



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.

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 by the time the area population reaches 10,000 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:-

$$\text{Major Road Contribution} = A \times Pa \times Cr \times I.$$

Where:

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

Pa = The increase in equivalent population density per gross hectare which would result from approval of the application given by Table 1.

Cr = Contribution per equivalent population being \$80 in December 1993 dollar terms.

I = Rise and fall factor to adjust for price changes based on the Consumer Price Index, All Groups Brisbane.

- (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:-

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

Where:

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

Cr = Contribution per equivalent person being \$80 in December 1993 dollar terms.

I = Rise and fall factor to adjust for price changes based on the Consumer Price Index, All Groups Brisbane.

- (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:-

$$\text{Major Road Contribution} = Pp \times Cr \times I.$$

Where:

Pp = The increase in equivalent demand ratio in terms of equivalent population which would result from approval of the application. Refer Table 2.

Cr = Contribution per equivalent population being \$80 in December 1993 dollar terms.

I = Rise and fall factor to adjust for price changes based on the Consumer Price Index, All Groups Brisbane.

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 Pa

Planning Scheme Zone	Equiv. Population per gross ha. for determination of Pa
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 Pp

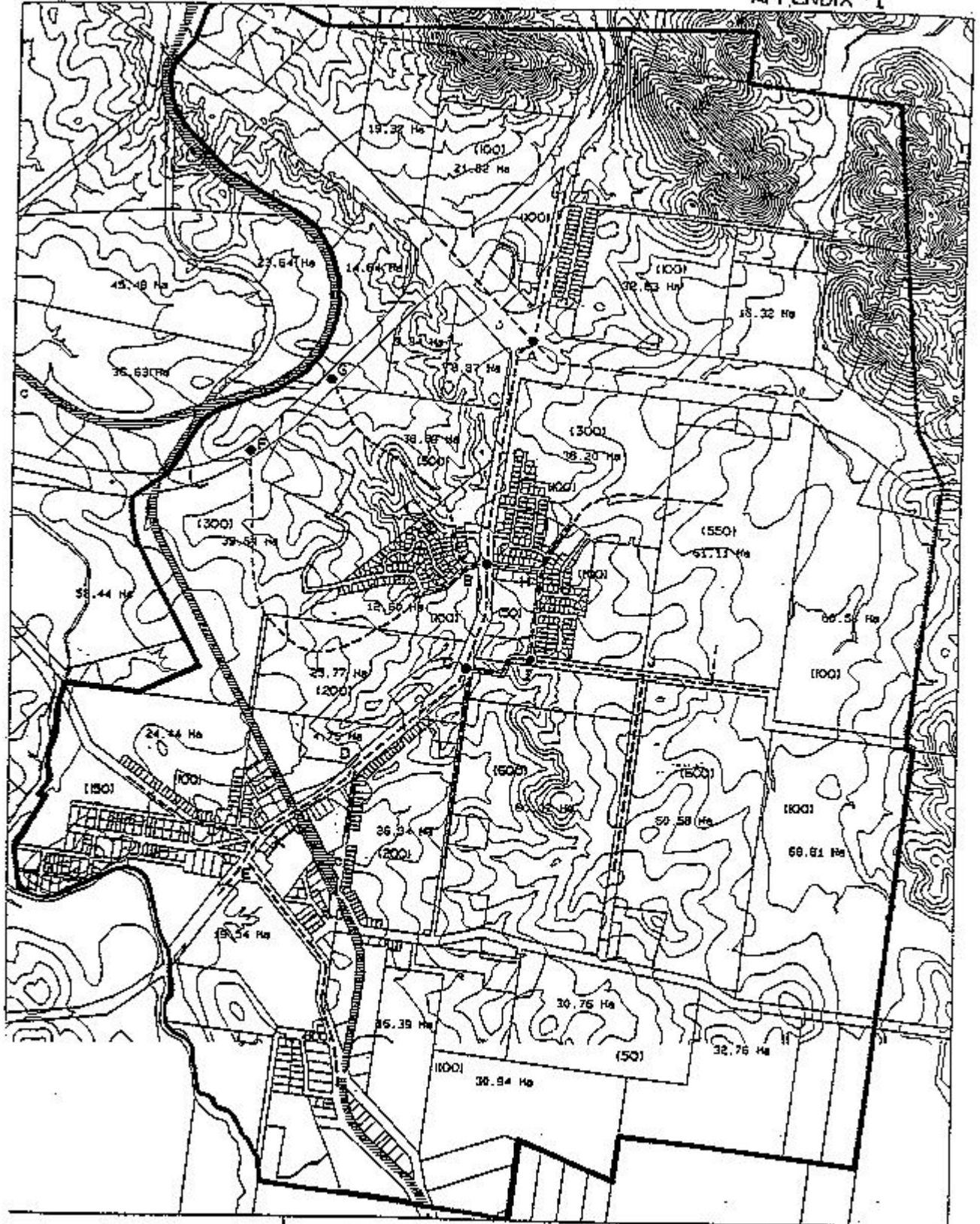
Development	Unit of Development.	E.P./Unit
Residential - reconfiguration	Allotment	3.2
Residential – duplex	Dwelling Unit	2.6
Residential – multiple unit, aged persons accommodation	Dwelling Unit	2.6
Residential – accommodation building, motel, resort	Dwelling Unit	1.8
Village - reconfiguration	Allotment	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

