

Rockhampton Regional Council
Adopted Infrastructure Charges Resolution (No. 5) 2015

Part 1 Introduction

1.1 Sustainable Planning Act 2009

- (i) The resolution is made pursuant to the *Sustainable Planning Act 2009*.
- (ii) The resolution is to be read in conjunction with the following:
 - (a) State planning regulatory provision (adopted charges);
 - (b) The *Rockhampton Region Planning Scheme 2015*; and
 - (c) applicable statutory guidelines.
- (iii) The resolution is attached to but does not form part of the *Rockhampton Region Planning Scheme 2015*.

1.2 Effect

The resolution has effect on and from 28 September 2015 and applies to development application decisions made on or after this date.

1.3 Purpose of the resolution

The purpose of the resolution is to establish and adopt an *infrastructure charge* for the following trunk infrastructure networks:

- (a) water supply network;
- (b) sewerage network;
- (c) transport network;
- (d) stormwater network; and
- (e) parks and community land network.

1.4 Interpretation

bedroom means an area of a building or structure which:

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

dwelling has the same meaning as per the *Rockhampton Region Planning Scheme 2015*.

consumer price index means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics. The base date is September 2011.

Education establishment for the Flying Start for Queensland Children program means any educational establishment or part of an educational establishment that is for, or will facilitate, the Flying Start for Queensland Children program.

Flying Start for Queensland Children program is the Queensland Government program to transition Year 7 from the last year of primary schooling to the first year for secondary schooling.

gross floor area (GFA) has the same meaning as per the *Rockhampton Region Planning Scheme 2015*.

impervious area means an area within a site which does not allow natural infiltration of rain to the underlying soil and the majority of rainfall would become runoff e.g. roadways, car parks, footpaths, roofs, hardstand areas (sealed and unsealed), compacted areas etc.

local government means Rockhampton Regional Council.

local government area means the Rockhampton Regional Council Local Government area.

maximum adopted charge means the charge limit set out in the maximum charging framework established in the *Sustainable Planning Act 2009* and State planning regulatory provision (adopted charges).

most cost effective option means, for non-trunk infrastructure to trunk infrastructure conversion, the least cost option based upon the life cycle cost of the infrastructure required to service future urban development in the area at the desired standard of service.

prescribed form means a form prescribed by the *local government*

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

Part 2 Application of the Resolution

2.1 Application to the local government area

The infrastructure charge applies to the local government area 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 Gas Storage Act 2009*; or
- (b) development in a priority development area under the *Economic Development Act 2012*.

2.2 Application to particular development

- (i) This resolution adopts a charge for particular development that is equal to or less than the *maximum adopted charge* and adopts different charges for particular development in different parts of the *local government area*.
- (ii) To enable the *adopted infrastructure charges schedule* identified in the *State planning regulatory provision (adopted charges)* to be applied to existing development use types, **Table 2.2.1** identifies the relationship between the *Rockhampton Region Planning Scheme 2015* use types and the classes of development to which the *adopted infrastructure schedule* apply.

Table 2.2.1 – Planning scheme use types to which *adopted infrastructure charges schedule* apply.

Column 1 Use Category	Column 2 Development under the <i>Rockhampton Region Planning Scheme 2015</i>
Residential	
Residential	<ul style="list-style-type: none"> • Caretaker's accommodation • Dual occupancy • Dwelling house • Dwelling unit • Multiple dwelling
Accommodation (short term)	<ul style="list-style-type: none"> • Hotel • Short-term accommodation • Tourist park
Accommodation (long term)	<ul style="list-style-type: none"> • Community residence • Relocatable home park • Retirement facility • Rooming accommodation • Rural workers' accommodation
Non-residential	
Places of assembly	<ul style="list-style-type: none"> • Club • Community use • Function facility • Funeral parlour • Place of worship
Commercial (bulk goods)	<ul style="list-style-type: none"> • Agricultural supplies store • Bulk landscape supplies • Garden centre • Hardware and trade supplies • Outdoor sales • Showroom
Commercial (retail)	<ul style="list-style-type: none"> • Adult store • Bar • Brothel

