



## Infrastructure Charging Offset Plan Greater Flagstone Priority Development Area

This document sets out the infrastructure contributions that may be offset against the charges set out in the Infrastructure Funding Framework.

30 November 2018



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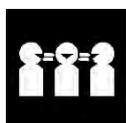


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# Introduction

This document sets out the infrastructure contributions that may be offset against the Greater Flagstone Priority Development Area (PDA) charges as set out in the Infrastructure Funding Framework (IFF).

This Infrastructure Charging Offset Plan (ICOP) may change from time to time to identify EDQ's current planning for infrastructure in the PDA. Claims for offsets made under Appendix 2 of the IFFCOA, will be assessed against the version of the ICOP in effect at the date of the claim.

This document should be read in conjunction with the Infrastructure Funding Framework, Crediting and Offset Arrangements document (IFFCOA) and the IFF.

The offset items noted in this document are applicable to all development within the PDA.

# Infrastructure Charges

The infrastructure charges applying to development within the Greater Flagstone PDA are provided in the IFF.

# Offsets against the Municipal Charge

Reasonable costs for the following works can be offset against the Municipal Charge.

## Roads and Bridges

### Trunk roads

An offset is available for the costs of constructing the following road works as identified on the attached Road Network Map:

- arterial and sub-arterial roads which provide for major regional and inter-regional traffic movement,
- trunk connector roads as identified in EDQ Guideline 6 (Street and Movement Network), (including bus lanes and bus stops) which distribute traffic and bus services within the main residential areas and link traffic on local and neighbourhood roads to the arterial network,
- a trunk connector road eligible for an offset will generally service more than half of its daily traffic from outside a particular development catchment.

Construction costs of identified trunk infrastructure include the actual cost of:

- associated survey and design costs
- 'as constructed' drawings
- associated public transport provision where normally provided by Council/Translink (refer to IFFCOA, Appendix 1, Table 1, Transport for typical offsetable items)
- associated, traffic control and management, stormwater drainage, temporary works and other similar works directly associated with the delivery of the trunk road infrastructure
- construction costs (including but not limited to): bulk earthworks, sub-base, base course, asphaltic surfacing, kerb and channel, plain concrete footpaths/cycle ways, signage/line marking, street lighting, service conduits (excluding gas), silt management, drainage (gullies and pipes), swales, wintergreen turf, grass seeding, 4 x 45 litre trees @ 20m centres, traffic management devices and contractor facilities.

Excluding:

- Sacrificial interim works are not eligible for an offset, unless contributing to an interim ICOP identified infrastructure outcome or minimal transitional tie-ins with an existing road

### Provision of Land

An offset is available for the following land provision costs as noted in the Land Value section:

- where sufficient road reserve already exists – no provision for costs
- for new 2 lane roads – a 20m wide land provision
- for upgrading a 2 lane road to a 4 or 6 lane road – a 20m wide land provision

### Road junctions

An offset is available for the following road junction infrastructure works:

- roads identified on the Intersections Map
- trunk road to trunk road junctions<sup>1</sup>
- roundabouts or minor lights at 2 lane to 2 lane trunk road junctions
- upgrades to traffic signals (staged) at junctions incorporating 4 lane roads
- associated survey and design costs

### Bridges and culverts

An offset is available for the following bridges and culvert works:

- bridges and culverts identified on the Culverts and Bridges Map
- construction costs (to the limit specified in the Department of Transport and Main Roads standards)
- for bridges - piers, abutments and standard pre-cast concrete decks<sup>2</sup> and standard parapets, handrails and finishes.
- box culvert costs including gabion mattress aprons, headwalls and curtain walls
- a 3m footpath/verge on one side in first stage and 3m footpaths/verges both sides in ultimate construction
- associated survey and design costs

### Off-road shared paths

An offset is available for the following off-road shared paths:

- regional plain concrete shared paths within the road reserve where they form part of an approved infrastructure master plan
- associated lighting, culverts, bridges, street furniture and surface marking

### Water supply

An offset is available for the design and construction of following trunk potable and non-potable water supply infrastructure servicing the PDA identified on the water supply maps:

- water supply mains with a minimum internal diameter of 225mm and as shown on the water supply maps
- water supply reservoirs servicing multiple development catchments and greater than 2500 Equivalent Persons<sup>3</sup> (EPs), where demonstrated to be cost-effective and in accordance with an EDQ endorsed strategy
- Water pump stations servicing catchments greater than 2500 EPs
- Ancillary items directly associated with the above

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<sup>1</sup> Unless specified, no allowance for local road to trunk road junctions.