APPENDIX 1



Notes:

--- COLLECTOR ROAD STANDARD OR HIGHER AT POPULATION APPROX. 10000

MAJOR ROAD NETWORK PLAN FOR CALLIOPE TOWNSHIP

CALLIOPE SHIRE COUNCIL

SCALE: 1/ 15000
DATE: 06/07/94
DRAWN: MOB



**APPENDIX 2
MAJOR ROAD NETWORK
CALLIOPE TOWNSHIP (10,000 PEOPLE)**

- | | | |
|-----|------------------------------------|--|
| 1. | Bruce Highway | Department of Transport |
| 2. | Dawson Highway | Department of Transport and Calliope Shire Council |
| 3. | Drynan Dve | Calliope Shire Council and Developers |
| 4. | Liffey Way | Calliope Shire Council and Developers |
| 5. | Drynan Dve, Hazelbrook | Department of Transport, Calliope Shire Council and Developers |
| 6. | Morris Ave | Department of Transport, Calliope Shire Council |
| 7. | Don Cameron Dve | Calliope Shire Council and Developers |
| 8. | Herbertson Rd | Calliope Shire Council and Developers |
| 9. | Unnamed Road - Off Don Cameron Dve | Calliope Shire Council and Developers |
| 10. | Muirhead St | Calliope Shire Council and Developers |
| 11. | Taragoola Rd to Vallis St | Calliope Shire Council |
| 12. | Bloomfield Street | Calliope Shire Council |

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

(i) Roads

1.	Bruce Highway	- Department of Transport	
2.	Dawson Highway	- Department of Transport	
		- Calliope Shire Council for widening and kerb and channel from A to E 2.6km	C.S.C.- \$360,000
3.	Drynan Drive , Silverdale	- Developer Direct	
4.	Liffey Way	- Developer Direct	
5.	Drynan Drive, Hazelbrook	- Developer Direct	
6.	Morris Avenue	- Developer Direct	
7.	Don Cameron Drive	- Developer Direct	
8.	Herbertson Road	- Developer Direct	
9.	Unnamed Road Off Don Cameron Drive	- Developer Direct	
10.	Muirhead Street	- Calliope Shire Council and Developer Contribution 500m	C.S.C.- \$80,000
11.	Taragoola Road	- Calliope Shire Council	
12.	Bloomfield Street	- Calliope Shire Council	

(ii) Bridge

	Road over Rail	- Department of Transport and Queensland Rail-Main Structure	
	Dawson Highway	- Calliope Shire Council	
	Footways		C.S.C.- \$100,000

(iii) Intersections

	A,F,G	- Department of Transport 100%	
	B,C,D,K,E	- Department of Transport 50% - Calliope Shire Council 50%	C.S.C.- \$300,000
	H ,I,J	- Calliope Shire Council and Developers	C.S.C.- \$150,000

**Estimated Total \$990,000
Say \$1M.**

Funding

Equivalent existing Residential lots = 500
Lots at population of 10,000 = 3125 lots occupied or 4500 lots at 70% occupancy

Given that Calliope township already has a backlog of roadworks that have a high priority, it is not envisaged that additional borrowings will be available of these works. Therefore it will be necessary for the new developments to pay for them.

New allotments = 4000 lots
Cost (contribution) per lot = \$250 per equivalent Residential lot or \$80 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