Column 1 Use Category	Column 2 Development under the Rockhampton Region Planning Scheme 2015
	<ul style="list-style-type: none"> • Car wash • Food and drink outlet • Service industry • Service station • Shop • Shopping Centre
Commercial (office)	<ul style="list-style-type: none"> • Office • Sales office
Education facility	<ul style="list-style-type: none"> • Child care centre • Community care centre • Educational establishment
Entertainment	<ul style="list-style-type: none"> • Hotel (non-residential component) • Nightclub entertainment facility • Theatre
Indoor sport and recreational facility	<ul style="list-style-type: none"> • Indoor sport and recreation
Industry	<ul style="list-style-type: none"> • Low impact industry • Marine industry • Medium impact industry • Research and technology industry • Rural industry • Transport depot • Warehouse
High impact industry	<ul style="list-style-type: none"> • High impact industry • Special industry
Low impact rural	<ul style="list-style-type: none"> • Animal husbandry • Cropping • Permanent plantation • Renewable energy facility
High impact rural	<ul style="list-style-type: none"> • Aquaculture • Intensive animal industry • Intensive horticulture • Wholesale nursery • Winery
Essential services	<ul style="list-style-type: none"> • Detention facility • Emergency services • Health care services • Hospital • Residential care facility • Veterinary services

Column 1 Use Category	Column 2 Development under the Rockhampton Region Planning Scheme 2015
Specialised uses	<ul style="list-style-type: none"> • Air services • Animal keeping • Crematorium • Extractive industry • Major sport, recreation and entertainment facility • Motor sport facility • Non-resident workforce accommodation • Outdoor sport and recreation • Parking station • Port services • Resort complex • Substation • Tourist attraction • Utility installation
Minor uses	<ul style="list-style-type: none"> • Cemetery • Home based business • Landing • Major electricity infrastructure • Market • Park • Roadside stall • Telecommunication facility
Other uses	A use not otherwise listed in column 2, the use category will be decided by the <i>local government</i> at time of assessment as per section 4.2 (1) (iii)

2.4 Application to trunk infrastructure networks

The infrastructure charge partly funds the establishment cost of the identified trunk infrastructure networks.

2.5 Charge Areas

The charge areas for the calculation of an infrastructure charge are identified on Maps 1 – 4, which can be found in Part 8 - Schedule of Maps.

Part 3 Trunk Infrastructure Networks

3.1 Trunk Infrastructure Identification and Establishment Costs

The local government infrastructure plan identifies trunk infrastructure for the *local government area* and the establishment cost of the identified trunk infrastructure. Details regarding the trunk infrastructure can be found in the Rockhampton Region Planning

Scheme Part 4 – Local government infrastructure plan and Schedule 3 – Local government infrastructure plan mapping and tables.

Part 4 Adopted Charge

4.1 Purpose

This section states the application of the infrastructure charge to be adopted by the *local government* under section 630 of the *Sustainable Planning Act 2009* for water supply, sewerage, transport, stormwater and parks and community lands networks.

4.2 Adopted Charge

(1) The adopted charge for:

- (i) **reconfiguring a lot**, is stated in **Table 4.2.1** – Adopted charge for reconfiguring a lot;
 - (ii) a **material change of use or carrying out building work** for:
 - (a) residential development is stated in **Table 4.2.2** – Adopted charge for residential development
 - (b) accommodation (short and long term) is stated in **Table 4.2.3** – Adopted charge for accommodation (short and long term)
 - (c) non-residential development other than a specialised use as stated in Table 2.2.1, is stated in **Table 4.2.4** – Adopted charge for non-residential development
 - (iii) specialised uses or other uses not identified in Table 2.2.1 is to be the charge outlined in Table 4.2.4 (columns 3 and 4) for the Use Schedule (column 1) that the *local government* decides should apply for the use at the time of assessment.
- (2) the infrastructure charge will be calculated on the approved use and at the time the decision is made, and will be recalculated at the time of payment.
- (3) Section 1 (i) and (ii) above are diagrammatically depicted below.

