

Infrastructure Charging Offset Plan

Ripley Valley 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

The Department of State Development, Manufacturing, Infrastructure and Planning is responsible for driving the economic development program for Queensland by creating a diverse and thriving economy, and generating new jobs.

Copyright

This publication is protected by the *Copyright Act 1968*.

Licence

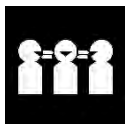


This work, except as identified below, is licensed by the Department of State Development, Manufacturing, Infrastructure and Planning under a Creative Commons Attribution (CC BY) 4.0 Australia licence. To view a copy of this licence, visit: <http://creativecommons.org.au/>

You are free to copy, communicate and adapt this publication, as long as you attribute it as follows:

© State of Queensland, The Department of State Development, Manufacturing, Infrastructure and Planning, November 2018.

Third party material that is not licensed under a Creative Commons licence is referenced within this document. All content not licensed under a Creative Commons licence is all rights reserved. Please contact the Department of State Development, Manufacturing, Infrastructure and Planning /the copyright owner if you wish to use this material.



The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on 13 14 50 and ask them to contact the Queensland Department of State Development, Manufacturing, Infrastructure and Planning on 07 3452 7100

Disclaimer

While every care has been taken in preparing this publication, to the extent permitted by law, the State of Queensland accepts no responsibility and disclaims all liability (including without limitation, liability in negligence) for all expenses, losses (including direct and indirect loss), damages and costs incurred as a result of decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate, independent legal advice should be sought.

Copies of this publication are available on our website at www.dsdmip.qld.gov.au and further copies are available upon request to:

Economic Development Queensland
Department of State Development, Manufacturing, Infrastructure and Planning
GPO Box 2202, Brisbane Queensland 4002.
1 William Street Brisbane Qld 4000 (Australia)

Phone: 13 QGOV (13 7468)
Email: edg@dsdmip.qld.gov.au
Web: www.edg.qld.gov.au

Contents

Introduction.....	2
Infrastructure Charges.....	3
Offsets against the Municipal Charge.....	4
Roads and bridges.....	4
Trunk roads	4
Provision of land	5
Road junctions.....	6
Bridges and culverts	6
Off-road shared paths.....	6
Water supply.....	6
Sewerage	7
Local Government community facilities.....	7
Parks and open space	7
Public Transport Charge	8
Rail corridor	9
Land value	9
Alternative network layouts.....	10
Offsets against the Sub-Regional Charge	11
Offsets against the State Charge	12
State community facilities	12
Offsets against the Implementation Charge	13
Offsets against the Special Infrastructure Levy (SIL)	14
Cross-crediting the Municipal Charge	15
Catalyst Infrastructure Charge.....	16
Review of Charges and Offsets.....	17
Abbreviations.....	18
Attachments	19
Infrastructure Maps.....	19
Municipal infrastructure:.....	19
State community infrastructure:	19
Sub-regional Infrastructure:	19

Introduction

This document sets out the infrastructure contributions that may be offset against the Ripley Valley 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 Ripley Valley 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 (including bus lanes and bus stops) identified on the Road Network Map
- on 4 lane arterial roads - a 2m wide cycle lane on both sides of the road
- on sub-arterial roads - a 1.5m wide cycle lane on both sides of the road
- an allowance for the relocation of the existing 600mm and 450mm water mains in Binnies Road

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

- associated survey and design costs
- 'as constructed' drawings
- associated public transport infrastructure 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

Ripley Valley Description of Road Types					
Description		Lanes (m)	Reserve Width (m)	Pavement Width (m)	Median Width (m)
2 or 4 Lane (Ultimate) with parking + cycle	2 or 4x 3.5m travel lanes, 2 x 1.5m cycle lanes, 2 x 2.5m parking lanes + 2 x 4.25m verges	2L	23.5	15	-
2 or 4 Lane (Interim) + Bus (or parking/cycle) + median	2 or 4 x 3.5m travel lanes, 1 x 4.5m transit lane, 1 x 2.5m footpath & 1 x 3m shared path in verges – interim 20m reserve of ultimate 38m reserve	2LB(i)	20	11.5	-
Additional 2 or 4 Lanes (Ultimate) + bus (or parking/cycle)	additional 2 or 4 x 3.5m travel lanes, + 1 x 4.5m transit lane + 5m verge + 5m median - ultimate 38m reserve	4LB(u)	+18	11.5	5
2 Lane (Interim) + cycle	2 x 3.5m travel/bus lanes, 1 x 2m cycle lane, 1 x 2.5m footpath & 1 x 3m shared path in verges – interim 20m reserve in ultimate 33m reserve	2L(i)	20	9	-
Additional 2 Lanes (Ultimate) + cycle	additional 2 x 3.5m travel/bus lanes + 1 x 2m cycle lane + 5m verge + 5m median - ultimate 33m reserve	4L(u)	+13	9	5
Upgrade to 6 lanes + cycle	additional 2 x 3.5m travel/bus lanes + 1 x 2m cycle lane + 5m verge + 5m median	6L	+10	7	-

