

CALOUNDRA CITY PLAN 2004

**PLANNING SCHEME POLICY NO. 11.22
(INFRASTRUCTURE CONTRIBUTIONS FOR ROAD
NETWORK INFRASTRUCTURE) 2009**

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**PLANNING SCHEME POLICY NO. 11.22
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PART 1 - INTRODUCTION

Division 1 - *Preliminary*

1.1.1 Short title

This planning scheme policy may be cited as *Planning Scheme Policy No. 11.22 (Infrastructure Contributions for Road Network Infrastructure) 2009*.

1.1.2 Commencement

This planning scheme policy commences on the day the notice of adoption of the planning scheme policy is published.

Division 2 - *Purpose of the planning scheme policy*

1.2.1 Purpose of the planning scheme policy

The purpose of this planning scheme policy is to assist with the implementation of the *Caloundra City Plan 2004* by specifying the method for calculating an infrastructure contribution for the road network.

Division 3 - *Relationship to the Integrated Planning Act 1997*

1.3.1 Authorising legislation

This planning scheme policy is made pursuant to the *Integrated Planning Act 1997*.

Division 4 - *Relationship to the planning scheme*

1.4.1 Relationship to the planning scheme

This planning scheme policy is to be read in conjunction with—

- (a) section 6.1.31 (Conditions about infrastructure for applications) of the *Integrated Planning Act 1997*; and
- (b) Parts 9.3 (Civil Works Code), 9.9 (Reconfiguring a Lot Code) and 9.12 (Parking and Access Code) of the *Caloundra City Plan 2004*.

1.4.2 Application of planning scheme policy

- (a) This planning scheme policy applies in respect of a development application for—
 - (i) a development permit for a material change of use or a reconfiguring of a lot that is assessable development; or
 - (ii) a preliminary approval to which section 3.1.6 (Preliminary approval may override a local planning instrument) of the *Integrated Planning Act 1997* applies, where the development which is the subject of the preliminary approval is stated to be self-assessable development.
- (b) This planning scheme policy does not apply—
 - (i) where an infrastructure charges schedule which deals with infrastructure charges in respect of road network infrastructure has been adopted;¹ or
 - (ii) where a legally binding agreement exists between the local government and the applicant that deals with road network infrastructure and which relates to the land to which the development application relates.

Division 5 - *Interpretation*

1.5.1 Definitions – the dictionary

The dictionary in Schedule 1 (Dictionary) of this planning scheme policy defines particular words used in this planning scheme policy.

1.5.2 Interpretation of the planning scheme policy

A term used in the planning scheme policy which is not defined in Schedule 1 (Dictionary) of this planning scheme policy is to be given the meaning in—

- (a) Part 3 (Interpretation) of the *Caloundra City Plan 2004*; or
- (b) the *Integrated Planning Act 1997*.

¹ Section 6.1.20(3) (Planning scheme policies for infrastructure) of the *Integrated Planning Act 1997* provides that if the local government has an infrastructure charges plan, an infrastructure charges schedule or a regulated infrastructure charges schedule the planning scheme policy must not deal with the same matters as the infrastructure charges plan, the infrastructure charges schedule or the regulated infrastructure charges schedule.

PART 2 - INFRASTRUCTURE CONTRIBUTION FOR ROAD NETWORK INFRASTRUCTURE

Division 1 - Basis of infrastructure contribution

2.1.1 Road network infrastructure

The road network infrastructure means a local government road that is classified within the road hierarchy as collector or above and includes the following—

- (i) intersections and associated traffic control devices;
- (ii) bridges and major culverts;
- (iii) other road furniture that is an essential part of the road such as kerb and channel, lighting and signage but excluding a footpath, off road cycle way and public transport infrastructure;
- (iv) land acquired for future road infrastructure (post 1st January 1990).

2.1.2 Road network infrastructure charge areas

- (a) The road network infrastructure and charge rates have been developed on a catchment basis comprising thirteen charge areas as identified in Map TCA in Schedule 6 (Caloundra road network infrastructure maps).
- (b) The charge area locations are:
 - (i) an aggregation of small area traffic zones with similar order of charge rates, and,
 - (ii) are usually defined by a physical feature or boundary such as a river, major road or railway line.