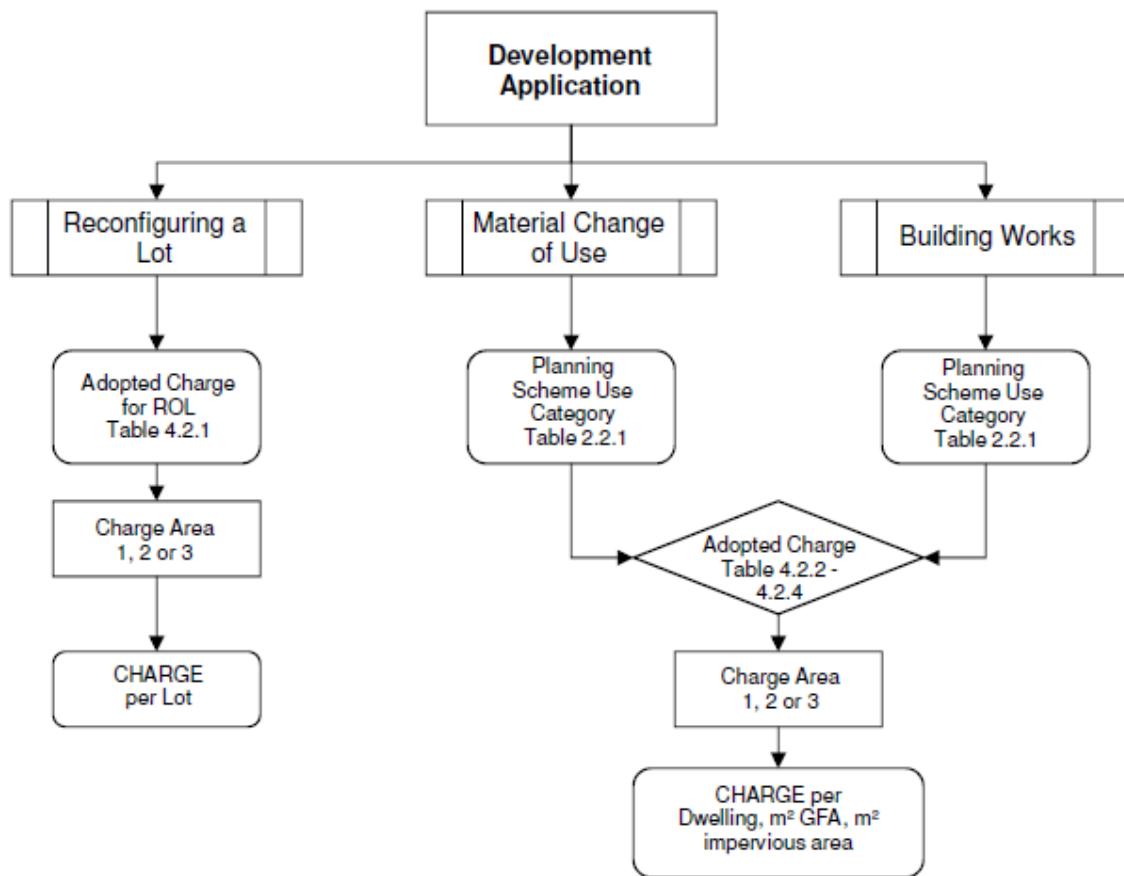


Table 4.2.1 – Adopted charge for reconfiguring a lot

Column 1 Charge Area	Column 2 Infrastructure Charge (\$/lot)	Column 3 Unit
Charge Area 1	21,000	per lot
Charge Area 2	12,000	per lot
Charge Area 3	7,000	per lot

Table 4.2.2 – Adopted charge for residential development

Column 1 Use Schedule	Column 2 Charge Area	Column 3		Column 4 Unit
		Infrastructure charge (\$/unit) 1 or 2 bedroom	3 or more bedroom	
Residential	Area 1	15,000	21,000	per dwelling
	Area 2	8,500	12,000	per dwelling
	Area 3	5,000	7,000	per dwelling

Table 4.2.3 – Adopted charge for accommodation (short and long term)

Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge (\$/unit)			Column 4 Unit
			1 bedroom	2 bedrooms	3 or more bedrooms	
Accommodation (Short Term)	Hotel	Areas 1 & 2	7,500	8,500	12,000	per bedroom or suite
		Area 3	2,250	2,500	3,500	per bedroom or suite
	Short-term accommodation	Areas 1 & 2	7,500 (<6 beds per room); 8,500 (6+ beds per room)	8,500	12,000	per bedroom or suite
		Area 3	2,250 (<6 beds per room); 2,500 (6+ beds per room)	2,500	3,500	per bedroom or suite
	Tourist park - caravan or tent	Areas 1 & 2	4,200			per caravan or tent site
		Area 3	1,260			per caravan or tent site
	Tourist park - cabins	Areas 1 & 2	9,000			per cabin site
		Area 3	2,700			per cabin site
Accommodation (Long Term)	Community residence	Areas 1 & 2	13,000	15,000	19,000	per dwelling
		Area 3	4,300	5,000	6,300	per dwelling
	Rooming accommodation	Areas 1 & 2	13,000 (<6 beds per room); 15,000 (6+ beds per room)	15,000	19,000	per bedroom or suite
		Area 3	4,300 (<6 beds per room); 5,000 (6+ beds per room)	5,000	6,300	per bedroom or suite
	Relocatable home park	Areas 1 & 2	13,000	15,000	19,000	per relocatable dwelling site
		Area 3	4,300	5,000	6,300	per relocatable dwelling site
	Retirement facility	Areas 1 & 2	13,000	15,000	19,000	per bedroom or dwelling
		Area 3	4,300	5,000	6,300	per bedroom or dwelling

Table 4.2.4 – Adopted charge for non-residential development

Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge		Column 4 Infrastructure charge for stormwater network	
			(\\$)	Unit	(\\$)	Unit
Places of Assembly	All uses as per Table 2.2.1	Areas 1 & 2	59.50	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	17.50	per m ² of GFA	0	per m ² of impervious area
Commercial (Bulk Goods)	All uses as per Table 2.2.1	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	35	per m ² of GFA	0	per m ² of impervious area
Commercial (Retail)	Service station (fuel pumps)	All Areas	Nil Charge			
	Service station (vehicle repair shop)	Areas 1 & 2	43	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	43	per m ² of GFA	0	per m ² of impervious area
	Service station (all other areas)	Areas 1 & 2	153	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	Shopping centre (0 - 30,000 ² GFA)	Areas 1 & 2	153	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	Shopping centre (30,001- 60,000m ² GFA)	Areas 1 & 2	143	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	Shopping centre (60,001 + m ² GFA)	Areas 1 & 2	133	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
Commercial (Office)	All other uses as per Table 2.2.1	Areas 1 & 2	153	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	All uses as per Table 2.2.1	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	35	per m ² of GFA	0	per m ² of impervious area

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Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge (\$)	Unit	Column 4 Infrastructure charge for stormwater network (\$)	Unit
Education Facility	Educational establishment for the Flying Start for QLD Children program only	All Areas			Nil Charge	
	All other uses as per Table 2.2.1	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
Entertainment	All uses as per Table 2.2.1	Area 3	35	per m ² of GFA	0	per m ² of impervious area
		Areas 1 & 2	170	per m ² of GFA	8.50	per m ² of impervious area
Indoor Sport & Recreational Facility	For squash or other court areas	Area 3	50	per m ² of GFA	0	per m ² of impervious area
		Areas 1 & 2	17	per m ² of GFA of court area	8.50	per m ² of impervious area
Industry	Rural industry	Area 3	5	per m ² of GFA of court area	0	per m ² of impervious area
		Areas 1 & 2	140	per m ² of GFA	8.50	per m ² of impervious area
High Impact Industry	All other uses as per Table 2.2.1	Area 3	50	per m ² of GFA	0	per m ² of impervious area
		Areas 1 & 2	17	per m ² of GFA	8.50	per m ² of impervious area
Low Impact Rural	All uses as per Table 2.2.1	Area 3	17	per m ² of GFA	0	per m ² of impervious area
		Areas 1 & 2	42.50	per m ² of GFA	8.50	per m ² of impervious area
High Impact Rural	All uses as per Table 2.2.1	Area 3	12.50	per m ² of GFA	0	per m ² of impervious area
		Areas 1 & 2	59.50	per m ² of GFA	8.50	per m ² of impervious area
Essential Services	All uses as per Table 2.2.1	All Areas			Nil Charge	
		Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	35	per m ² of GFA	0	per m ² of impervious area

