (%)	**Sewerage (%)**	**Transport (%)**	**Public parks and land for community facilities (%)**	**Stormwater (%)**
Adopted charge for residential development: (a) reconfiguring a lot; or (b) a material change of use or building work	All Networks	40	60	~~30~~40	50	~~20~~10
	No Sewerage	100	N/A	~~30~~40	50	~~20~~10
	No Water Supply & No Sewerage	N/A	N/A	~~30~~40	50	~~20~~10
Adopted charge for non-residential development for (a)reconfiguring a lot	All Networks	40	60	85	15	N/A
	No Sewerage	100	N/A	85	15	N/A
	No Water Supply & No Sewerage	N/A	N/A	85	15	N/A
Adopted charge for non-residential development for (b) a material change of use or building work	All Networks	40	60	85	15	Calculated Separately 100% to Council
	No Sewerage	100	N/A	85	15	
	No Water Supply & No Sewerage	N/A	N/A	85	15	
Adopted charge for non-residential development for (c) being special uses or other development	As determined by the Council and the distributor-retailer.					Calculated Separately 100% to Council

Part 4 Offset and refund for Council trunk infrastructure

11. Infrastructure offset

11.1 Purpose

Section 11 states the Council's policy for an infrastructure offset for a trunk infrastructure contribution.

11.2 Application of section

Section 11 applies where for a development, the Council has for a trunk infrastructure network:

(a) required the following (***trunk infrastructure contribution***):

(i) the supply of land and/or work for trunk infrastructure in a condition of a development approval under section 649 (Conditions Councils may impose for necessary trunk infrastructure) of the *Sustainable Planning Act 2009*;

(ii) the giving of part of the land the subject of a development application or request for compliance assessment in a notice given under section 648K(~~2~~3) (Agreements about, and alternatives to, paying adopted infrastructure charge) of the *Sustainable Planning Act 2009* (***land dedication notice***); and

(b) levied an adopted infrastructure charge in an adopted infrastructure charges notice or a negotiated adopted infrastructure charges notice for the same premises under section 648F (Adopted infrastructure charges notice) of the *Sustainable Planning Act 2009*.

11.3 Claim for an infrastructure offset

(1) The person bound to provide the trunk infrastructure contribution and the adopted infrastructure charge for the development under the *Sustainable Planning Act 2009* (***claimant***) may give a notice in the prescribed form to the Council which states the following:

(a) that the claimant proposes to supply the trunk infrastructure contribution;

(b) that the claimant seeks an offset for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (***infrastructure offset***);

(c) the claimant's estimate of the following:

(i) the planned estimate of the trunk infrastructure land contribution;

(ii) the planned or pre-market estimate of the trunk infrastructure works contribution;

(iii) the value of the infrastructure offset for the trunk infrastructure contribution.

(2) The Council is to give a notice in the prescribed form to the claimant which states the following:

(a) whether an infrastructure offset is applicable or not;

(b) if an infrastructure offset is not applicable, the reason;

(c) if an infrastructure offset is applicable, the value of the infrastructure offset.

11.4 Calculation of an infrastructure offset

(1) The value of an infrastructure offset for the trunk infrastructure contribution which is:

(a) land, is the planned estimate of the land; and

(b) work, is ~~the lesser~~either of the following:

(i) the planned estimate of the work (where agreed by both parties);

or

(ii) the pre-market estimate of the work.

(2) The planned estimate of land or work for the trunk infrastructure contribution is the ~~net present~~ value of the establishment cost of the trunk infrastructure contribution item stated in the schedule of works which is calculated having regard to the following:

(a) if the trunk infrastructure contribution is for the whole of an item of trunk infrastructure—the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure;

(b) if the trunk infrastructure contribution is for part of an item of trunk infrastructure in the schedule of works for trunk infrastructure—the proportion of the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure applicable to the trunk infrastructure contribution having regard to the methodology used by the Council for the calculation of the establishment cost in the schedule of works for trunk infrastructure;

(c) if the trunk infrastructure is not in the schedule of works for trunk infrastructure but the Council has determined that the land or work delivers the same desired standard of service to the trunk infrastructure in the schedule of works for trunk infrastructure—the methodology

specified by the Council for the calculation of the establishment cost in the schedule of works for trunk infrastructure.

