



## PLANNING SCHEME POLICY

### PLANNING SCHEME POLICY NO. 4 DEVELOPER CONTRIBUTION POLICY – CALLIOPE MAJOR ROADS

**SUBJECT:** DEVELOPER CONTRIBUTION POLICY – CALLIOPE MAJOR ROADS

**OBJECT:** To provide an appropriate major road network to the existing and future residents of the Calliope Township area.

**SCOPE:** The application of this policy is to all applications for Material Change of Use, or reconfiguring of a lot in the Calliope area as defined by the map attached hereto and marked as Appendix 1.

**RATIONALE:**

The Council of the Shire of Calliope believes that significant development will continue to occur in the Calliope Township area of the Shire. This has been recognised by the Planning Scheme which provides the basis for orderly development including a high level of servicing and appropriate amenity.

The provision of a major road network is a large community cost. It requires considerable forward planning so that the roads can be constructed when required and also constructed in the right locations so that they are effective and cause least disruption to the community.

In the interest of fairness and equity, the cost of providing these major road links should be borne by both the existing residents who will benefit from the improved road system and the developers who are responsible for generating additional traffic through a material change of use, the creation of additional allotments and increased land uses.

This policy for developer contribution towards the provision of a major road network in the Calliope Township area is aimed at providing a fair and reasonable method of cost sharing between these two groups of beneficiaries.

This is to certify that this is a true and correct copy of the Gladstone Regional Council's (former Calliope Shire area) Planning Scheme Policy.

Graham Kanofski  
Chief Executive Officer

Adopted: 6 October 2009  
Took Effect: 12 October 2009

## **POLICY:**

Council has determined that the roads as listed in Appendix 2 and contained within the defined area of Calliope Township (Appendix 1) are necessary for the road network and need to be constructed in the next 20 years (area population of 15,845 people).

The developer shall contribute to Council the amount of Major Road Contribution at the rate per "equivalent population" calculated in accordance with the following formulae and with reference to Tables 1 & 2:-

- (a) When a material change of use application to Rural Residential, Residential or Village, Commercial or Local Industry, the following formulae shall apply:-

$$\text{Major Road Contribution} = A \times P_a \times C_r \times I.$$

Where:

A = Area in hectares of land subject to a material change of use application

P<sub>a</sub> = The increase in equivalent population density per gross hectare which would result from approval of the application given by Table 1.

C<sub>r</sub> = Contribution per equivalent population being \$2,286 in June 2009 dollar terms.

I = The legislated rise and fall index rate effective 1 July 2009. In lieu of any legislated rate, the Engineering Construction Index (ABS Cat 6427) shall be utilised, commencing 1 July 2009..

- (b) When the application is for a material change of use to any other zone other than those listed in (a) above, the Major Road Contribution shall be calculated using the actual demands of the particular development on the Road System and the following formula shall apply:-

$$\text{Major Road Contribution} = g \times C_r \times I.$$

Where:

g = Increase in equivalent population resulting from the material change of use application.

C<sub>r</sub> = Contribution per equivalent person being \$2,286 in June 2009 dollar terms.

I = The legislated rise and fall index rate effective 1 July 2009. In lieu of any legislated rate, the Engineering Construction Index (ABS Cat 6427) shall be utilised, commencing 1 July 2009.

- (c) When Council's approval is required under the Planning Scheme for a material change of use, or for reconfiguration of an allotment or endorsement of plans under the Body Corporate and Community Management Act 1997, the Major Road Contribution shall be calculated using the following formula:-

$$\text{Major Road Contribution} = P_p \times C_r \times I.$$

Where:

P<sub>p</sub> = The increase in equivalent demand ratio in terms of equivalent population which would result from approval of the application. Refer Table 2.

C<sub>r</sub> = Contribution per equivalent population being \$2,286 in June 2009 dollar terms.

- I = The legislated rise and fall index rate effective 1 July 2009. In lieu of any legislated rate, the Engineering Construction Index (ABS Cat 6427) shall be utilised, commencing 1 July 2009.