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Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge		Column 4 Infrastructure charge for stormwater network	
			(\\$)	Unit	(\\$)	Unit
Minor Uses	All uses as per Table 2.2.1	All Areas	Nil Charge			
Specialised Uses	Parking station	All Areas	0	per m ² of GFA	8.50	per m ² of impervious area
	All other uses as per Table 2.2.1	All Areas	Decided by the <i>local government</i> at time of assessment as per section 4.2 (1) (iii)			
Other Uses	All uses as per Table 2.2.1	All Areas	Decided by the <i>local government</i> at time of assessment as per section 4.2 (1) (iii)			

4.3 Indexation

- (i) The infrastructure charge levied by the *local government* may be increased from the date the infrastructure charge is levied to the time the charge is paid using the *consumer price index*.
- (ii) However, the infrastructure charge payable is not to exceed the maximum adopted charge the *local government* could have levied for the development at the time the charge is paid.

Part 5 Administration of infrastructure charge

5.1 Purpose

This section states how an infrastructure charge levied by the *local government* is to be administered.

5.2 Calculation

An infrastructure charge that is levied by the *local government* is calculated as follows:-

$$\text{TIC} = [(\text{IC} \times \text{U}) - (\text{C})] \times \text{I}$$

TIC is the total infrastructure charge that may be levied by the *local government*

IC is the infrastructure charge as identified in tables 4.2.1 to 4.2.4.

U is the unit of measure as identified in tables 4.2.1 to 4.2.4.

C is the agreed credit as set out in Part 6.

I is the indexation rate as outlined in section 4.3

5.3 Development subject to an infrastructure charge

- (i) The *local government* may levy an infrastructure charge on the following development:
 - (a) reconfiguring a lot
 - (b) a material change of use of premises
 - (c) carrying out building works
- (ii) If a development is subject to more than one use, the *local government* may levy an infrastructure charge for development on the basis of the use with the highest potential demand.
- (iii) For an existing lawful use to which a development application is seeking to expand the gross floor area of the facility, the infrastructure charge is only to

be applied on the part of the development which is subject to intensification or extension.

5.4 Method of notification of an infrastructure charge

- (i) The *local government* is required to issue an infrastructure charge notice stating:
 - (a) the amount of the charge;
 - (b) how the charge has been worked out;
 - (c) the land to which the charge applies;
 - (d) when the charge is payable;
 - (e) if an automatic increase provision applies;
 - (f) whether an offset or refund applies and, if so, details of the offset or refund, including when the refund will be given.
- (ii) The infrastructure charges notice must also include, or be accompanied by, an information notice about the decision to give the notice.

5.5 Time of payment of an infrastructure charge

A levied infrastructure charge is payable at the following time:

- (i) if the charge applies for reconfiguring a lot – when the *local government* approves the plan of subdivision for the reconfiguration; or
- (ii) if the charge applies for building work – when the certificate of classification or final inspection certificate for the building work is given; or
- (iii) if the charge applies for a material change of use – when the change happens; or
- (iv) if the charges applies for other development – on the day stated in the infrastructure charges notice under which the charge was levied.

5.6 Alternatives to paying an infrastructure charge

- (i) The *local government* may enter into a written agreement about:
 - (a) whether the levied charge under the notice may be paid other than as required in section 5.5, above including whether the charge may be paid by instalments;
 - (b) whether infrastructure may be provided instead of paying part or all of the levied charge.

5.7 Recording infrastructure charges

Local government must record all levied infrastructure charges in a publicly available infrastructure charges register.