(3) The pre-market estimate of work for the trunk infrastructure contribution is the estimate expressed in dollars of the design and construction of the work:

(a) including the following:

(i) the cost of planning and designing the work;

(ii) the cost of survey and site investigation for the work;

(iii) a cost under a construction contract for the work;

(iv) a portable long service leave payment for a construction contract;

(v) an insurance premium for the work;

(vi) a Council inspection fee for the commencement and end of the maintenance period for the work;

(vii) the cost of an approval for the work;

(b) excluding the following:

(i) a cost of carrying out temporary infrastructure;

(ii) a cost of carrying out other infrastructure which is not part of the trunk infrastructure contribution;

(iii) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (i) and (ii);

(iv) a part of the trunk infrastructure contribution provided by the Council or a person other than the person seeking the infrastructure offset;

(v) a cost to the extent that GST is payable and an input tax credit can be claimed for the work.

(c) The claimant

(i) must undertake a tender process in accordance with the Council's Procurement Policy for any work contribution which is eligible for an Infrastructure Offset under this document;

(ii) must give the Council a Notice which states the claimant's calculation of the pre-market estimate, which will include, as applicable;

A. a copy of the tender advertisement;

B. a copy of each tender received;

C. the claimant's preferred tenderer;

D. the claimant's reason for the preferred tenderer;

E. a copy of the proposed Work Contract issued by the claimant's preferred tenderer;

F. detailed plans and specifications showing the extent of the Work Contribution eligible for an Infrastructure Offset;

G. the claimant's calculation of the cost providing a Works Contribution to which an Infrastructure Offset applies;

H. the total of the claimant's calculation of the Pre-Market Estimate.

(4) The Council is to calculate the amount of the value of the infrastructure offset by indexing the value of the infrastructure offset in accordance with the consumer price index from the date of the notice given under section 11.3(2) (Claim for an infrastructure offset) to the date that the infrastructure offset is to be offset against an infrastructure charge.

11.5 Application of an infrastructure offset

The Council is to offset the amount of the value of an infrastructure offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates if the trunk infrastructure contribution is supplied for the development by the claimant in accordance with the applicable development approval and land dedication notice.

12. Refund of an unused infrastructure offset

12.1 Purpose

Section 12 states the Council's policy for a refund of an unused infrastructure offset for a trunk infrastructure contribution.

12.2 Application of section

Section 12 applies where:

(a) the development to which the trunk infrastructure contribution relates has been lawfully completed;

(b) the trunk infrastructure contribution is planned under this document to service the development of other premises (***serviced premises***);

(c) the amount of the value of an infrastructure offset has not been fully offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates under section 11.5 (Application of an infrastructure offset) (***unused infrastructure offset***).

12.3 Claim for a refund

(1) The claimant may give a notice in the prescribed form to the Council which states the following:

(a) that the development to which a trunk infrastructure contribution relates has been lawfully completed;

(b) that the claimant seeks a refund of the unused infrastructure offset;

(c) the claimant's estimate of the unused infrastructure offset.

(2) The Council is to give a notice in the prescribed form to the claimant which states the following:

(a) whether an unused infrastructure offset is applicable or not;

(b) if an unused infrastructure offset is not applicable, the reason;

(c) if an unused infrastructure offset is applicable, the value of the unused infrastructure offset.

12.4 Entitlement to a refund

(1) The claimant is only entitled to a refund from the Council under an infrastructure agreement prepared by the Council at the cost of the claimant.

(2) The refund is to accord with the following terms unless otherwise agreed in the infrastructure agreement:

(a) the refund is to be paid from the prescribed amount of an adopted infrastructure charge for the development of the serviced premises which is collected by the Council for a period of 5 years from the date of the notice under section 12.3(2) (Claim for a refund);

(b) the prescribed amount, is that portion of the adopted infrastructure charge allocated to the trunk infrastructure network of which the trunk infrastructure contribution forms part, which is equal to the proportion of the establishment cost of the trunk infrastructure contribution that can reasonably be apportioned to the serviced premises;

(c) the refund is not to exceed the value of the unused infrastructure offset.

