

PLANNING SCHEME POLICY

PLANNING SCHEME POLICY NO. 3 DEVELOPER CONTRIBUTION POLICY – TANNUM SANDS/BOYNE ISLAND ARTERIAL ROADS

SUBJECT: DEVELOPER CONTRIBUTION POLICY – TANNUM SANDS/BOYNE
ISLAND ARTERIAL ROADS

OBJECT: To provide an appropriate arterial road network to the existing and future residents of the suburbs of Boyne Island/Tannum Sands.

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

RATIONALE:

Calliope Shire Council believes that significant development will continue to occur in the Tannum Sands/Boyne Island 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 an arterial road network is a major 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 material changes of use, the creation of additional allotments and increased land uses. To ensure that this is achieved, Council introduced that original Planning Scheme Policy in January 1994.

This policy for developer contribution towards the provision of an arterial road network in the Tannum Sands/Boyne Island area is aimed at providing a fair and reasonable method of cost sharing between these two groups of beneficiaries.

This policy has been updated as an interim measure until Priority Infrastructure Plans are implemented by Council. This is a process similar that of a planning scheme under the Integrated Planning Act and as such will ultimately need to reflect the interests of state infrastructure providers.

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 Tannum Sands/Boyne Island (Appendix 1) are necessary for the road network and need to be constructed to accommodate the additional 3,845 new lots proposed for the area.

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

- (a) When changing the use of the land to Rural Residential, Residential, Commercial or Local Industry, the following formulae shall apply:-

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

Where:

- A = Area in hectares of land subject to the material change of use application
- P_a = The increase in equivalent population density per gross hectare which would result from approval of the application given by Table 1.
- C_r = Contribution per equivalent person being \$2,843 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 Arterial Road Contribution shall be calculated using the actual demands of the particular development on the Road System and the following formula shall apply:-

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

Where:

- g = Increase in equivalent population resulting from the material change of use application.
- C_r = Contribution per equivalent person being \$2,843 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 Building Units and Group Titles Act, or the Body Corporate and Community Management Act 1997, the Arterial Road Contribution shall be calculated using the following formula:-

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

Where:

- P_p = The increase in equivalent demand ratio in terms of equivalent population which would result from approval of the application. Refer Table 2.
- C_r = Contribution per equivalent person being \$2,843 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 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 Arterial Road Contributions.

TABLE 1
Determination of change in equivalent population P_a

Planning Scheme Zone	Equip Population per gross ha for determination of P_a
Rural	0
Rural Residential	5
Residential (dwelling house)	32
Commercial	30
Local Industry	30
All other zones	To be assessed by Council on an individual development basis

* Further headworks are payable for higher density development

Council may allow the Arterial 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 Arterial Roads Contribution payable.

The Arterial 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.

Arterial 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 Arterial 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 subdivide 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.

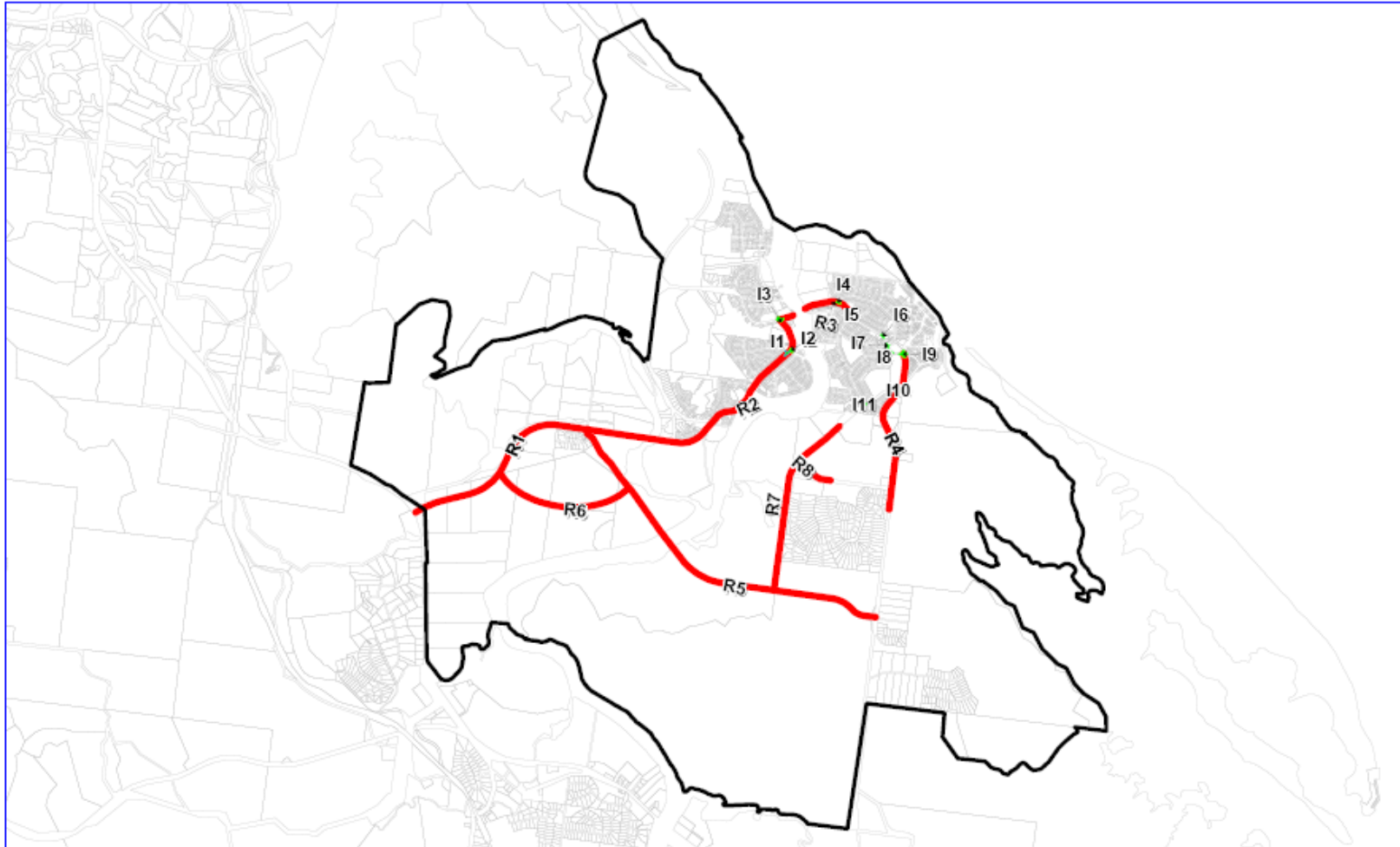
The approval of a development may include a condition requiring the applicant to lodge and maintain with the Local Authority, security in a form approved by the Local Authority.

