

# Redland City Council

## Adopted infrastructure charges resolution (incorporating amendment 1.2)

Pursuant to the State Planning Regulatory Provision (Adopted Charges) prescribed by the *Sustainable Planning (Housing Affordability and Infrastructure Charges Reform) Amendment Act 2011 [the Act]*

1. This resolution is attached to Redland City Council's Redland Planning Scheme 2006.

To remove any doubt, it is declared that the details of the resolution are not part of the Local Government's planning scheme.

2. This resolution has effect on and from the commencement of the State Planning Regulatory Provision (Adopted Charges) being 1 July 2011.
3. This resolution adopts a charge for particular development that is equal to the *maximum adopted charge*.

To enable the *adopted infrastructure charges schedule* identified in **Table 2** to be applied to existing development use types, **Table 1** identifies the relationship between existing planning scheme use types and the classes of development to which the *adopted infrastructure charges schedule* pursuant to section 648A(1)(a) of the Act apply.

**Table 1 – Planning scheme use types to which *adopted infrastructure charges schedule* apply**

Planning scheme use types	Classes of development to which <i>adopted infrastructure charges schedule</i> apply
Apartment building Caretakers dwelling Dual occupancy Dwelling house Multiple dwelling Relatives apartment - more than two dwelling units per lot Small lot house	Residential
Hotel - residential component Tourist accommodation Tourist park	Accommodation (Short term)
Aged Persons and special needs housing - Independent Mobile home park	Accommodation (Long term)

<b>Planning scheme use types</b>	<b>Classes of development to which <i>adopted infrastructure charges schedule apply</i></b>
Community facility Place of worship	<b>Places of Assembly</b>
Bulky goods showroom Display and sale activity Garden centre Landscape supply depot Produce store Retail warehouse	<b>Commercial (Bulk goods)</b>
Car wash facility Drive through restaurant Refreshment establishment Service station Shop	<b>Commercial (Retail)</b>
Commercial office	<b>Commercial (Office)</b>
Child care centre Education facility	<b>Education Facility</b>
Hotel - non residential component Night club	<b>Entertainment</b>
Indoor recreation facility	<b>Indoor Sport and Recreational Facility</b>
General industry Marine services Rural enterprise Service industry Vehicle repair premises Warehouse – except freight Warehouse – freight	<b>Industry</b>
Heavy industry High impact industry	<b>High Impact Industry</b>
Intensive agriculture	<b>High Impact Rural</b>
Agriculture Forestry	<b>Low Impact Rural</b>
Emergency services Health care centre Hospital Institution Veterinary surgery	<b>Essential Services</b>

Planning scheme use types	Classes of development to which <i>adopted infrastructure charges schedule apply</i>
Airport Animal keeping Brothel Extractive industry Funeral parlour Outdoor recreation facility - includes ancillary club Passenger terminal Utility installation Vehicle depot Vehicle parking station Undefined uses	<b>Specialised uses</b>
Bed and breakfast Cemetery Display dwelling Estate sales office Home business Minor utility Outdoor dining Park Relatives apartment - not exceeding 2 dwelling units per lot Road Roadside stall Telecommunications facility Temporary use	<b>Minor uses</b>

**Table 2** identifies the Council's *adopted infrastructure charges* for particular development pursuant to section 648A(1)(a) of the Act and the area in which it applies.

The area in which the *adopted infrastructure charges* apply does not prevent Council imposing conditions on a development approval or compliance permit for additional trunk infrastructure costs where reasonable and relevant, pursuant to sections 650-652 of the Act and attached PIA as adopted by this resolution.

**Table 2 – Adopted infrastructure charges**

Development for which an adopted infrastructure charge may apply	Maximum adopted charges	Local Government adopted infrastructure charges	Maximum adopted charges for stormwater network*	Local Government adopted infrastructure charges for stormwater network	Part of Local Government Area applicable
<b>3 or more bedroom dwelling</b>	\$28,000 per dwelling unit (for all networks)	\$28,000 per dwelling unit (for all networks)	N/A	N/A	Citywide refer to PIA Map
<b>3 or more bedroom dwelling (no sewer area)</b>	\$28,000 per dwelling unit (for all networks)	\$21,560 per dwelling unit (for all networks)	N/A	N/A	Citywide refer to PIA Map