Part 5 Schedule of adopted charges, maps, works, plans for trunk infrastructure and future development assumptions

13. Schedule of adopted charges

Table 13.1 (Schedule of adopted charges) states the following:

(a) the development class for a use under an applicable local planning instrument;

(b) the adopted charge for:

(i) the transport, public parks and land for community facilities, water and sewerage networks;

(ii) the stormwater network.

(c) where connection to the water supply or sewerage networks is not provided, Table 13.1 (Schedule of adopted charges) the adopted charge in Column 4 is reduced by 20% for each network not provided.

Table 13.1 Schedule of adopted charges

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
Development under The Noosa Plan					
Residential	Detached house	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
	Ancillary dwelling unit	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
Residential	Multiple housing - Type 1 Relative or employee	Residential	~~3 or more bedroom~~ ~~2 bedroom~~ ~~1 bedroom~~ dwelling unit	~~$27,000~~ ~~$19,500~~ ~~$13,000~~ Ancillary to & included in Detached House	Included in adopted charge in Column 4
	Multiple housing - Type 2 Duplex	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Multiple housing - Type 3 Retirement and special needs (aged care facility) (4)	Essential services (4)	m^2 GFA	$140	$10
	Multiple housing - Type	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
	3 Retirement and special needs (residential retirement village)(4)	(4)			Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Multiple housing - Type 4	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Multiple housing - Type 5 Relocatable	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Visitor accommodation - Type 1 Home hosted	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	Visitor accommodation - Type 2 Caravan park	Short term accommodation	cabin/caravan/camping site	$6,500	Included in adopted charge in Column 4
	Visitor accommodation - Type 3 Rural	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
Residential	Visitor accommodation - Type 4 Conventional ~~(hotel/motel/hostel may include common dining & recreation facilities)~~ ~~Visitor accommodation - Type 4 Conventional (fully self contained dining & recreation facilities within dwelling unit)~~	Short term accommodation ~~Long term accommodation~~	room ~~3 or more bedroom dwelling unit~~ ~~2 bedroom dwelling unit~~ ~~1 bedroom dwelling unit~~	$6,500 ~~$27,000~~ ~~$19,500~~ ~~$13,000~~	Included in adopted charge in Column 4
Agricultural	Cultivation - Type 1 Traditional	Low impact rural	Nil	Nil	Nil
	Cultivation - Type 2 Intensive	Low impact rural	Nil	Nil	Nil
	Animal husbandry - Type 1 Traditional	Low impact rural	Nil	Nil	Nil
	Animal husbandry - Type 2 Intensive	High impact rural~~(1)~~	m^2 GFA ~~(Transport charge only)~~	$20	~~NA~~Nil
	Forestry - Type 1 Native	Low impact rural	Nil	Nil	Nil