TABLE 2
Determination of Equivalent Population per development P_p

Development	Unit of Development.	E.P./Unit
Residential - reconfiguration	Allotment	2.9
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
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 Arterial Road Network, together with such other funds as may be generated by Council.

APPENDIX 1
PROPOSED ARTERIAL ROAD NETWORK PLAN
FOR TANNUM SANDS AND BOYNE ISLAND



<p>DISCLAIMER</p> <p><small>© The State of Queensland (Department of Natural Resources and Water 2008) and Gladstone Regional Council 2009. In consideration of the State and Gladstone Regional Council granting a use of this data you acknowledge and agree that the State and Gladstone Regional Council gives no warranty in relation to the data including accuracy, reliability, completeness, currency or timeliness and accept no liability in respect of any loss or damage, including consequential, arising from any use of the data. Some road use is for general planning or illustrative purposes only and should not be used for any other purpose.</small></p>	<p align="center">Gladstone Regional Council</p> <p align="center">Originally A3 Size</p>	<p align="center">Boyne Island / Tannum Sands</p>	<p align="center">Traffic Upgrades</p> <p align="center"><small>Map Produced: May 2009</small></p> <p align="center">NORTH</p>		<p align="center">Infrastructure Planning</p> <p align="center">Callalope Office PO Box 231 Callalope Q 4680</p> <p align="center">Gladstone Regional Council</p> <p align="center">Phone: 07 4975 5100 Fax: 07 4975 7106</p>
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Amended Policy took effect: 12 October 2009

APPENDIX 2

ARTERIAL ROAD NETWORK

Tannum Sands/Boyne Island (3,845 new lots)

R1	Boyne Island Road - duplication from Pioneer Drive to Benaraby Road	Department of Main Roads & Council 50/50
R2	Malpas Avenue	Department of Main Roads & Calliope Shire Council 50/50
R3	Hampton Drive	Department Of Main Roads & Council 50/50
R4	Tannum Sands Road	Council
R5	Pioneer Drive	Council
R6	Western Bypass	Council
R7	Coronation Drive	Council
R8	Dahl Road	Council

APPENDIX 3

ARTERIAL ROAD NETWORK

Funding and Expenditure Assumptions

[A] ESTIMATE OF COST for Works by Calliope Shire Council and Developers.

(1) Arterial Road Network

Standard

Road Length: 10.6 Km.
Formation Width: 14m.
Pavement Width: 10m.
Bitumen Seal Width: 10m.

Indicative Cost: \$23,040,000

2. Bridges

B1	Boyne River Bridge (250m x 14m)	\$15,383,000
B2	Floodway Bridge (120m x 14m)	\$5,809,000
B3	Cattle Creek Bridge (66 x 14m)	\$3,087,000

3. Intersections

I1	Malpas / Beltana	\$510,000
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I2	Malpas / Tarcoola	\$460,000
I3	Malpas / Centenary / Hampton	\$770,000
I4	Hampton / Booth (W)	\$370,000
I5	Hampton / Latrobe	\$380,000
I6	Hampton / Garnet	\$390,000
I7	Hampton / Booth (E)	\$370,000
I8	Hampton / Cremorne	\$380,000
I9	Tannum Sands / Hampton	\$970,000
I10	Tannum Sands / Coronation	\$510,000
I11	Coronation / Cremorne	\$410,000

Total Indicative Cost: \$52,839,000

[B] FUNDING

Total Cost of Capital Works = \$52,839,000

No. of additional equivalent Residential lots = 3,845.

Necessary contribution per extra lots = \$13,742.

Assuming 60% of trips are allocated to Residential Movements, and 40% are allocated to Commercial / Industrial Movements

Necessary contribution per extra Residential lot = \$8,245 (or \$1,269 /vpd)

or

Contribution per Equivalent Person (C_r) = \$2,843

(based on 2.9 people per equivalent Residential Lot).

FIRST ADOPTED: **7TH JANUARY 1994 (AS TRANSITIONAL PLANNING SCHEME POLICY NO. 9)**

Amendment table

AMENDMENT DESCRIPTION	DATE
Amended	16 September 2005
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