Factors listed in Tables 1 and 2 have been determined by Council and shall be used in the appropriate formula for the calculation of Major Road Contributions.

**TABLE 1**  
**Determination of change in equivalent population  $P_a$**

<b>Planning Scheme Zone</b>	<b>Equiv. Population per gross ha. for determination of <math>P_a</math></b>
Rural	0
Rural Residential	5
Village	23
Residential (dwelling house) *	32
Commercial	30
Local Industry	30
All other zones	to be assessed by Council on an individual development basis

Council may allow the Major Road Contribution relating to a development requiring Council's approval to be guaranteed by appropriate agreements and securities. Such agreements and securities shall be lodged prior to the issue of the formal approval and forms part of the approval.

Such agreements would include provision for the duration of the guarantee, conditions pertaining to default, and rise and fall provisions for calculating actual Major Roads Contribution payable.

The Major Roads Contribution payable for a development shall be determined as accurately as possible utilising the most appropriate formula that best reflects the increased equivalent population demand for the particular development.

Major Road Contribution is payable only once for the same increase in demand for a particular parcel of land or development. However, the full increase in demand will be used in assessing the total headworks payable at each point of approval by Council.

The Major Road Contribution is to be paid at the time as may be agreed upon between the Local Authority and the applicant, but in the absence of agreement, the amount is payable –

- (a) where it is proposed to reconfigure the relevant land -- within 14 days after the date of receipt by the Local Authority of notification by the applicant of the applicant's intention to commence works in connection with the application and prior to commencing the works;
- (b) (i) where it is proposed not to reconfigure the relevant land -- within 14 days after the date of the granting by the Local Authority of approval under the Building Act 1975;

or

- (ii) where no building work is associated with the relevant land -- prior to the commencement of the use.

The approval of a development may include a condition requiring the applicant to lodge and maintain with the Local Authority, security in a form approved by the Local Authority.

