



GLADSTONE
REGIONAL COUNCIL

**Gladstone Regional Council
Adopted Infrastructure
Charges Resolution (No. 2) -
2011**

**Former Gladstone City Local
Government area**

Amended: 2 August 2011

This is to certify that this is a true and correct copy of the amended Adopted Infrastructure Charge Resolution (pages 1-18 + maps 1-9) for the former Gladstone City local government area adopted on 2 August 2011 and took effect on 4 August 2011.

Signed:

Chief Executive Officer

2 August 2011

Part 1 - Introduction

1.1 Sustainable Planning Act 2009

- (i) The resolution is made pursuant to Section 648D of the *Sustainable Planning Act 2009*.
- (ii) The resolution is to be read in conjunction with the State Planning Regulatory Provision (Adopted Charges).
- (iii) The resolution is attached to The Gladstone Plan, 2006 but does not form part of the Planning Scheme.

1.2 Effect

The resolution has effect on and from Wednesday 6 July 2011 and applies to development application decisions made on or after this date. Amendment No. 1 has effect on and from Wednesday 3 August 2011.

1.3 Purpose of the Resolution

The purpose of the resolution is to establish an *adopted infrastructure charge* for the following trunk infrastructure networks:

- (i) transport network;
- (ii) parks network;
- (iii) stormwater network;
- (iv) water network;
- (v) sewer network

1.4 Interpretation

dwelling unit has the same meaning as that defined in The Gladstone Plan 2006.

GFA is as per the definition in the Queensland Planning Provisions.

impervious area means an area within a site which does not allow natural infiltration of rainfall to the underlying soil and the majority of rainfall would become runoff e.g. roadways, car parks, footpaths, roofs, hardstand areas (natural and sealed), compacted etc.

local government means Gladstone Regional Council

local government area means the former Gladstone City Local Government area

maximum adopted charge means the charge limit set out in the maximum charging framework established in the *Sustainable Planning Act 2009* and *SPRP*.

planning scheme uses (as detailed in Column 1, Table 1) have the same definition as per Part 14, Schedule 1 - Dictionary.

residential zone means the planning scheme zones as stated in Section 1.5.

SPRP means the State Planning Regulatory Provision (adopted charges) or the draft State Planning Regulatory Provision

1.5 Residential Zone

For the purposes of calculating an adopted infrastructure charge for reconfiguring a lot, the residential zones applicable are "Residential", "Residential (Higher Density)", "Park Residential" and "Urban Expansion".

Part 2 - Application of the Resolution

2.1 Application to the local government area

- (i) The adopted infrastructure charges contained within this resolution apply to development on land within the former Gladstone City Local Government area except as detailed in (ii) below.
- (ii) The adopted infrastructure charges do not apply to the following areas:
 - Work or use of land authorised under the *Mineral Resources Act 1989*, the *Petroleum Act 1923*, the *Petroleum and Gas (Production and Safety) Act 2004* or the *Greenhouse Gas Storage Act 2009*; or
 - Development in an *urban development area* under the *Urban Land Development Authority Act 2007*; or
 - Development in a declared *master planned area* within the former Gladstone City Local Government area, except where an *adopted infrastructure charges resolution* states otherwise.

2.2 Application to particular development

- (i) This resolution adopts a charge for particular development that is equal to or less than the *maximum adopted charge* and adopts different charges for particular development in different parts of the *local government area*.
- (ii) To enable the *adopted infrastructure charges schedule* identified in the SPRP to be applied to existing development use types, **Table 1** identifies the relationship between existing planning scheme use types and the classes of development to which the *adopted infrastructure charges schedule* apply.

Table 1 Planning scheme use types to which adopted infrastructure charges schedule apply.