L – lanes

B – plus bus lanes

(i) - interim, (u) - ultimate

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 (including Ripley 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 junctions¹
- Ripley Road / Scotts Road junction²
- 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 decks³ 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 identified on the Off Road Shared Paths Map
- associated lighting, culverts, bridges, street furniture and surface marking.

Water supply

An offset is available for the design and construction of the following:

¹ Unless specified, no allowance for local road to trunk road junctions.

² Providing access to the existing Ripley Township

³ Multi-span bridge decks have maximum single spans of 25m

- trunk potable and non-potable water supply infrastructure servicing the PDA identified on the attached water supply maps
- water supply mains with a minimum internal diameter of 225mm and as shown on the attached water supply maps
- pump stations
- pressure reducing valves
- ancillary items directly associated with the above.

Sewerage

- An offset is available for the design and construction of the following trunk sewerage works servicing the PDA identified on the sewerage map
- pipes, manholes and fittings with a nominal internal diameter of 300mm and as shown on the sewerage map
- rising mains
- pump stations
- interim works required to service new stages where they are included in the attached maps
- 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 (including local 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.
- 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 Ripley Valley 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. To facilitate the delivery of early public transport within the PDA as intended, \$6.615 million of the Municipal Charge has been committed to funding the provision of early public transport within the Ripley Valley PDA.

EDQ will lead and manage the service which will be delivered by TransLink. The public transport service will be staged and delivered over a 6-year period, commencing in mid-2019.

To fund this service, a public transport charge of \$1,300 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 the funding agreement.

The public transport charge will be collected up to a total value of \$6.615 million, representing the total cost of TransLink's 6-year public transport service for the PDA. 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 Q100⁴
- \$39,431/ha for land above Q20 and below Q100
- \$22,540/ha for land below Q20

⁴ 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 EDQ 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 Ripley Valley to the Ipswich CBD
- for water and sewage connecting infrastructure including downstream trunk sewerage systems and treatment works.

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

The Sub-Regional Charge is specifically collected to pay for infrastructure delivered by the Council (roads) and the Queensland Urban Utilities (QUU) (water and sewerage services). For each sub-regional infrastructure contribution, a predetermined % of each charge is to be provided towards State, Council and QUU sub-regional infrastructure.

Therefore, only this predetermined % of each charge can be allocated and offset against infrastructure contributions. For example, if the per lot charge for sub-regional infrastructure is \$6,752, and the predetermined % allocation to Council is 19.2%, then only 19.2% of this charge (\$1,228.73) can be offset against Council related sub-regional infrastructure from each charge.

The Sub-Regional Charges is apportioned as follows:

Table 1: Allocation of Sub-Regional Charge

Item	Allocation (%)
State Roads	0.0%
Council (Roads)	19.2%
Water & Sewerage	80.8%
Total	100%

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 Special Infrastructure Levy (SIL)

Generally, the SIL cannot be offset. However, for landowners of very large sites, the SIL may be offset through the construction of significant sub-regional infrastructure and/or with the approval of the MEDQ.

The SIL will assist in the delivery of sub-regional infrastructure.

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 Ripley Valley 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

Municipal infrastructure:

- Road Network Map
- Intersections Map
- Culverts and Bridges Map
- Water Supply PDA Map
- Water Supply Core Map
- Sewerage Map
- Recycled Water Map
- Local Government Community Facilities Map
- Parks and Open Space Map
- Off Road Shared Paths 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

Economic Development Queensland
GPO Box 2202
Brisbane QLD 4001
tel 13 QGOV (13 74 68)