5.8 Proportional split of infrastructure charges for trunk infrastructure networks

The infrastructure charge is to be proportionally split to a trunk infrastructure network as stated in Tables 5.8.1 and 5.8.2 (Proportional split of infrastructure charge for trunk infrastructure networks).

Table 5.8.1 – Residential and Reconfiguring a lot proportional split of infrastructure charge for trunk infrastructure networks.

Column 1 Charge Area	Column 2 Proportional split of infrastructure charge for trunk infrastructure networks (%)				
	Water	Sewer	Transport	Stormwater	Parks
1 and 2	20	10	55	10	5
3*	0	0	92	0	8

*Note: the infrastructure networks for charge area 3 are based on the regional use of that network

Table 5.8.2 – Non-Residential proportional split of infrastructure charge for trunk infrastructure networks.

Column 1 Charge Area	Column 2 Proportional split of infrastructure charge for trunk infrastructure networks (%)			
	Water	Sewer	Transport	Parks
1 and 2	22	11	61	6
3*	0	0	92	8

*Note: the infrastructure networks for charge area 3 are based on the regional use of that network

Part 6 Credits

6.1 Definition of a Credit

- (i) A credit means the amount to be applied for the purpose of calculating an infrastructure charge which takes into account existing land usage of the premises.
- (ii) The maximum value of a credit for each site will not exceed the levied infrastructure charge for the approved land use of the existing site. That means for any use, if a credit is higher than the levied infrastructure charge of the approved use a refund will not occur.

6.2 Application of a Credit

As per section 636 of the Sustainable Planning Act 2009, a credit will be applied for the following;

- (i) an existing use on the premises if the use is lawful and already taking place on the premises;
- (ii) a previous use that is no longer taking place on the premises if the use was lawful at the time it was carried out;

- (iii) other development on the premises if the development may be lawfully carried out without the need for a further development permit.

Part 7 Offsets, Refunds and Conversions

7.1 Purpose

- (1) This section outlines:
 - (i) the application of an offset or refund where development has been conditioned to provide necessary trunk infrastructure; and
 - (ii) the process for determining the establishment cost of trunk infrastructure for the offset or refund where the applicant does not agree with the establishment cost outlined in the infrastructure charges notice; and
 - (iii) the process to apply for a conversion application where non-trunk infrastructure has been conditioned as part of a development application and the applicant considers the non-trunk infrastructure to be trunk infrastructure ; and
 - (iv) the criteria for deciding a conversion application.

7.2 Application of an offset or refund

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

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

- (1) Where the applicant who is bound to provide trunk infrastructure and has been levied an infrastructure charge for the same development and the applicant does not agree with the establishment cost outlined in the infrastructure charges notice for the trunk infrastructure must, at their own cost, provide to the *local government* the following:
 - (i) for a trunk infrastructure that is works;
 - (a) a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (*the bill of quantities*); and
 - (b) a first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (*the cost estimate*); or
 - (ii) for a trunk infrastructure that is land;
 - (a) a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (*the valuation*).
- (2) The *local government* is to give a notice to the applicant which states whether the bill of quantities and the cost estimate or the valuation are accepted or not;
 - (i) if the *local government* accepts the bill of quantities and the cost estimate of the valuation, the cost estimate or valuation is *the establishment cost* of the infrastructure;
 - (ii) if the *local government* does not accept *the bill of quantities* and *the cost estimate* or *the valuation*, the *local government* must, at its own cost, have;
 - (a) for *the bill of quantities* and *the cost estimate*, an assessment undertaken by an appropriately qualified person to;
 - i. determine whether *the bill of quantities* is in accordance with *the scope of works*;
 - ii. determine whether *the cost estimate* is consistent with current market costs calculated by applying a first principles estimating approach to *the bill of quantities*; and
 - iii. provide a new *cost estimate* using a first principles estimating approach.
 - (b) for *the valuation*, a valuation undertaken by a certified practicing valuer.