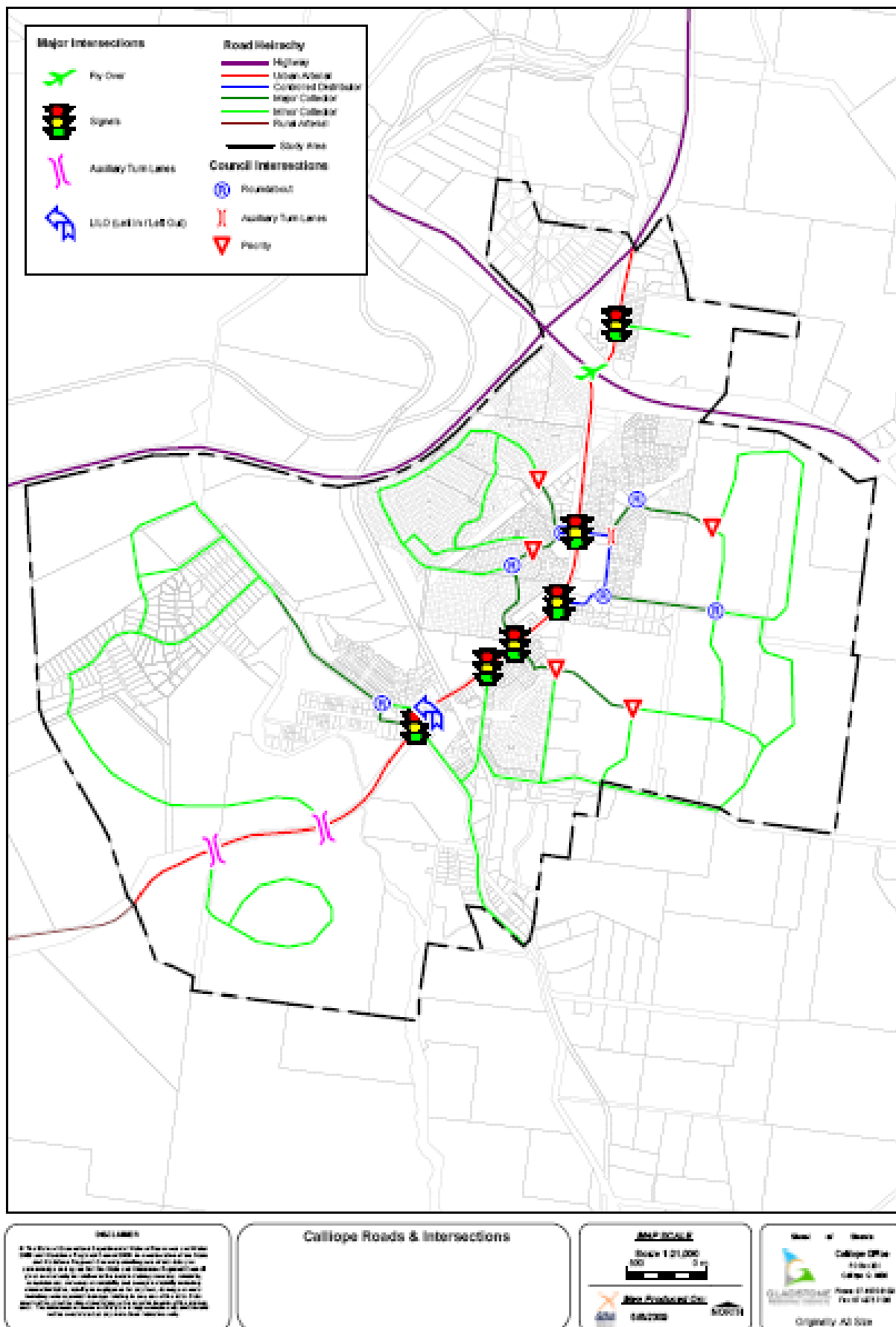
**TABLE 2**  
**Determination of Equivalent Population per development P<sub>p</sub>**

<b>Development</b>	<b>Unit of Development.</b>	<b>P<sub>p</sub> E.P./Unit</b>
Residential - reconfiguration	Allotment	3.2
Residential – duplex	Dwelling Unit	2.6
Residential – multiple unit, aged persons accommodation	Dwelling Unit	2.6
Residential – accommodation building, motel, resort	Dwelling Unit	1.8
Village - reconfiguration	Allotment	2.9
Hotel (residential component)	Dwelling Unit	1.8
Caravan & Relocatable Home Park	Site	2.0
Service Station	Allotment	6.4
Institution	Bed	2.0
Other Uses	to be assessed by Council on an individual use basis	