Column 1 **Use under an applicable local planning instrument**		**Column 2** **Development class**	**Column 3** **Unit of measure**	**Column 4** **Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)**	**Column 5** **Adopted charge for stormwater network ($ per m^2 of impervious area)**
Use class	**Defined use**				
	Forestry - Type 2 Plantation	Low impact rural	Nil	Nil	Nil
Business	Commercial business - Type 1 Office	Commercial (office)	m^2 GFA	$140	$10
	Commercial business - Type 2 Medical	Essential services	m^2 GFA	$140	$10
	Commercial business - Type 3 Veterinary	Essential services	m^2 GFA	$140	$10
	Entertainment and dining business - Type 1 Food & beverages	Commercial (retail)	m^2 GFA	$180	$10
	Entertainment and dining business - Type 2 Recreation, amusement and fitness[(3)]	Indoor sport & recreation facility[(3)]	m^2 GFA	$~~200~~ 140 (excluding court areas) $20 (court areas)	$10
	Entertainment and dining business - Type 3 Bar	Entertainment	m^2 GFA	$200	$10
	Home-based business - Type 1 Limited visibility	Minor uses	Nil	Nil	Nil
	Home-based business - Type 2 Evident	Minor uses	Nil	Nil	Nil
	Home-based business - Type 3 Significant scale	Minor uses	Nil	Nil	Nil
	Industrial business - Type 1 Warehouse	Industry	m^2 GFA	$50	$10
	Industrial business - Type 2 Production, alteration, repackaging and repairing	Industry	m^2 GFA	$50	$10
	Industrial business - Type 3 Extractive	Special uses	Use and demand determined at time of assessment.		$10
Business	Retail business - Type 1 Local	Commercial (retail)	m^2 GFA	$180	$10
	Retail business - Type 2 Shop & salon	Commercial (retail)	m^2 GFA	$180	$10
	Retail business - Type 3 Landscape and rural	Commercial (bulk goods)	m^2 GFA	$140	$10
	Retail business - Type 4 Showroom	Commercial (bulk goods)	m^2 GFA	$140	$10
	Retail business - Type 5 Vehicle uses a) Standard	Commercial (bulk goods)	m^2 GFA	$140	$10
	Retail business - Type 5 Vehicle uses b) If a Service Station	Commercial (retail)	m^2 GFA	$180	$10
	Retail business - Type 6 Hardware Store	Commercial (bulk goods)	m^2 GFA	$140	$10
	Retail business - Type 7 Garden	Commercial (bulk goods)	m^2 GFA	$140	$10
Community	Education - Type 1 Childcare	Education	m^2 GFA	$140	$10
	Education - Type 2 School	Education	m^2 GFA	$140	$10

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
	Education - Type 3 Adult	Education	m^2 GFA	$140	$10
	Education - Type 4 Information	Education	m^2 GFA	$140	$10
	Emergency service - Type 1 Station	Essential services	m^2 GFA	$140	$10
	Emergency service - Type 2 Shed	Essential services	m^2 GFA	$140	$10
	Open space - Type 1 Sport and recreation(3)	Special uses(3)	Use and demand determined at time of assessment.		$10
	Open space - Type 2 Camp ground	Short term accommodation	cabin/caravan/camping site	$6,500	Included in adopted charge in Column 4
	Wellbeing - Type 1 Health (hospital, hospice etc)	Essential services	m^2 GFA	$140	$10
	Wellbeing - Type 2 Social (arts and crafts, community meeting hall CWA etc)	Assembly	m^2 GFA	$70	$10
	Wellbeing - Type 3 Worship	Assembly	m^2 GFA	$70	$10
	Wellbeing - Type 4 Funeral	Assembly	m^2 GFA	$70	$10
Infrastructure	Service & utility - Type 1 Depot	Industry	m^2 GFA	$50	$10
	Service & utility - Type 2 Installation	Special uses	Use and demand determined at time of assessment.		$10
	Service & utility - Type 3 Tower	Minor uses	Nil	Nil	Nil
	Service & utility - Type 4 Treatment, recycling & disposal;	Special uses	Use and demand determined at time of assessment.		$10
Infrastructure	Transport - Type 1 Passenger terminal	Special uses	Use and demand determined at time of assessment.		$10
	Transport - Type 2 Carpark	Special uses	Use and demand determined at time of assessment.		$10
	Transport - Type 3 Depot	Industry	m^2 GFA	$50	$10
	Transport - Type 4 Aeronautical	Special uses	Use and demand determined at time of assessment.		$10
Development under Maroochy Plan 2000					
Residential	Accommodation Building	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	Bed and Breakfast	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	Caravan Park	Short term accommodation	cabin/caravan/camping site	$6,500	Included in adopted charge in Column 4
	Caravan Park (Relocatable home park)	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
Residential					adopted charge in Column 4
	Caravan Park (Relocatable home park)	Long term accommodation	1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Caretakers Residence	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Detached House (residential lot)	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
	Display Home	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
	Dual Occupancy	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Home-Based Business	Minor uses	Nil	Nil	Nil
	Institutional Residence	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Integrated Tourist Facility	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	Motel (includes hotel accommodation)	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	Multiple Dwelling Units	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	Residential Care facility (4)	Essential services (4)	m^2 GFA	$140	$10
	Retirement Village (4)	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
Residential	Retirement Village [(4)]	[(4)] Long term accommodation [(4)]	2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
Rural	Agriculture, Animal Keeping, Animal Husbandry, Forestry, Roadside stall, Stables	Low impact rural	Nil	Nil	Nil
	Aquaculture, Intensive Animal Husbandry, Intensive Horticulture, Wholesale Nursery	High impact rural ~~(1)~~	m^2 GFA ~~(Transport charge only)~~	$20	Nil
	Rural Service Industry	Low impact rural	Nil	Nil	Nil
	Winery	High impact rural ~~(1)~~	m^2 GFA ~~(Transport charge only)~~	$20	Nil
Commercial	Adult Product Shop	Commercial (retail)	m^2 GFA	$180	$10
	Art & Craft Centre	Commercial (retail)	m^2 GFA	$180	$10
	Convenience Restaurant	Commercial (retail)	m^2 GFA	$180	$10
	Fast Food Store	Commercial (retail)	m^2 GFA	$180	$10
	Funeral Parlour	Assembly	m^2 GFA	$70	$10
	Garden Centre	Commercial (bulk goods)	m^2 GFA	$140	$10
	Hotel (excluding hotel accommodation)	Entertainment	m^2 GFA	$200	$10
Commercial	Market	Minor uses	NA	NA	NA
	Medical Centre	Essential services	m^2 GFA	$140	$10
	Office	Commercial (office)	m^2 GFA	$140	$10
	Restaurant	Commercial (retail)	m^2 GFA	$180	$10
	Shop (including General Store)	Commercial (retail)	m^2 GFA	$180	$10
	Shopping Complex	Commercial (retail)	m^2 GFA	$180	$10
	Showroom	Commercial (bulk goods)	m^2 GFA	$140	$10
	Veterinary Clinic	Essential services	m^2 GFA	$140	$10
Industrial	Car Washing Station	Industry	m^2 GFA	$50	$10
	Environmentally Assessable Industry	High impact industry	m^2 GFA	$70	$10
	Extractive Industry	Special uses	Use and demand determined at time of assessment.		$10
	General Industry	Industry	m^2 GFA	$50	$10