- (iii) if the *local government* rejected the *bill of quantities* and the *cost estimate* or the *valuation* provided by the applicant, it must provide written notice to the applicant and propose the new bill of quantities and cost estimate or the valuation and its reasons for doing so.
- (3) Where a written notice of the *local governments* proposed bill of quantities and cost estimate or valuation has been given, the applicant may negotiate and agree with the *local government* regarding a cost estimate or valuation.

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

- (4) If agreement cannot be reached, the *local government* must:
 - (i) for the bill of quantities and the cost estimate, refer the bill of quantities and the cost estimate to an independent, suitably qualified person (the independent assessor) to:
 - (a) assess whether the bill of quantities is in accordance with the scope of works;
 - (b) assess whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
 - (c) provide an amended cost estimate using a first principles estimating approach.
 - (ii) for the valuation, have a valuation undertaken by an independent, certified practicing valuer to assess the market value of the specified land.

The independent assessor or certified practicing valuer is to be appointed by agreement between the *local government* and the applicant. The cost of this independent assessment is to be equally shared between the *local government* and the applicant.

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

- (5) If the *local government* and the applicant cannot reach agreement on the appointment of an independent assessor or independent certified practicing valuer, the establishment cost of the infrastructure is determined by calculating the average of the previous two cost estimates prepared on behalf of the applicant and the *local government* respectively.
- (6) The *local government* must give an amended infrastructure charges notice to the applicant stating:
 - (i) the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended infrastructure charges

notice using the Producer Price Index – Road and bridge construction index for Queensland; and

- (ii) that the establishment cost of the infrastructure stated in the amended infrastructure charges notice is indexed from the date that it is stated in the amended infrastructure charges notice to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and bridge construction index for Queensland.

7.4 Applying to convert particular non-trunk infrastructure to trunk infrastructure

- (1) An application to convert particular non-trunk infrastructure to trunk infrastructure may be made to the *local government* only where the following applies;
 - (i) the *local government* has required non-trunk infrastructure to be provided in a particular condition of a development approval under section 665 of the *Sustainable Planning Act 2009*; and
 - (ii) the construction of the non-trunk infrastructure has not started; and
 - (iii) the conversion application is made in accordance with section 659 of the *Sustainable Planning Act 2009*.
- (2) The *local government* will decide the application in accordance with the decision criteria outlined in section 7.5 below, and section 660 and 661 of the *Sustainable Planning Act 2009*.
- (3) Where the *local government* agrees to the conversion application, any offset or refund is determined in accordance with section 7.3 above.

7.5 Criteria for deciding conversion application

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

- (iii) the infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 665 of the *Sustainable Planning Act 2009*; and
- (iv) the type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area. A definition of cost effectiveness as it relates to trunk infrastructure provision is stated in section 1.4 of this resolution; and
- (v) the infrastructure is consistent with the desired standards of service outlined in Part 9 of this resolution.

Part 8 Charge Area Maps

Map 1	<u>Charge Area Map - Regional</u>	September 2015
Map 2	<u>Charge Area Map - Rockhampton</u>	September 2015
Map 3	<u>Charge Area Map - Gracemere</u>	September 2015
Map 4	<u>Charge Area Map - Mount Morgan</u>	September 2015

Part 9 Desired standards of service

The desired standards of service for each trunk infrastructure network are identified in the *Rockhampton Region Planning Scheme 2015*, Part 4 – Local government infrastructure plan, 4.4 Desired standards of service.

Part 10 Priority infrastructure area

The priority infrastructure area is identified in the *Rockhampton Region Planning Scheme 2015*, Schedule 3 – Local government infrastructure plan maps and tables, SC3.3 Priority infrastructure area.

Part 11 Plans for trunk infrastructure

The plans for trunk infrastructure for each trunk infrastructure network are identified in the *Rockhampton Region Planning Scheme 2015*, Schedule 3 – Local government infrastructure plan maps and tables, SC3.4 Plans for trunk infrastructure.

Part 12 Schedules of works

The schedule of works for each trunk infrastructure network are identified in the *Rockhampton Region Planning Scheme 2015*, Schedule 3 – Local government infrastructure plan maps and tables, SC3.5 Schedules of works.