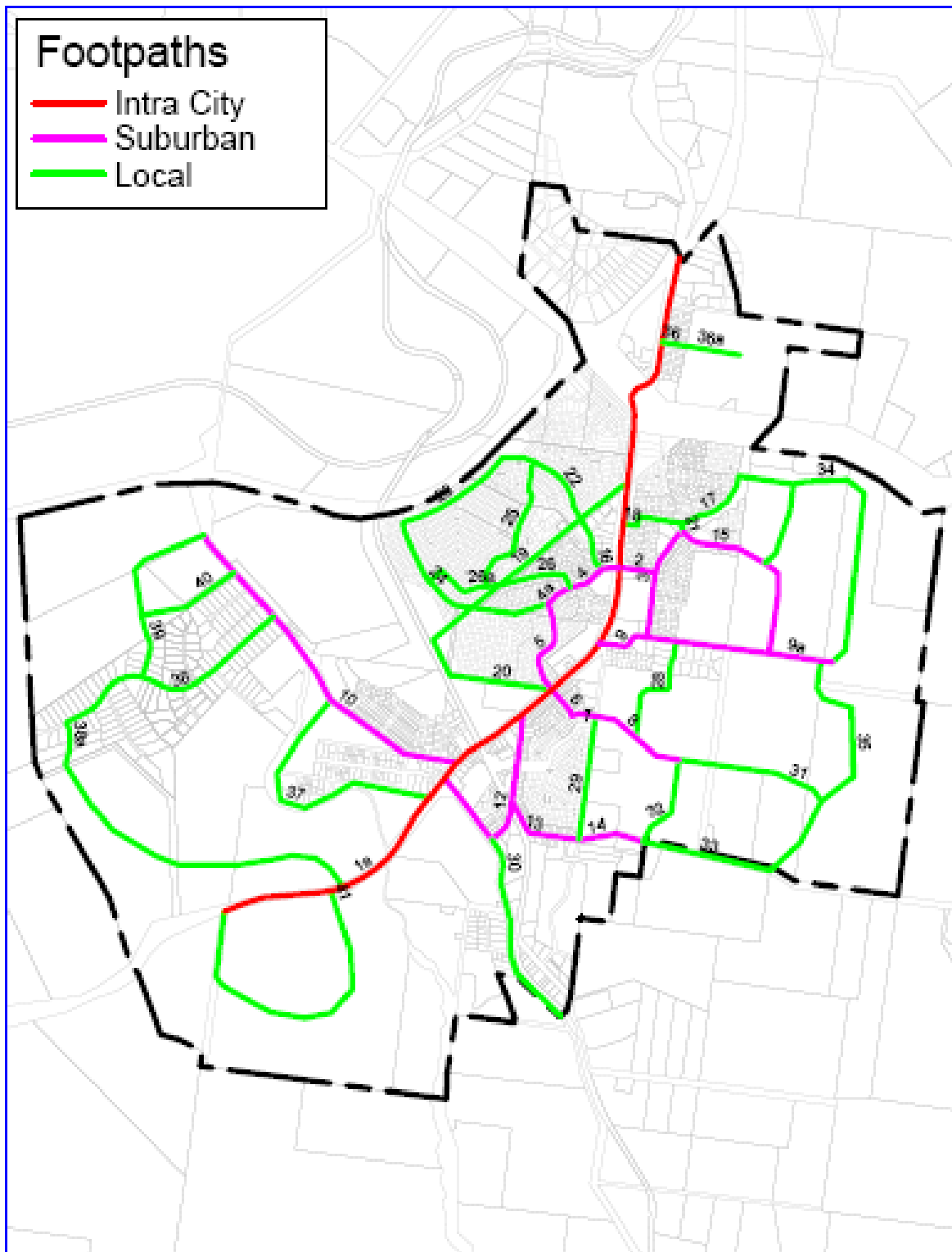
Council will hold such contributions in reserve for expenditure on the Major Road Network in the defined area, together with such other funds as may be generated by Council. Indicative funding assumptions and expenditures are given in Appendix 3.

ADOPTED : This Policy was adopted by Council on 5th August, 1994 and shall remain in force until it is amended, rescinded or superseded by a subsequent resolution of Council.