Planning Scheme Uses	Adopted Infrastructure charges schedule uses
Caretakers Residence, Duplex, Display Home, Dwelling House, Multiple Unit Residential, Relative's Apartment,	Residential (3 or more bedroom dwelling) Residential (1 or 2 bedroom dwelling)
Bed & Breakfast, Host Farm, Motel, Resort, Workers Accommodation	Accommodation (Short term)
Accommodation Building, Aged Persons Accommodation, Caravan and Relocatable Home Park	Accommodation (Long term)
Community Facilities, Place of Worship	Places of Assembly
Bulk Store, Produce Store, Retail Plant Nursery, Showrooms, Warehouse	Commercial (Bulk Goods)
Food Premises, Funeral Premises, Market, Service Station, Service Trade, Shop, Shopping Centre, Vehicle & Machinery Sales & Hire	Commercial (Retail)
Commercial Premises, Estate Sales Office, Office	Commercial (Office)
Child Care Centre, Educational Establishment	Education Facility
Cinema, Licensed Premises, Gaming Premises	Entertainment
Indoor Entertainment	Indoor Sport and Recreational Facility
Contractors Depot, Fuel Depot, Local Industry, Machinery & Transport Depot, Minor Infrastructure, Storage Depot, Vehicle Repair Station, Waterfront Industry	Industry
Concrete Batching Plant, Extractive Industry, Major Industry, Major Infrastructure, Mining, Noxious Offensive or Hazardous Industry	High Impact Industry
Agriculture, Animal Husbandry, Rural Pursuits	Low Impact Rural
Aquaculture, Intensive Agriculture, Intensive Animal Husbandry	High Impact Rural
Hospital, Institution, Local Surgery, Medical Centre, Public Purpose, Veterinary Clinic, Veterinary Hospital	Essential Services
Airport & Aviation Facilities, Brothel, Carpark, Marina, Port Facilities, Sport & Recreation, Tourist Attraction, Home Business	Specialised uses
Advertising Sign, Cemetery, Family Day Care Home, Home Occupation, Park, Telecommunications Facility, Temporary Use	Minor uses

2.3 Application to trunk infrastructure networks

The adopted infrastructure charge partially funds the establishment cost of the identified trunk infrastructure networks.

2.4 Priority Infrastructure area

The priority infrastructure area (PIA) is the area identified on Map 1, which can be found in Part 8 - Schedule of Maps. A priority infrastructure area identifies the areas within the *local government area* that is intended to accommodate urban growth.

2.5 Charge Areas

The charge areas for the calculation of an adopted infrastructure charge is identified on Map 2, which can be found in Part 8 - Schedule of Maps.

Part 3 - Trunk Infrastructure Networks

3.1 Trunk Infrastructure Identification and Establishment Cost

Until a priority infrastructure plan is adopted, this resolution identifies trunk infrastructure for the *local government area* and the establishment cost of the identified trunk infrastructure. Details regarding the trunk infrastructure can be found in Part 10 - Schedule of Works for Trunk Infrastructure and Part 9 - Schedule of Plans for Trunk Infrastructure.

Note: For clarification, trunk infrastructure does not include local parks, open space or reserves or similar land types.

Part 4 - Adopted Infrastructure Charge

4.1 Purpose

This section states the application of the adopted infrastructure charge to be levied by Gladstone Regional Council under section 648F of the *Sustainable Planning Act 2009* for the transport, parks, stormwater, water and sewer networks.

4.2 Adopted Charge

The adopted charge for:

- (i) reconfiguring a lot, is stated in Table 2, Adopted charge for reconfiguring a lot; and
- (ii) a material change of use or building work for:
 - (a) residential development is stated in Table 3, Adopted charge for residential development
 - (b) non-residential development other than a specialised use as stated in Table 1, is stated in Table 4, Adopted charge for non-residential development

- (iii) specialised uses or other development not otherwise identified in Table 1 is to be determined by the *local government* on an assessment of use and demand at time of assessment.
- (iv) The adopted charge will be calculated on the approved use and at the time the decision is made, and will be recalculated at the time of payment.