2.1.3 Timing of road network infrastructure

The infrastructure provision and demand for road network infrastructure has been based on a planning horizon of 2016.

2.1.4 Establishment cost of road network infrastructure

- (a) The established cost of the road network infrastructure (existing and future) to be the subject of an infrastructure contribution has been costed using the cost per square metre of pavement identified in Table 2.1.4 (General construction costs for road network infrastructure).

Table 2.1.4 General construction costs for road network infrastructure

Road type	Cost per square metre of pavement	
	Urban location	Rural location
Arterial	173	147
Trunk collector	160	125
Collector	140	100

Note - These values are based on the cross sectional and operational requirements identified in the Development Design Planning Scheme Policy. These general costs have been modified to reflect conditions and requirements at specific locations and physical requirements such as the provision of bridges or services relocation.

- (b) The future road network infrastructure (post 2004) which is the subject of an infrastructure contribution is identified in Schedule 4 (Future Road Network Infrastructure Projects).

2.1.5 Apportionment of establishment costs

- (a) The average cost apportionment method has been adopted for road network infrastructure with charge rates based on apportioning the total establishment cost of existing and future road network infrastructure at 2016 over the total existing and future demand at 2016.
- (b) The future component of road network infrastructure is defined as capital expenditure or growth in demand that occurs post 2004.
- (c) The charge rate for road network infrastructure is based upon the predicted daily usage of each link in the road network.
- (d) Demand generated from outside the Caloundra City Plan 2004 planning scheme area is excluded from the cost apportionment.
- (e) The value of using a link is expressed in terms of the net present dollars per daily vehicle of capacity by taking the present value of the establishment cost of the link and dividing this by the daily capacity. Both cost and demand are expressed in terms of net present value by applying a 6% discount rate.

- (f) Underutilisation principles are applied where the predicted 2016 daily traffic flows are well below their practical capacity. Underutilised roads are often a characteristic of the ‘threshold’ provision of capacity in increments of two traffic lanes. For rural roads where the daily flow is below 80% of the capacity, the cost per vehicle is determined by apportioning 80% of the link cost (leaving 20% for future growth) to the predicted 2016 daily flow. Similarly, for urban roads where the daily flow is below 50% of the capacity, the cost per vehicle is determined by apportioning 50% of the link cost (leaving 50% for future growth) to the predicted 2016 daily flow.
- (g) The usage of road network infrastructure is determined from the sub regional transport model developed for the Sunshine Coast (SCTFM) and is based upon daily traffic volumes that are ascribed to move between each pair of traffic zones. The traffic zone is the small area geography at which travel is estimated in SCTFM.
- (h) The cost of undertaking the daily travel by a zone is determined based on the value of the road network infrastructure that is used for all trips to and from the zone. Because the development at each end of a trip is the reason for a trip being made, it follows that half of the total cost of travel for a zone should be apportioned to that zone, the other half to the zones generating the other end of the trip.

Division 2 - Types of infrastructure contribution

2.2.1 Types of infrastructure contributions for road network infrastructure

An infrastructure contribution for road network infrastructure may be in the form of—

- (i) a works contribution being the carrying out of works for road network infrastructure (“**works contribution**”); or
- (ii) a land contribution being for the provision of land for future road network infrastructure that is identified in the list of future road network infrastructure projects identified in Schedule 4 (Future road network infrastructure projects), (“**land contribution**”); or
- (iii) a financial contribution being the provision of money (“**financial contribution**”); or
- (iv) a mixed contribution being any combination of a financial contribution, a works contribution or a land contribution (“**mixed contribution**”).

Division 3 - *Calculation of the infrastructure contribution*

2.3.1 Works contribution

- (a) A works contribution for road network infrastructure is works—
 - (i) for a road network infrastructure project identified in Schedule 4 (Future Road Network Infrastructure Projects); and
 - (ii) to the value of an amount equal to the value of the financial contribution calculated in accordance with section 2.3.3 (Financial contribution) of this planning scheme policy; and
 - (iii) which complies with local government design requirements.
- (b) A works contribution shall only be accepted by the local government where—
 - (i) the local government has agreed to the provision of works contribution; and
 - (ii) the local government has approved detailed construction plans, landscaping plans and costings for the proposed works contribution.