# APPENDIX 1



Amended Policy took effect: 12 October 2009



**DISCLAIMER**

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**Calliope Footpaths**

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**Infrastructure Planning**

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Originally A4 Size

**APPENDIX 2  
MAJOR ROAD NETWORK  
CALLIOPE TOWNSHIP ( 20 years growth)**

1. Dawson Highway Main Roads and Calliope Shire Council
2. Muirhead St Calliope Shire Council and Developers

**APPENDIX 3  
MAJOR ROAD NETWORK  
CALLIOPE  
INDICATIVE ESTIMATE OF COSTS AND FUNDING ASSUMPTIONS**

	Responsibility	Estimated Council Cost	Comments
<b>Dawson Highway:</b> CSC cost for widening and K&C from Bruce Highway to Taragoola Rd (2.6km)		\$ 2,764,320	
<b>Muirhead Street</b> CSC and developer contribution (500m)		\$ 531,600	
<b>Bridges:</b> Dawson Highway (CSC)		\$ 2,800,000	
Footways		\$ 100,000	
<b>Footpaths</b>		\$ 3,080,615	
1 DAWSON HIGHWAY (Intra City)	Council	\$ 1,318,905	3.5m Shared Path & 1.8m footpath
1a DAWSON HIGHWAY (Intra City)	Developer	\$ -	2.5m Shared Path & 1.2m footpath
2 DRYNAN DRIVE (Suburban)	Council	\$ 47,730	2.5m Shared Path & 1.2m footpath
3 MORRIS AVE (Suburban)	Council	\$ 148,740	2.5m Shared Path & 1.2m footpath
4 DRYNAN DRIVE (Suburban)	Council	\$ 94,350	2.5m Shared Path & 1.2m footpath
4a DRYNAN DRIVE (Suburban)	Developer	\$ -	2.5m Shared Path & 1.2m footpath
5 ELLIOT DRIVE (Suburban)	Developer	\$ -	2.5m Shared Path & 1.2m footpath
6 LIGHTNING ST (Suburban)	Council	\$ 43,290	2.5m Shared Path & 1.2m footpath
7 TRUDY STREET (Suburban)	Council	\$ 31,080	2.5m Shared Path & 1.2m footpath
8 PANORAMA 1 (Suburban)	Developer	\$ -	2.5m Shared Path & 1.2m footpath
9 DON CAMERON DRIVE (Suburban)	Council	\$ 107,670	2.5m Shared Path & 1.2m footpath
9a DON CAMERON DRIVE (Suburban)	Developer	\$ -	2.5m Shared Path & 1.2m footpath
10 STOWE ROAD ROUTE (Suburban)	Council	\$ 456,210	2.5m Shared Path & 1.2m footpath
11 TARAGOOOLA ROAD (Suburban)	Council	\$ 99,900	2.5m Shared Path & 1.2m footpath
12 MUIRHEAD STREET (Suburban)	Council	\$ 172,050	2.5m Shared Path & 1.2m footpath
13 MORCOM STREET (Suburban)	Council	\$ 109,890	1.2m footpath each side

	Responsibility	Estimated Council Cost	Comments
14 MORCOM STREET (Suburban)	Developer	\$ -	1.2m footpath each side
15 CENTRAL AVE (Suburban)	Developer	\$ -	2.0m Shared Path
16 LIFFEY WAY (Local)	Council	\$ 33,600	2.0m Shared Path
17 HAZELBROOK ROUTE (Local)	Council	\$ 124,200	1.2m footpath each side
18 HAZELBROOK ROUTE (Local)	Council	\$ 14,000	1.2m footpath each side
19 SILVERDALE ROUTE (Local)	Developer	\$ -	1.2m footpath each side
20 SILVERDALE ROUTE (Local)	Developer	\$ -	1.2m footpath each side
21 CENTRAL AVE ROUTE (Local)	Council	\$ 6,600	1.2m footpath each side
22 LIFFEY WAY (Local)	Developer	\$ -	1.2m footpath each side
23 ALTAIR DRIVE (Local)	Developer	\$ -	1.2m footpath each side
24 DRYNAN DRIVE (Local)	Developer	\$ -	1.2m footpath each side
25 TARRAWONGA DRIVE (Local)	Developer	\$ -	1.2m footpath each side
26 CAPRICORNIA DRIVE (Local)	Council	\$ 46,800	1.2m footpath each side
26a CAPRICORNIA DRIVE (Local)	Developer	\$ -	2.0m Shared Path
27 AURGIA STREET (Local)	Developer	\$ -	1.2m footpath each side
28 WALKER ROUTE (Local)	Developer	\$ -	1.2m footpath each side
29 HERBERTSON STREET (Local)	Developer	\$ -	1.2m footpath each side
30 TARAGOOLA ROAD (Local)	Council	\$ 117,000	1.2m footpath each side
31 PANORAMA 1 (Local)	Developer	\$ -	1.2m footpath each side
32 PANORAMA 2 (Local)	Developer	\$ -	1.2m footpath each side
33 BENNEDICK STREET (Local)	Developer	\$ -	2.0m Shared Path
34 EAST 1 (Local)	Developer	\$ -	1.2m footpath each side
35 EAST 2 (Local)	Developer	\$ -	1.2m footpath each side
36 IBBOTSON ROAD (Local)	Council	\$ 10,800	1.2m footpath each side
36a IBBOTSON ROAD (Local)	Developer	\$ -	1.2m footpath each side
37 LEXILIP CREEK ROUTE (Local)	Developer	\$ -	1.2m footpath each side
38 NANANDO DRIVE (Local)	Council	\$ 97,800	1.2m footpath each side
38a NANANDO DRIVE (Local)	Developer	\$ -	1.2m footpath each side
39 WEST 1 (Local)	Developer	\$ -	1.2m footpath each side
40 WEST 2 (Local)	Developer	\$ -	1.2m footpath each side
41 IVY ROAD (Local)	Developer	\$ -	1.2m footpath each side
<b>Intersections:</b>			
<b>Major Intersections (Traffic Study)</b>		<b>\$ 21,084,000</b>	
Bruce Highway / Dawson Highway	Main Roads	0	Fly Over
Dawson Hwy / Ibbotson Rd	Council	\$ 2,300,000	Signals
Dawson Hwy / Drynan Drive	Council	\$ 5,372,000	Signals
Dawson Hwy / Don Cameron	Council	\$ 2,642,000	Signals
Dawson Hwy / Lightning St	Council	\$ 2,913,000	Signals
Dawson Hwy / Muirhead St	Council	\$ 2,939,000	Signals
Dawson Hwy / Bloomfield St	Council	\$ 1,477,000	LILLO (Left in / Left Out)