<b>Development for which an adopted infrastructure charge may apply</b>	<b>Maximum adopted charges</b>	<b>Local Government adopted infrastructure charges</b>	<b>Maximum adopted charges for stormwater network*</b>	<b>Local Government adopted infrastructure charges for stormwater network</b>	<b>Part of Local Government Area applicable</b>
<b>3 or more bedroom dwelling (no sewer or water supply area)</b>	\$28,000 per dwelling unit (for all networks)	\$19,320 per dwelling unit (for all networks)	N/A	N/A	Citywide refer to PIA Map
<b>1 or 2 bedroom dwelling</b>	\$20,000 per dwelling unit (for all networks)	\$20,000 per dwelling unit (for all networks)	N/A	N/A	Citywide refer to PIA Map
<b>Accommodation (Short term)</b>	\$10,000 per dwelling unit (1 or 2 bedroom dwelling) (for all networks) or	\$10,000 per dwelling unit (1 or 2 bedroom dwelling) (for all networks) or	N/A	N/A	Citywide refer to PIA Map
	\$14,000 per dwelling unit (3 or more bedroom dwelling) (for all networks)	\$14,000 per dwelling unit (3 or more bedroom dwelling) (for all networks)	N/A	N/A	Citywide refer to PIA Map
<b>Accommodation (Long term) - Independent only</b>	\$20,000 per dwelling unit (1 or 2 bedroom dwelling) (for all networks) or	\$20,000 per dwelling unit (1 or 2 bedroom dwelling) (for all networks) or	N/A	N/A	Citywide refer to PIA Map
	\$28,000 per dwelling unit (3 or more bedroom dwelling) (for all networks)	\$28,000 per dwelling unit (3 or more bedroom dwelling) (for all networks)	N/A	N/A	Citywide refer to PIA Map
<b>Places of Assembly</b>	\$70 per m <sup>2</sup> of GFA	\$70 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Commercial (Bulk goods)</b>	\$140 per m <sup>2</sup> of GFA	\$140 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Commercial (Retail)</b>	\$180 per m <sup>2</sup> of GFA	\$180 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Commercial (Office)</b>	\$140 per m <sup>2</sup> of GFA	\$140 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map

Development for which an adopted infrastructure charge may apply	Maximum adopted charges	Local Government adopted infrastructure charges	Maximum adopted charges for stormwater network*	Local Government adopted infrastructure charges for stormwater network	Part of Local Government Area applicable
<b>Education Facility</b>	\$140 per m <sup>2</sup> of GFA	\$140 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Entertainment</b>	\$200 per m <sup>2</sup> of GFA	\$200/m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per imp m <sup>2</sup>	Citywide refer to PIA Map
<b>Indoor Sport and Recreational Facility</b>	\$200 per m <sup>2</sup> of GFA, court areas at \$20 per m <sup>2</sup> of GFA	\$200 per m <sup>2</sup> of GFA, court areas at \$20 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Industry</b>	\$50 per m <sup>2</sup> of GFA	\$50 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>High Impact Industry</b>	\$70 per m <sup>2</sup> of GFA	\$70 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Low Impact Rural</b>	Nil charge				
<b>High Impact Rural</b>	\$20 per m <sup>2</sup> of GFA	\$20 per m <sup>2</sup> of GFA	N/A	N/A	Citywide refer to PIA Map
<b>Essential Services</b>	\$140 per m <sup>2</sup> of GFA	\$140 per m <sup>2</sup> of GFA	\$10 per impervious m <sup>2</sup>	\$10 per impervious m <sup>2</sup>	Citywide refer to PIA Map
<b>Specialised uses</b>	Use and demand determined at time of assessment				
<b>Minor uses</b>	Nil charge				

4. This resolution declares that the adopted infrastructure charges schedule does not apply to the sub-uses of 'Semi-dependent' (hostel) and 'Dependent' (nursing home) of the use category 'Aged Persons and Special Needs Housing', and that the *pre-SPRP amount* will be levied pursuant to section 648A(1)(b) of the Act.
5. This resolution states how a charge for particular development is to be discounted to take into account the existing usage of trunk infrastructure by the premises on or in relation to which the development is carried out.

The *discount* is to be calculated in accordance with the following methodology.