4.3 Indexation

Under section 648C of the *Sustainable Planning Act 2009*, the Minister may change the amount of the *maximum adopted charge*. The change must be no more than the *maximum adopted charge* at the start of the financial year multiplied by the three year moving average annual percentage increase in the Queensland road and bridge index for the period of three years ending at the start of the financial year.

The change to the *maximum adopted charge* will be published in the Government Gazette and take effect the day the notice is gazetted.

Table 2 - Adopted charge for reconfiguring a lot

Column 1 Charge Area	Column 2 Infrastructure Charge in a residential zone	Column 3 Infrastructure Charge in a zone other than a residential zone
Charge area 1	\$28,000/lot	\$16,000/lot
Charge area 2	\$26,000/lot	\$16,000/lot
Charge area 3	\$24,000/lot	\$16,000/lot
Charge area 4	\$20,000/lot	\$16,000/lot
Charge area 5	\$18,000/lot	\$16,000/lot
Charge area 6	\$16,000/lot	\$16,000/lot

Table 3 - Adopted charge for residential development

Use Schedule	Charge Area	Adopted infrastructure charge for residential development (\$/dwelling unit)	
		1 or 2 bedroom dwelling	3 or more bedroom dwelling
Residential	Area 1	20,000	28,000
	Area 2	18,600	26,000
	Area 3	17,200	24,000
	Area 4	14,300	20,000
	Area 5	12,900	18,000
	Area 6	11,500	16,000
Accommodation (Short term)	Area 1	10,000	14,000
	Area 2	9,300	13,000
	Area 3	8,600	12,000
	Area 4	7,200	10,000
	Area 5	6,500	9,000
	Area 6	5,800	8,000

Use Schedule	Charge Area	Adopted infrastructure charge for residential development (\$/dwelling unit)	
		1 or 2 bedroom dwelling	3 or more bedroom dwelling
Accommodation (Long term)	Area 1	20,000	28,000
	Area 2	18,600	26,000
	Area 3	17,200	24,000
	Area 4	14,300	20,000
	Area 5	12,900	18,000
	Area 6	11,500	16,000

Table 4 - Adopted charge for non-residential development

Use Schedule	Charge Area	Adopted infrastructure charge \$/m2 of GFA	Adopted infrastructure charge for stormwater network \$/m2 of impervious area
Places of Assembly	Areas 1-6	70	10
Commercial (Bulk Goods)	Areas 1-6	140	10
Commercial (Retail)	Areas 1-6	180	10
Commercial (Office)	Areas 1-6	140	10
Education Facility	Areas 1-6	140	10
Entertainment	Areas 1-6	200	10
Indoor Sport & Recreational Facility	Areas 1-6	200, court areas at 20	10
Industry	Areas 1-6	50	10
High Impact Industry	Areas 1-6	70	10
High Impact Rural	Areas 1-6	20	N/A
Essential Services	Areas 1-6	140	10
Minor Uses	Areas 1-6	Nil charge	
Low Impact Rural	Areas 1-6	Nil charge	

Part 5 - Administration of adopted infrastructure charge

5.1 Purpose

States how an adopted infrastructure charge levied by the *local government* is to be administered.

5.2 Calculation

An adopted infrastructure charge that may be levied by the *local government* is calculated as follows:-

$$TAIC = [(AIC \times U) - (C)] \times I$$

TAIC is the total adopted infrastructure charge that may be levied by the *local government*

AIC is the adopted infrastructure charge as identified in tables 2, 3 & 4.

- U is the unit of calculation as identified in tables 2, 3 & 4.
- C is the agreed credit as set out in Part 6.
- I is the indexation rate as advertised in the Government Gazette (s4.3).

5.3 Development subject to adopted infrastructure charge

- (i) The *local government* may levy an adopted infrastructure charge on the following development:
 - (a) reconfiguring a lot
 - (b) a material change of use of premises
 - (c) carrying out building works
- (ii) If a development is subject to more than one use, the *local government* may levy an adopted infrastructure charge for development on the basis of the use with the highest potential demand.
- (iii) For an existing lawful use to which a development application is seeking to expand the gross floor area of the facility, the *adopted infrastructure charge* is only to be applied on the part of the development which is subject of the intensification or extension.