	Responsibility	Estimated Council Cost	Comments
Dawson Hwy / Sutherland / Taragoola	Council	\$ 2,006,000	Signals & Priority
Dawson Hwy / Nanando Drive	Council	\$ 706,000	Auxiliary Turn Lanes
Dawson Hwy / Ivy Road	Council	\$ 729,000	Auxiliary Turn Lanes
<b>Council intersections</b>		<b>\$ 2,923,800</b>	
Morris Ave / Don Cameron Drive	Council	\$598,050	Roundabout
Morris Ave / Drynan Drive	Council	\$265,800	Auxiliary Turn Lanes
Drynan Drv / Liffey Way	Council	\$598,050	Roundabout
Drynan Drv / Capricornia Drv	Council	\$265,800	Priority
Central / East 1	Developer	\$0	Priority
Drynan Drv / Elliot Drv	Developer	\$0	Roundabout
Herbertson St / Panorama 1 / Trudy	Developer	\$0	Priority
Panorama 1 / Panorama 2	Developer	\$0	Priority
Don Cameron / Central / East 3	Developer	\$0	Roundabout
Central Ave / Morris Ave	Council	\$598,050	Roundabout
Liffey Way / Unkown St	Developer	\$0	Priority
Archer / Bloomfield / Pujolas	Council	\$598,050	Roundabout
<b>Estimated Total</b>		<b>\$ 33,284,335</b>	

### Funding

Equivalent existing Residential lots	=	868
Lots at 20 years	=	5,467 lots
Footpath Cost from Existing Properties	=	16%
	=	\$492,800
Estimated Cost from New Development	=	\$32,791,535
New allotments	=	4,599 lots
Cost (contribution) per lot	=	\$7,130 per equivalent Residential lot or \$2,228 per equivalent population

FIRST ADOPTED: **5 AUGUST 1994 (AS TRANSITIONAL PLANNING SCHEME POLICY NO. 10)**

### Amendment table

AMENDMENT DESCRIPTION	DATE
Amended to incorporate IPA terminology	13 April 2007
Amended to incorporate revision of Capital works requirements	6 October 2009

Amended Policy took effect: 12 October 2009