Column 1 **Use under an applicable local planning instrument**		**Column 2** **Development class**	**Column 3** **Unit of measure**	**Column 4** **Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)**	**Column 5** **Adopted charge for stormwater network ($ per m^2 of impervious area)**
Use class	**Defined use**				
	Landscape Supplies	Commercial (bulk goods)	m^2 GFA	$140	$10
	Light Industry - Laundromat	Industry	m^2 GFA	$50	$10
	Light Industry - Hot bread kitchen/retail bakery	Industry	m^2 GFA	$50	$10
	Light Industry - All other uses	Industry	m^2 GFA	$50	$10
	Sales or Hire Yard	Commercial (bulk goods)	m^2 GFA	$140	$10
	Service Station	Commercial (retail)	m^2 GFA	$180	$10
Industrial	Storage Yard	Industry	m^2 GFA	$50	$10
	Transport Station	Industry	m^2 GFA	$50	$10
	Vehicle Depot	Industry	m^2 GFA	$50	$10
	Vehicle Repair Workshop	Industry	m^2 GFA	$50	$10
	Warehouse	Industry	m^2 GFA	$50	$10
Other	Child Care Centre	Education	m^2 GFA	$140	$10
	Local Utility	Special uses	Use and demand determined at time of assessment.		$10
	Major Utility	Special uses	Use and demand determined at time of assessment.		$10
	Telecommunications Facility	Minor uses	Nil	Nil	Nil
	Cemetery	Minor uses	Nil	Nil	Nil
	Church	Assembly	m^2 GFA	$70	$10
	Community Meeting Hall	Assembly	m^2 GFA	$70	$10
Other	Crematorium	Assembly	m^2 GFA	$70	$10
	Educational Establishment	Education	m^2 GFA	$140	$10
	Emergency Services	Essential services	m^2 GFA	$140	$10
	Hospital	Essential services	m^2 GFA	$140	$10
	Amusement Centres	Entertainment	m^2 GFA	$200	$10
	Gyms[(3)]	Indoor sport & recreation facility[(3)]	m^2 GFA	$~~200~~ 140 (excluding court area) $20 (court areas)	$10
	Indoor Sports Centre[(3)]	Indoor sport & recreation facility[(3)]	m^2 GFA	$~~200~~ 140 (excluding court area) $20 (court areas)	$10
	Licensed Club	Entertainment	m^2 GFA	$200	$10
	Unlicensed Club	Assembly	m^2 GFA	$70	$10
	Night Club	Entertainment	m^2 GFA	$200	$10
	Theatre / Cinema	Entertainment	m^2 GFA	$200	$10