<sup>2</sup> Multi-span bridge decks have maximum single spans of 25m

<sup>3</sup> EP conversion rate of 2.5 EPs per lot is assumed, unless otherwise agreed by EDQ.

## Sewerage

An offset is available for the design and construction of following trunk sewerage works servicing the PDA identified on the sewerage map:

- sewerage pump stations and associated rising mains servicing a catchment greater than 2500 EPs
- sewerage gravity mains with a minimum nominal diameter of 300mm
- sewerage treatment plants servicing multiple development catchments and greater than 2500 EPs, demonstrated to be cost-effective in accordance with an EDQ endorsed strategy
- Ancillary items directly associated with the above
- associated survey and design costs

## Local Government community facilities

An offset is available for the delivery of serviced land for Local Government community facility sites where the site is:

- generally in accordance with the attached Local Government Community Facilities Map and the locational requirements contained in EDQ Guideline No 11: Community Facilities
- serviced with:
  - road frontage suitable for the site purposes
  - preliminary earthworks and grassing suitable for the site purposes
  - service connections including potable water, non-potable water when adjacent a supply system, sewerage, telephony, electricity, broadband and gas (if reticulated in this area).

Land provision costs can also be offset at the rate provided in the Land Value section.

## Parks and open space

An offset is available for parks and open space where:

- consistent with the attached Parks and Open Space Map and limits set out in Table 2 in EDQ's IFFCOA
- generally in accordance with the requirements contained in EDQ Guideline No. 12: Park Planning and Design. However, local parks are not able to be offset against charges
- serviced with:
  - road frontage suitable for the site purposes
  - earthworks and grassing suitable for the site purposes/role identified in Table 1 of EDQ Guideline No.12.
  - service connections including potable water, non-potable water when adjacent a supply system, sewerage, telephony, electricity and broadband (excluding gas).
  - embellished in accordance with the EDQ Guidelines and the development approval
  - including 12-week establishment period costs

- Excluding:
  - Land stabilisation, retaining structures and drainage works below Q5 within waterway corridors
  - Maintenance costs during the on-maintenance period.

Land provision costs can also be offset at the rate provided in the Land Value section.

## Public Transport Charge

In accordance with the Greater Flagstone PDA Development Scheme, the PDA is planned to be serviced by early public transport that is safe and equitable for all members of the community, supporting the delivery of the PDA Vision and PDA-wide criteria.

EDQ will lead and manage the service which will be delivered by TransLink. To fund this service, a public transport charge of \$1,800 per residential lot (2018/19) will be applied. This charge comprises a portion of the Municipal Charge which will be quarantined to ensure the availability of funding under a funding agreement. Cross-crediting of municipal works against the public transport charge is not permitted.

## Rail corridor

Land provision costs can be offset against the Municipal Charge at the rate provided in the Land Value section.

## Land Value

The following maximum land value rates for infrastructure charge offset purposes will apply for 2018/2019:

- \$281,776/ha for land above Q100<sup>3</sup>
- \$39,431/ha for land above Q20 and below Q100
- \$22,540/ha for land below Q20

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<sup>3</sup> Not applicable to Open Space and Parks as defined in the Development Scheme which attract a maximum rate of \$39,431 per hectare

## Alternative network layouts

The Infrastructure Maps contained in this ICOP identify the current understanding of the offset-able infrastructure networks/facilities required to service the PDA. It is expected that these will vary over time.

Infrastructure offsets will be considered for alternative network layouts that are generally in accordance with the location and / or alignment of infrastructure identified on the ICOP Infrastructure Maps subject to these networks providing an equivalent level of service at no greater cost and/or subject to the approval of the MEDQ and other relevant authorities.

## Offsets against the Sub-Regional Charge

An offset is available for the delivery of sub-regional infrastructure:

- where generally in accordance with the works identified on the attached Sub-Regional Infrastructure Maps
- for upgrading of existing Council roads connecting Greater Flagstone to the local region
- for water and sewerage connecting infrastructure including downstream trunk sewerage systems and treatment works.