2.3.2 Land Contribution

- (a) A land contribution for road network infrastructure is the provision of land—
 - (i) for a road network infrastructure project identified in Schedule 4 (Future Road Network Infrastructure Projects); and
 - (ii) which when valued at the rates provided in Schedule 5 (Land values) has a value equal to the financial contribution calculated in accordance with section 2.3.3 (Financial contribution) of this planning scheme policy.
- (b) A land contribution shall only be accepted by the local government where the local government has identified and approved as a land contribution the area of land that is required for the road network infrastructure.

2.3.3 Financial contribution

- (a) A financial contribution for road network infrastructure is an amount calculated in accordance with the following formula—

$$H = (R1 - R2) \times CR \times I$$

Where —

H = The total infrastructure contribution for road network infrastructure expressed as (\$).

R1 = The assessed demand of the development expressed in standard demand units (SDU), calculated as the product of the number of units of development expressed in the terms shown in column 2 of Table 2.1 (Demand conversion rates) of Schedule 2 (Demand conversion rates) by the SDU conversion rates shown in column 4 of Table 2.1 (Demand conversion rates) of Schedule 2 (Demand conversion rates).

R2 = A credit for—

- (i) *a previous charge for road network infrastructure demonstrated to have been paid for the site, or provided for in an Infrastructure Agreement expressed in terms of equivalent calculation units; or*
- (ii) *an existing lawful use of the site at the time the development application is made, expressed in terms of standard demand units, and calculated as the product of the number of units of development for the existing lawful use, expressed in the terms shown in column 2 of Table 2.1 (Demand conversion rates), and the SDU conversion rate in column 4 of Table 2.1 (Demand conversion rates) of Schedule 2 (Demand conversion rates).*

CR = The charge rate for road network infrastructure (expressed as \$/SDU) from column 2 of Table 3.1 (charge rate for road network infrastructure) of Schedule 3 (Charge rates for road network infrastructure) corresponding to the charge area for the location of the development as referenced in MAP TCA (Transport Charge Areas) in Schedule 6 (Caloundra Road Network Infrastructure Maps).

I = The ratio of the most recently published producer price index for road and bridge construction (4121) Queensland, available at the time of payment of the contribution, divided by the road and bridge construction (4121) Queensland producer price index for the June 2006 quarter (141.9).

- (b) Where a works contribution or a land contribution is provided by the applicant, the value of the works contribution and the value of the land contribution valued at the rate specified in Schedule 5 (Land Values), may be offset against an infrastructure contribution required pursuant to this planning scheme policy.

2.3.4 Mixed contribution

A mixed contribution for road network infrastructure is a monetary sum or works to the value of an amount equal to the value of the financial contribution calculated in accordance with section 2.3.3 (Financial contribution) of this planning scheme policy.

Division 4 - *Form of the infrastructure contribution*

2.4.1 Form of the infrastructure contribution

The local government is to specify the form which an infrastructure contribution for road network infrastructure is to take.

Division 5 - *Timing of the infrastructure contribution*

2.5.1 Timing of the infrastructure contribution

An infrastructure contribution for road network infrastructure is to be provided to the local government—

- (a) prior to the time specified in the development approval; or
- (b) if no time is specified in the development approval, prior to the time being—
 - (i) in the case of a development, which is a material change of use, the commencement of the development; and
 - (ii) in the case of a development, which is a reconfiguring a lot, the approval of the plan of subdivision; and
 - (iii) in the case of a development, which is not a material change of use or a reconfiguring a lot, the commencement of the development.

SCHEDULE 1

DICTIONARY

S1.1 Defined terms

“intersection improvement” means altering the traffic controls at an intersection including a change to the line marking, installation of a roundabout, installation of a traffic light, construction of a slip lane, construction of a turning pocket and realigning the road or intersection to the appropriate geometry.

“standard demand unit (or SDU)” means the demand generated by a single detached dwelling.

“SCTFM” means the Sunshine Coast Traffic Forecasting Model.

“road network infrastructure” see section 2.1.1 (Road network infrastructure).