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
	Outdoor Recreation(3)	Special uses(3)	Use and demand determined at time of assessment.		$10
	Car Park	Special uses	Use and demand determined at time of assessment.		$10
	Air Services	Special uses	For Council networks = Nil For Unitywater networks = Use and demand determined at time of assessment.		Nil
Development under Caloundra City Plan 2004					
Residential	detached house	Residential	3 or more bedroom dwelling	$27,000	Included in adopted charge in Column 4
	display dwelling	Residential	3 or more bedroom dwelling	$27,000	Included in adopted charge in Column 4
	home-based business	Minor uses	Nil	Nil	Nil
	bed & breakfast	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	duplex dwelling	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	multiple dwelling	Residential	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	caravan and relocatable home park - (cabin/caravan/camping site only)	Short term accommodation	cabin/caravan/camping site	$6,500	Included in adopted charge in Column 4
Residential	caravan and relocatable home park (relocatable home park)	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
	accommodation building	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	motel	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	retirement community(4)	Long term accommodation	3 or more bedroom dwelling unit	$27,000	Included in adopted charge in

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
		[(4)]			Column 4
			2 bedroom dwelling unit	$19,500	Included in adopted charge in Column 4
			1 bedroom dwelling unit	$13,000	Included in adopted charge in Column 4
Rural	animal husbandry - low impact	Low impact rural	Nil	Nil	Nil
	animal keeping	Low impact rural	Nil	Nil	Nil
	aquaculture	High impact rural [(1)]	m^2 GFA ~~(Transport charge only)~~	$20	Nil
	agriculture	Low impact rural	Nil	Nil	Nil
	rural service industry	Low impact rural	Nil	Nil	Nil
	rural holiday accommodation	Short term accommodation	room	$6,500	Included in adopted charge in Column 4
	native forest harvesting	Low impact rural	Nil	Nil	Nil
	animal husbandry - high impact	High impact rural [(1)]	m^2 GFA ~~(Transport charge only)~~	$20	Nil
	stable	Low impact rural	Nil	Nil	Nil
	rural produce stall	Low impact rural	Nil	Nil	Nil
Business and commercial	funeral parlour	Assembly	m^2 GFA	$70	$10
	veterinary surgery	Essential services	m^2 GFA	$140	$10
	medical centre	Essential services	m^2 GFA	$140	$10
	office	Commercial (office)	m^2 GFA	$140	$10
	adult product shop	Commercial (retail)	m^2 GFA	$180	$10
	garden centre	Commercial (bulk goods)	m^2 GFA	$140	$10
	market	Minor uses	Nil	Nil	Nil
Business and commercial	shop	Commercial (retail)	m^2 GFA	$180	$10
	shopping complex	Commercial (retail)	m^2 GFA	$180	$10
	art and craft centre	Commercial (retail)	m^2 GFA	$180	$10
	restaurant	Commercial (retail)	m^2 GFA	$180	$10
	hotel	Entertainment	m^2 GFA	$200	$10
	function room	Entertainment	m^2 GFA	$200	$10
	nightclub	Entertainment	m^2 GFA	$200	$10
	Showroom	Commercial (bulk goods)	m^2 GFA	$140	$10
Industrial	industry - general	Industry	m^2 GFA	$50	$10