- (i) *Discounts* will be applied to existing lawful development at the rate of 100% of the new charge as it would apply to the existing lawful development.

For example, a 1 into 2 vacant residential reconfiguration will attract a credit of 100% of the residential charge for a three bedroom dwelling house, currently being a credit of \$28,000 leaving a balance charge of \$28,000 for the reconfiguration.

For example, a 3 bedroom dwelling house that is being demolished would attract a credit of 100% of the residential charge for a 3 bedroom dwelling house, currently being a credit of \$28,000.

- (ii) No credit is to be granted for the reconfiguration of vacant non-residential land.
- (iii) In cases where there is an addition to an existing use, such as a shopping centre extension, only the new addition is charged and no credit is applicable.

For example, a 1,000m<sup>2</sup> shopping centre expanding to a 1,500m<sup>2</sup> shopping centre - the new charge will be based on 500m<sup>2</sup> only.

- (iv) In cases where the existing lawful use is being changed, the credit is 100% of the existing lawful use charged at the *adopted infrastructure charge* rate.

For example, a 100m<sup>2</sup> warehouse is being changed to a 200m<sup>2</sup> commercial building - the new charge will be based on 200m<sup>2</sup> commercial building and the credit will be based on 100% of the new charge for a 100m<sup>2</sup> warehouse.

**6.** This resolution states how a charge for reconfiguration of a lot is to be applied.

- (i) Standard format residential reconfiguration will attract a charge of \$28,000 per lot (subject to the same water and wastewater exceptions and splits identified in Table 2 – Adopted infrastructure charges schedule). The charge will be reconciled with the Building Approval and any refund or additional charge will be notified at the relevant Infrastructure Charges Notice trigger.
- (ii) Non-residential reconfiguration (not combined with an MCU) will attract a maximum infrastructure charge of \$34/m<sup>2</sup> of the total site area (subject to the same water and wastewater exceptions and splits identified in Table 2 – Adopted infrastructure charges schedule). The charge will be reconciled with the Building Approval and any refund or additional charge will be notified at the relevant Infrastructure Charges Notice trigger.

**7.** Until Council's Priority Infrastructure Plan is adopted, the resolution —

- (i) identifies trunk infrastructure for its local government area in Maps (W1-W8; S1-S8; SW1-SW6; T1-T8; and P1-P4) and the schedules of works attached to the resolution;
- (ii) identifies the trunk infrastructure networks to which the adopted infrastructure charge applies;
- (iii) states the standards of service for each network mentioned in subparagraph (ii) and attached to the resolution; and
- (iv) states the establishment cost of each network identified in the schedules of works attached to the resolution.

**8.** This resolution and adopted infrastructure charge do not apply to development in the Kinross Road declared master planned area.

9. This resolution and adopted infrastructure charge do not apply to an access easement or a boundary realignment that does not create an additional lot/s.
10. The following terms used in this resolution are defined in the *Sustainable Planning Act 2009* or as per this section of the resolution.

**adopted charge** means the charge to be applied for the purpose of calculating an adopted infrastructure charge as stated in Table 2 – Adopted infrastructure charges schedule.

**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 or family room, kitchen, water closet, bathroom, laundry, garage or plant room; or
- (b) can be used for sleeping such as a den, home entertainment room or media room, library, loft, music room, playroom, sewing room, study, sunroom or other similar space with dimensions exceeding 2.5m x2.5m or area of 6.25m<sup>2</sup>.

**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 5.

**gross floor area (GFA)** has the meaning in the Queensland Planning Provisions.

**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.

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

**maximum adopted charge** see schedule 3 (Dictionary) of the *Sustainable Planning Act 2009*.

**PIA (Priority Infrastructure Area)** see schedule 3 (Dictionary) of the *Sustainable Planning Act 2009*.

**Priority Infrastructure Plan (PIP)** see schedule 3 (Dictionary) of the *Sustainable Planning Act 2009*.

**Pre-SPRP amount** see section 648A of the *Sustainable Planning Act 2009*.

**residential development** means the 'Residential', 'Accommodation (short term)' and 'Accommodation (long term)' classes of development to which the adopted infrastructure charges schedule applies.

## 11. Resolution Attachments

The attached PIA, plans for trunk infrastructure, schedules of work and desired standards of service form part of this resolution.