This offset is only allowed with the approval of the MEDQ and may also require the approval of the relevant authority.

The sub-regional charge is specifically collected to pay for infrastructure delivered by the State or Council for roads, water and sewerage services.

# Offsets against the State Charge

## State community facilities

An offset is available for the delivery of serviced land for state community facility sites where the site is:

- generally in accordance with the attached State Government Community Facilities Map and the locational requirements contained in EDQ Guideline No. 11: Community Facilities
- serviced with:
  - road frontage suitable for the site purposes
  - preliminary earthworks and grassing suitable for the site purposes
  - service connections including potable water, non-potable water when adjacent a supply system, sewerage, telephony, electricity, broadband and gas – if reticulated in this area

Land provision costs can also be offset against the State Charge at the rate provided in the Land Value section.

## Offsets against the Implementation Charge

Claims for offsets against the Implementation Charge will be assessed in accordance with the version of *EDQ Practice note no. 15 Implementation Works in Greenfield PDAs* in effect at the date of the claim.

## Offsets against the Value Capture Charge

The Value Capture charge has been implemented to assist in the delivery of sub-regional infrastructure. With the prior agreement of the MEDQ, offsets against the Value Capture charge are permitted. For the purposes of this document, the apportionment of the Value Capture charge to be allocated to each entity is equal to that as provided in the table in the “Offsets against the sub-regional charge” section of this document.

## Cross-crediting the Municipal Charge

Cross-crediting is the process whereby, contributions for a particular component of an infrastructure charge can be offset against a different component of the infrastructure charge. For example, offsetting the construction of trunk road, against charges for trunk works of another category – e.g. trunk sewer.

During the establishment of new development fronts, there is potential for more than one type of infrastructure (e.g. road works and sewer reticulation), being required over other types of infrastructure (e.g. district sports fields). Cross-crediting allows infrastructure charges to be allocated to the infrastructure with the greatest need and therefore assists in affordability in the early stages of development.

Cross-crediting of the Municipal Charge will be permitted in the Greater Flagstone PDA; however, cross-crediting of the Municipal Charge against the Catalyst Infrastructure Charge and Public Transport Charge will not be permitted.

# Catalyst Infrastructure Charge

Catalyst infrastructure may be provided for the benefit of the PDA to facilitate efficient delivery of serviced land. This Catalyst infrastructure may be funded by a loan from the State Government.

The Catalyst Infrastructure Charge comprises a quarantined component of the Municipal Charge, ensuring the repayment of these loans.

Until the loan and the associated management and finance costs are repaid, each applicant will be required to pay the Catalyst Infrastructure Charge.

The amount of the Catalyst Infrastructure Charge is stated in the IFF.

## Review of Charges and Offsets

To ensure the charging and offset frameworks remain relevant, it is planned to be reviewed by the MEDQ every 5 years.

Understanding that the delivery of affordable land to the market is a key outcome, the aim of the review is to ensure that the charges still cover construction costs for the infrastructure as identified in this document. It is understood that some key infrastructure networks may vary to provide better efficiency in infrastructure delivery.

## Abbreviations

ICOP	Infrastructure Charging Offset Plan
IFF	Infrastructure Funding Framework
IFFCOA	Infrastructure Funding Framework, Crediting and Offset Arrangement
PDA	Priority Development Area
EDQ	Economic Development Queensland
MEDQ	Minister for Economic Development Queensland

# Attachments

## Infrastructure Maps

### Greater Flagstone Municipal infrastructure:

- Road Network Map
- Intersections Map
- Culverts and Bridges Map
- Water Supply Map PDA
- Water Supply Map North
- Water Supply Map South
- Sewerage Map North
- Sewerage Map South
- Local Government Community Facilities Map
- Parks and Open Space Map

### North Maclean Municipal infrastructure:

- North Maclean Road and Intersections Network Map
- North Maclean Water Supply Maps
- North Maclean Sewerage Map

### State community infrastructure:

- State Government Community Facilities Map

### Sub-regional Infrastructure:

- Sub-Regional Road Upgrade Map
- Sub-Regional Water Supply Map
- Sub-Regional Sewer Infrastructure Map



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