5.4 Method of notification of an adopted infrastructure charge

- (i) The *local government* is required to issue an adopted infrastructure charges notice stating:
 - (a) the amount of the charge;
 - (b) the land to which the charge applies;
 - (c) the person to whom the charge must be paid;
 - (d) when the charge is payable
- (ii) The adopted infrastructure charges notice may be given only in relation to a development approval or compliance permit.

5.5 Time of payment of an adopted infrastructure charge

An adopted infrastructure charge is payable at the following time:

- (i) if the charge applies to reconfiguring a lot that is assessable development or development requiring compliance assessment - before the *local government* approves the plan of subdivision for the reconfiguration; or
- (ii) if the charge applies to building work that is assessable development or development requiring compliance assessment - before the certificate of classification for the building work is issued; or
- (iii) if the charge applies to a material change of use - before the change happens; or

- (iv) otherwise - on the day stated in the adopted infrastructure charges notice or negotiated adopted infrastructure charges notice.

5.6 Alternatives to paying an adopted infrastructure charge

- (i) The *local government* may enter into a written agreement about:
 - (a) whether the charge may be paid at a different time from that stated in the adopted infrastructure charge notice or negotiated adopted infrastructure charges notice;
 - (b) whether the charge may be paid by instalments;
 - (c) whether infrastructure may be supplied instead of paying all or part of the charge.
- (ii) The *local government* may, for development infrastructure that is land, give a notice in addition to, or instead of an adopted infrastructure charges notice requiring:
 - (a) part of the land the subject of the development application or compliance assessment, to be given to the *local government* in fee simple; or
 - (b) part of the land the subject of the development application or compliance assessment, to be given to the *local government* in fee simple and part of an adopted infrastructure charge.

5.7 Recording adopted infrastructure charges

Local Government must record all levied adopted infrastructure charges in a publicly available adopted infrastructure charges register.

Part 6 - Credits

6.1 Definition of a Credit

- (i) A credit means the amount to be applied for the purpose of calculating an adopted infrastructure charge which takes into account existing land usage of the premises/site.
- (ii) The maximum value of a credit for each site will not exceed the adopted infrastructure charge for the approved land use of the existing site.

6.2 Application of a credit

- (i) A credit will only be applied in respect of an existing lawful use in existence at the time the development application is made. This means an existing lawful use has to be established (up and running) at the time the development application is made.
- (ii) A credit will not be applied under any circumstance for unapproved use of the land.

- (iii) For non-residential land use if a credit is higher than the Adopted Infrastructure Charge of the approved use a refund will not occur.

Part 7 - Offsets

7.1 Purpose

This section states the *local government's* policy for an infrastructure offset for a trunk infrastructure contribution (refer section 3.1)

7.2 Application of section

This section applies where for a development, the *local government* has for a trunk infrastructure network:

- (i) required the following (*trunk infrastructure contribution*):
 - (a) the supply of work for trunk infrastructure in a condition of a development approval under section 649 (Conditions local governments may impose for necessary trunk infrastructure) of the *Sustainable Planning Act 2009*;
 - (b) the giving of part of the land the subject of a development application or request for compliance assessment in a notice given under section 648K(2) (Agreements about, and alternatives to, paying adopted infrastructure charge) of the *Sustainable Planning Act 2009* (*land dedication notice*); and
- (ii) levied an adopted infrastructure charge in an adopted infrastructure charges notice or a negotiated adopted infrastructure charges notice for the same premises under section 648F (Adopted infrastructure charges notice) of the *Sustainable Planning Act 2009*.