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	**Defined use**				
	industry - local service	Industry	m^2 GFA	$50	$10
	warehouse	Industry	m^2 GFA	$50	$10
	vehicle repair centre	Industry	m^2 GFA	$50	$10
	outdoor sales or hire yard	Commercial (bulk goods)	m^2 GFA	$140	$10
	landscape supplies	Commercial (bulk goods)	m^2 GFA	$140	$10
	car wash	Industry	m^2 GFA	$50	$10
	extractive industry	Special uses	Use and demand determined at time of assessment.		$10
	vehicle depot	Industry	m^2 GFA	$50	$10
	service station	Commercial (retail)	m^2 GFA	$180	$10
	salvage yard	Industry	m^2 GFA	$50	$10
	storage yard	Industry	m^2 GFA	$50	$10
	industry - high impact	High impact industry	m^2 GFA	$70	$10
Community	emergency service	Essential services	m^2 GFA	$140	$10
	place of worship	Assembly	m^2 GFA	$70	$10
	cemetery	Minor uses	Nil	Nil	Nil
	community centre	Assembly	m^2 GFA	$70	$10
	child care centre	Education	m^2 GFA	$140	$10
	education establishment	Education	m^2 GFA	$140	$10
	hospital	Essential services	m^2 GFA	$140	$10
Other	car park	Special uses	Use and demand determined at time of assessment.		$10
	marina	Special uses	Use and demand determined at time of assessment.		$10
	telecommunication tower	Minor uses	Nil	Nil	Nil
	camping grounds	Short term accommodation	cabin/caravan/camping site	$6,500	NA
	major utility	Special uses	Use and demand determined at time of assessment.		$10
	local utility	Special uses	Use and demand determined at time of assessment.		$10
	Air Services	Special uses	For Council networks = Nil For Unitywater networks = Use and demand determined at time of assessment.		Nil
Sport and Recreation	indoor sport, recreation and entertainment[3]	Indoor sport & recreation facility[3]	m^2 GFA	$~~200~~ 140 (excluding court areas) $20 (court areas)	$10
	park	Minor uses	Nil	Nil	Nil

Column 1 Use under an applicable local planning instrument		Column 2 Development class	Column 3 Unit of measure	Column 4 Adopted charge for transport, public parks and land for community facilities, water supply and sewerage networks ($ per unit of measure)	Column 5 Adopted charge for stormwater network ($ per m^2 of impervious area)
Use class	Defined use				
	outdoor sport, recreation and entertainment(3)	Special uses(3)	Use and demand determined at time of assessment.		$10

Note:

~~(1) The adopted charge for high impact rural development is limited to an adopted charge for the transport network only.~~

(~~2~~1) Where connection to the water supply or sewerage networks is not provided, Table 13.1 Column 4 adopted charges is reduced by 20% for each network not provided.

(2) For short-term accommodation the total charge shall not exceed the maximum calculated in accordance with Column 3, in Schedule 1 – Adopted infrastructure charges schedule of the State planning regulatory provision (adopted charges)

(3) Sport and recreation uses are exempt from "Public parks and land for community facilities" proportion of the adopted charge.

(4) For Retirement and residential care developments, the net charge payable for Council "Road" and "Parks" networks is reduced to 70% of the standard calculated charge apportioned to those networks.

14. Schedule of maps

The resolution includes the maps stated in Table 14.1 (Resolution maps) and which are included in Part 6 (Maps, schedule of works for trunk infrastructure, trunk infrastructure plans and future development assumptions).

Table 14.1 Resolution maps

Column 1 **Map number**	**Column 2** **Title of map**
Map 1	Priority infrastructure area
Map 2	Defined areas

15. Schedule of works for trunk infrastructure

The resolution includes the schedule of works for trunk infrastructure referenced in Table 15.1 (Schedule of works for trunk infrastructure) and which are included in Part 6 (Maps, schedule of works for trunk infrastructure, trunk infrastructure plans and future development assumptions).