SCHEDULE 2

DEMAND CONVERSION RATES

Table 2.1 – Demand conversion rates

Column 1 Development (refer to City Plan 2004 Part 3 - Interpretation)	Column 2 Unit of development	Column 3 Trip generation (Daily trips/unit of development)	Column 4 SDU Conversion rate (SDU/unit of development)
Development being a reconfiguring a lot			
All development	Lot	6	1
Development being material change of use or an existing development			
Residential use - single unit	Dwelling unit	6	1
Residential use other than single unit	Dwelling unit	4.5	0.75
Catering use	100m ² GFA	60	10
Business use	100m ² GFA	12	2
Retail use other than showroom	100m ² GFA	60	10
Retail use - showroom	100m ² GFA	10	1.7
Industry - high impact	100m ² GFA	2.5	0.42
Industrial use other than Industry – high impact	100m ² GFA	5	0.83
Community use other than Educational establishment or Hospital	100m ² GFA	15	2.5
Educational establishment	Number of staff and students	3	0.5
Hospital	100m ² GFA	20	3.33
Sport and recreation use	100m ² GFA	15	2.5

SCHEDULE 3

CHARGE RATE FOR ROAD NETWORK INFRASTRUCTURE

Table 3.1 – Charge rate for road network infrastructure

Column 1	Column 2
Charge area	Charge rate
(refer MAP TCA)	(\$/SDU)
TLA	185
TLB	380
TLC	581
TLD	1,322
TLE	766
TLF	2,398
TLG	1,729
TLH	1,262
TLI	1,906
TLJ	1,778
TLK	497
TLL	1,081
TLM	720

Note - The charge rates in Table 3.1 (Charge rate for road network infrastructure) are in June 2006 dollars and will be subject to indexation by the producer price index road and bridge construction (4121) Queensland, unless otherwise specified in this planning scheme policy.

SCHEDULE 4

FUTURE ROAD NETWORK INFRASTRUCTURE PROJECTS

Table 4.1 – Future road network infrastructure projects

Asset No	Project title	Description	Costs (\$)	Year
TF1	Nicklin Way ramps to Queen St. and Sugarbag Rd.	Single lane ramps and intersections including access to Golf Club	6,011,598	2011
TF2	Queen St. - Nicklin Way (off ramp) to Bower St.	Add two traffic lanes and rationalise parking, access and set down along school frontage	3,367,384	2011
TF3	Ulm Street - Queen St. to Bowman Rd.	Stage 1 construction - Initial two lanes and Queen/Ulm intersection	1,946,827	2011
TF4	Parkland Boulevard	Central section initial two lanes	3,190,204	2006
TF5	West Tce - Bowman Rd to Oval Ave	Two additional lanes	3,393,411	2011
TF6	Oval Ave. and Gosling St. - West Tce. to Bowman Rd.	Two additional lanes	7,666,436	2011
TF7	Suller St. - Bowman Rd. to Minchinton St.	Widen to four traffic lanes plus parking	4,118,709	2011
TF8	Minchinton St. - Arthur St. to Omrah Ave.	Widen to four traffic lanes and upgrade intersections	4,448,709	2011
TF9	Ormuz Ave. - Omrah Ave. to Knox Ave.	Widen to four traffic lanes and upgrade intersections	2,894,959	2011
TF10	Knox Ave. - Ormuz Ave. to Bulcock St.	Widen to four traffic lanes and upgrade intersections	1,611,947	2011
TF11	Baldwin St - Bowman Rd to North St	Widen to four traffic lanes	1,363,403	2011
TF12	Park Place - Bowman Rd to North St	Capacity improvements and upgrade intersections	3,650,870	2011
TF13	Burke St - Blaxland St. to Pelican Waters Blvd	Construct two new lanes	3,565,457	2011
TF14	Creekside Blvd. - Saffron Dr. to MMTc	Widen to four traffic lanes, bridge duplication and upgrade intersections	5,124,379	2016
TF15	North Street - Park Place to Baldwin St	Capacity improvements - additional lanes and intersection upgrades	1,145,170	2011
TF16	Pt Cartwright Drive - Orana St. to Nanyima St.	Provide four traffic lanes and intersection rationalisation	703,243	2011