7.3 Claim for an infrastructure offset

- (1) The person bound to provide the trunk infrastructure contribution and the adopted infrastructure charge for the development under the *Sustainable Planning Act 2009* (*claimant*) may give a notice in the prescribed form to the *local government* which states the following:
 - (i) that the claimant proposes to supply the trunk infrastructure contribution;
 - (ii) that the claimant seeks an offset for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (*infrastructure offset*);
 - (iii) the claimant's estimate of the following:

- (a) the market estimate of the infrastructure required by the development (Er);
 - (b) the market estimate of the trunk infrastructure specified by the *local government* (Es);
 - (c) the value of the infrastructure offset for the trunk infrastructure contribution.
- (2) The *local government* is to give a notice in the prescribed form to the claimant which states the following:
- (i) whether an infrastructure offset is applicable or not;
 - (ii) if an infrastructure offset is not applicable, the reason;
 - (iii) if an infrastructure offset is applicable, the value of the infrastructure offset.

7.4 Calculation of an infrastructure offset

- (1) The value of an infrastructure offset for trunk infrastructure which is:
- (i) predeveloped land, is the undeveloped valuation of the land; and
 - (ii) work, is (Es-Er):
- (2) The market estimate of the infrastructure required by the development is the estimate expressed in dollars of the design and construction of the work required to service the development:
- (i) including the following:
 - (a) the cost of planning and designing the work;
 - (b) the cost of survey and site investigation for the work;
 - (c) a cost under a construction contract for the work;
 - (d) a portable long service leave payment for a construction contract;
 - (e) an insurance premium for the work;
 - (f) a local government inspection fee for the commencement and end of the maintenance period for the work;
 - (g) the cost of an approval for the work;
 - (ii) excluding the following:
 - (a) a cost of carrying out temporary infrastructure;
 - (b) a cost of carrying out non trunk infrastructure;
 - (c) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (a) and (b);
 - (d) a part of the trunk infrastructure contribution provided by the local government or a person other than the person seeking the infrastructure offset;

- (e) a cost to the extent that GST is payable and an input tax credit can be claimed for the work.
- (3) The market estimate of the trunk infrastructure specified by the *local government* is the estimate expressed in dollars of the design and construction of the trunk works:
- (i) including the following:
 - (a) the cost of planning and designing the work;
 - (b) the cost of survey and site investigation for the work;
 - (c) a cost under a construction contract for the work;
 - (d) a portable long service leave payment for a construction contract;
 - (e) an insurance premium for the work;
 - (f) a local government inspection fee for the commencement and end of the maintenance period for the work;
 - (g) the cost of an approval for the work;
 - (ii) excluding the following:
 - (a) a cost of carrying out temporary infrastructure;
 - (b) a cost of carrying out non trunk infrastructure;
 - (c) a cost of the decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (a) and (b);
 - (d) a part of the trunk infrastructure contribution provided by the local government or a person other than the person seeking the infrastructure offset;
 - (e) a cost to the extent that GST is payable and an input tax credit can be claimed for the work.
- (5) The *local government* is to calculate the amount of the value of the infrastructure offset by indexing the value of the infrastructure offset from the date of the notice given under section 7.3(2) (Claim for an infrastructure offset) to the date that the infrastructure offset is to be offset against an infrastructure charge in accordance with the indexing as stated in section 4.3.

7.5 Application of an infrastructure offset

The *local government* is to offset the amount of the value of an infrastructure offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates if the trunk infrastructure contribution is supplied for the development by the claimant in accordance with the applicable development approval and land dedication notice.

PART 8 - SCHEDULE OF MAPS

Map 1	Gladstone Priority Infrastructure Area	29 June 2011
Map 2	Gladstone Infrastructure Charge Areas	6 July 2011

PART 9 - SCHEDULE OF PLANS FOR TRUNK INFRASTRUCTURE

Map 3	Gladstone Existing Trunk Road Network	29 June 2011
Map 4	Gladstone Proposed Future Trunk Road Network	29 June 2011
Map 5	Gladstone Existing Trunk Water Network	29 June 2011
Map 6	Gladstone Proposed Future Trunk Water Network	29 June 2011
Map 7	Gladstone Existing Trunk Sewer Network	29 June 2011
Map 8	Gladstone Proposed Future Trunk Sewer Network	29 June 2011
Map 9	Gladstone Existing Parks and Reserves Network	20 July 2011