Table 15.1 Schedule of works for trunk infrastructure

Column 1 **Applicable local planning instrument**	**Column 2** **Schedule of works for trunk infrastructure**
Caloundra City Plan 2004	Schedule 1.1 - Transport Network Schedule 1.2 - Public Parks and Land for Community Facilities Network Schedule 1.3 - Stormwater Network
Maroochy Plan 2000	Schedule 2.1 - Transport Network Schedule 2.2 - Public Parks and Land for Community Facilities Network Schedule 2.3 - Stormwater Network
The Noosa Plan	Schedule 3.1 - Transport Network Schedule 3.2 - Public Parks and Land for Community Facilities Network Schedule 3.3 - Stormwater Network

16. Schedule of trunk infrastructure plans

The resolution includes the plans for trunk infrastructure referenced in Table 16.1 (Trunk infrastructure plans) and which are included in Part 6 (Maps, schedule of works for trunk infrastructure, trunk infrastructure plans and future development assumptions).

Table 16.1 Trunk infrastructure plans

Column 1 **Trunk infrastructure network**	**Column 2** **Trunk infrastructure plans**
Caloundra City Plan 2004	
Transport	TFUI: Transport index map TFU1-TFU9: Future roads TPCI: Paths mapping index TP1-TP9: Paths network maps
Public parks and land for community facilities	PFUI: Future public parks and land for community facilities index PFU1-PFU13: Future public parks and land for community facilities
Stormwater	SWFUI: Future stormwater index SWFU1-SWFU8: Future stormwater
Maroochy Plan 2000	
Transport	Road Network Plans for Trunk Infrastructure Key Map Plans for Trunk Infrastructure Road Infrastructure Maps 2-89 (with some map numbers excluded) Bikeways Network Plans for Trunk Infrastructure Key Map Plans for Trunk Infrastructure Bikeways Network Maps 25-88 (with some map numbers excluded)
Public parks and land for community facilities	Public Parks Network Plans for Trunk Infrastructure Key Map Plans for Trunk Infrastructure Public Parks Network Maps 14-89 (with some map numbers excluded) Community Land Network Plans for Trunk Infrastructure Key Map Plans for Trunk Infrastructure Land for Community Facilities Network Maps 27-80 (with some map numbers excluded)
Stormwater	Stormwater Management Network Plans for Trunk Infrastructure Key Map Plans for Trunk Infrastructure Stormwater Management Network Maps 25-89 (with some map numbers excluded)
The Noosa Plan	
Transport	Road Network Trunk Infrastructure Key Map Road Network Trunk Infrastructure Maps 1-6 Pathways Network Trunk Infrastructure Key Map Pathways Network Trunk Infrastructure Maps 1-1/25
Public parks and land for community facilities	Sport & Recreation Parks & Facilities Key map Sport & Recreation Parks & Facilities Key maps 1-20 Noosa Trails map
Stormwater	Stormwater Management Trunk Infrastructure Key Map Stormwater Management Trunk Infrastructure Maps 1-43

17. Schedule of future development assumptions

17.1 Future development assumptions

(1) The resolution includes the future development assumptions referenced in Table 17.1 (Future development assumptions) and which are included in Part 6 (Maps, schedule of works for trunk infrastructure, trunk infrastructure plans and future development assumptions) which identify the following:

(a) the planned density for areas of the applicable local planning instruments;

(b) the planned demand for the development of premises.

(2) The planned density has been determined to reflect the realistic intensity of future residential and non-residential development, having regard to the land use planning provisions of the local planning instruments, physical and other constraints and current development trends.

Table 17.1 Future development assumptions

Column 1 Applicable local planning instrument	Column 2 Future development assumptions tables
The Noosa Plan	The Noosa Plan - Assumptions table
Maroochy Plan 2000	Maroochy Plan 2000 - Assumptions table
Caloundra City Plan 2004	Development is consistent with the relevant Planning Areas Codes in section 6, and Use codes and Other Codes in sections 8 and 9 of the Caloundra City Plan 2004

Part 6 Maps, schedule of works for trunk infrastructure, trunk infrastructure plans and future development assumptions

The documents mentioned in Part 5, sections 14 to 17 will be available electronically on Council's website including:

- MAP 1 SCRC Priority Infrastructure Area;
- MAP 2 SCRC Defined Areas Map;
- Schedule of works for trunk infrastructure;
- Trunk Infrastructure Plans for:
  - The Noosa Plan PFTI Maps;
  - Maroochy Plan 2000 PFTI Maps;
  - Caloundra City Plan 2004 PFTI Maps;
- Future development assumptions