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Asset No	Project title	Description	Costs (\$)	Year
TF17	Racecourse Road - Pierce Ave. to Caloundra Rd.	Duplication	2,440,618	2011
TF18	Racecourse Road - South of Pierce Avenue	Construct two new lanes	4,202,419	2011
TF19	Racecourse Road east to MMTC	Construct two new lanes	3,037,416	2016
TF20	Landsborough Pde. - Golden Beach	Intersection and road link improvements	825,000	2011
TF22	Maleny Southern Bypass	Provide alternative route to CBD	3,907,695	2016
TF23	Intersection approaches to Nicklin Way	Works associated with intersection capacity improvements, Nicklin Way	8,250,000	2016
TF24	Queen St. - Bower St. to Ulm St.	Upgrade to four traffic lanes	2,089,681	2011
TF25	Ulm Street - Queen St. to Bowman Rd.	Stage 2 construction - Two additional traffic lanes and upgrade intersections	3,981,937	2016
TF26	North Street - Baldwin St to Pelican Waters Blvd	Extension of North St. to Pelican Waters Blvd	1,452,282	2011
TF28	Obi Lane bridge, Maleny	New two lane bridge link	2,185,693	2016
TF29	Fig St. and Willow Lane - Maple St. to Teak St.	Upgrade capacity to two traffic lanes with parking	343,767	2016
TF30	Maleny intersections	Key intersection capacity improvements	2,062,500	2016
TF31	Bellvista Bvd - Caloundra Rd. to Beldara Rd.	Upgrade to four lanes	2,472,391	2016
TF33	Parklands Blvd. - Sunset Dr to Meridan Way	Upgrade to four traffic lanes	1,596,002	2006
TF34	Parklands Blvd. - Saffron Dr. to Sunset Dr. (east)	Upgrade to four traffic lanes	1,646,084	2011
TF35	MMTC service road - Meridan Way - Creekside interchange	Construct two new lanes	4,187,118	2016
TF36	Sattler Road - North of Caloundra Rd.	Realignment to Caloundra Rd. interchange	1,149,775	2011
TF37	Westaway Rd.- existing intersection with Caloundra Rd. to Sattler Rd.	Realignment and extension to and intersection with Sattler Rd.	1,930,913	2011
TF39	Maltman, Buccleugh & Elizabeth St; Queen St - Wilson Ave.	Intersection and road link improvements	825,000	2011

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Asset No	Project title	Description	Costs (\$)	Year
TF40	CBD intersections	Key intersection capacity improvements	2,062,500	2016
TF42	Lake Kawana Blvd - The Decks to Kawana Way	Construct two new traffic lanes plus shoulders	4,827,379	2006
TF43	Pelican Waters Blvd. - Caloundra Rd. to Whitehaven Way	Construct two new traffic lanes	4,762,530	2006

SCHEDULE 5
LAND VALUES

Table 5.1 – Land values

Planning area	Serviced residential land value - Brownfield	Greenfield	Under Q100
	\$/m2	\$/m2	\$/m2
Central Caloundra	700	175	7
Kawana Waters	500	125	7
Caloundra South	325	81.25	7
Caloundra West	300	75	7
Caloundra Eastern Beaches	550	137.5	7
Beerwah Township	175	35	3.5
Maleny Township	175	35	3.5
Landsborough Township	175	35	3.5
Mooloolah Township	175	35	3.5
Glass House Mountains	100	20	3
Beerburrum Township	75	15	2.25
Pumicestone	55	2.2	0.33
Mary River - Conondale	25	1	0.15
Stanley River - Peachester	40	1.6	0.24
Maleny Plateau	70	2.8	0.42
Mooloolah Valley	70	3.5	0.525
Below Q100 (maximum)			7

SCHEDULE 6

CALOUNDRA ROAD NETWORK INFRASTRUCTURE MAPS

Map TCA – Transport Charge Areas

Map TFUI – Future Transport Index

Map TFU1 – Hinterland West Transport Catchment Future Transport

Map TFU2 – Hinterland North Transport Catchment Future Transport

Map TFU3 – Hinterland South Transport Catchment Future Transport

Map TFU4 – Kawana Transport Catchment Future Transport

Map TFU5 – Kawana - Wurtulla Transport Catchment Future Transport

Map TFU6 – Caloundra Central and West Catchments Future Transport

Map TFU7 – Caloundra Central Transport Catchments Future Transport

Map TFU8 – Caloundra South Transport Catchments Future Transport