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PART 10 - SCHEDULE OF WORKS FOR TRUNK INFRASTRUCTURE

• Roads

Identifier	Name	Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
Roads						
R21	Victoria Avenue	2 Lane Urban Major Collector	100%	2011	\$ 732,279	\$ -
R7	Kirkwood Road	2 Lane Urban Sub Arterial	100%	2011	\$ 4,234,194	\$ -
R17	Dixon Drive	2 Lane Urban Major Collector	100%	2012	\$ 1,318,368	\$ -
R4	Glenlyon (Dixon - Kirkwood)	80K Standard (incl Bike Path)	0%	2012	\$ 3,996,303	\$ 3,996,303
R8	Goondoon (William to Rosebery)	LATM - reconstruct & return to 2 way	0%	2013	\$ 560,838	\$ 560,838
R1	Glenlyon (Herbert to Derby)	4 Laning (incl Bike Path)	0%	2013	\$ 2,329,737	\$ 2,329,737
R6	Glenlyon (Kirkwood to Mt Rollo)	Earthworks (Vertical Alignment)	0%	2014	\$ 500,000	\$ 500,000
R30	Philip Street	4 Laning	100%	2014	\$ 1,067,187	\$ -
R9	Goondoon (Yarroon to Lord)	LATM / Beautification	0%	2014	\$ 568,812	\$ 568,812
R22	Glenlyon Road Extension	Planning & Survey Future	0%	2015	\$ 9,550,194	\$ 9,550,194
R2	Glenlyon (Breslin to Philip)	4 Laning (incl Bike Path)	0%	2016	\$ 4,054,779	\$ 4,054,779
R5	Glenlyon (Dixon - Kirkwood)	4 Laning (incl Bike Path)	0%	2018	\$ 5,327,961	\$ 5,327,961
R10	Flinders Parade (Lord to Auckland)	Waterfront (Parking and Amenity)	0%	2019	\$ 1,152,243	\$ 1,152,243
R3	Glenlyon (Philip to Dixon)	4 Laning & New Rail Bridge (incl Bike Path)	0%	2019	\$ 3,601,590	\$ 3,601,590
R11	McCann Street	Close Road (Cul-De-Sac)	0%	2024	\$ 182,073	\$ 182,073
R14	Blain Drive	4 Lane Widening	0%	2027	\$ 2,238,036	\$ 2,238,036
R15	Blain Drive	4 Lane Widening	0%	2027	\$ 1,251,918	\$ 1,251,918
R16	Blain Drive	4 Lane Widening	0%	2027	\$ 221,943	\$ 221,943
R19	John Dory Drive	2 Lane Urban Major Collector	100%	2030	\$ 1,618,722	\$ -
R12	Red Rover to Reid Road	2 Lane and Bridge	100%	2035	\$ 2,471,940	\$ -
R13	Red Rover to Reid Road	2 Lane and Bridge	100%	2035	\$ 3,095,241	\$ -
Bridges						
B1	Dixon Drive / Police Creek	2 LANE + Foot/Bike Path	0%	2012	\$ 2,872,000	\$ 2,872,000
B2	Blain Drive	Grade Separated Railway Xing	0%	2027	\$ 49,403,000	\$ 49,403,000
B3	Blain Drive / Auckland Inlet	Widening to 4 lanes + Foot/Bike Path	0%	2027	\$ 7,123,000	\$ 7,123,000
B4	Mt Millar Road / Callopie River	2 Lane (Heavy Vehicle)	100%	2035	\$ 62,234,000	\$ -
Intersections						
I22	Glen Eden / Victoria	Unsignalised Tee (2 Lane)	100%	2011	\$ 690,000	\$ -
I23	Kirkwood / Glenlyon	Signals	100%	2011	\$ 930,123	\$ -
I33	Gladstone-Benaraby / Kirkwood	Roundabout	100%	2011	\$ 466,000	\$ -
I15	Penda / Shaw	Signals / RAB	0%	2011	\$ 1,006,000	\$ 1,006,000
I3	Goondoon / Rosebery	Signals	0%	2011	\$ 393,000	\$ 393,000
I17	Kirkwood / Dixon	Unsignalised Tee	80%	2012	\$ 553,000	\$ 110,600
I16	Glenlyon/Dixon/Dalrymple	Hi Volume Roundabout	0%	2012	\$ 1,078,000	\$ 1,078,000
I2	Auckland / Herbert	Signals	0%	2012	\$ 359,000	\$ 359,000
I30	Dawson Highway / Kirkwood / Don Young	Signals	100%	2012	\$ 2,597,000	\$ -
I1	Glenlyon / Breslin / Derby	Signals & Remove Slipways	0%	2013	\$ 1,459,000	\$ 1,459,000
I37	Glenlyon / Tank	4 Lane Signals (& Ambulance Access)	0%	2013	\$ 929,000	\$ 929,000
I14	J Hickey Av & Anderson ST	Roundabout	0%	2014	\$ 546,000	\$ 546,000
I34	Gladstone-Benaraby / Dalrymple	Signals	50%	2014	\$ 348,000	\$ 174,000
I5	Derby / Ann	Signals	0%	2014	\$ 571,000	\$ 571,000
I10	Hansen / Palm Drive	Signals	50%	2015	\$ 857,000	\$ 428,500
I29	Dawson Highway / Philip Street	6 Lane Signals	100%	2015	\$ 2,535,000	\$ -
I8	Dixon / Witney	Signals (required after Police Creek Bridge)	0%	2015	\$ 375,000	\$ 375,000
I9	Dixon / Mercury	Signals (after Police Creek Bridge)	0%	2015	\$ 373,000	\$ 373,000
I36	Hansen / Lord	Signals	50%	2016	\$ 751,000	\$ 375,500
I21	Glenlyon / Victoria	Unsignalised Tee (4 Lane)	0%	2018	\$ 589,000	\$ 589,000
I26	Dawson Highway/Paterson/Cemetery	Coordinated Signals	100%	2018	\$ 1,153,000	\$ -
I27	Harvey / Carinya	Roundabout 1 Lane	0%	2018	\$ 343,000	\$ 343,000
I13	Don Young & Col Brown	Signals	0%	2019	\$ 736,000	\$ 736,000
I25	Kirkwood / Glen Eden	Unsignalised Tee (LLO)	100%	2019	\$ 549,000	\$ -
I11	Red Rover Rd / Benstead (Nth)	Widen & Channelisation	0%	2020	\$ 773,000	\$ 773,000
I20	Col Brown / J Hickey	Signals	0%	2020	\$ 359,000	\$ 359,000
I24	Dawson Highway / Harvey Road	Upgrade Approaches to Roundabout	0%	2020	\$ 928,000	\$ 928,000
I4	Auckland / Short	Signals	0%	2020	\$ 345,000	\$ 345,000
I12	Red Rover Road / Benstead Rd (Sth)	Channelisation	0%	2021	\$ 613,000	\$ 613,000
I7	Philip / Waterson	Signals	50%	2022	\$ 666,000	\$ 333,000
I35	Dawson Highway / Scenery	Signals	50%	2024	\$ 933,000	\$ 466,500
I6	Philip / Oxley	Signals	50%	2024	\$ 792,000	\$ 396,000
I32	Dawson Highway / Calemonda Drive	Signals (part of Airport Terminal Relocation)	100%	2025	\$ 1,135,000	\$ -
I18	Dalrymple / John Dory	Roundabout 1 Lane	0%	2030	\$ 313,000	\$ 313,000
I19	John Dory / Glen Eden	Unsignalised Tee (4 lane)	0%	2030	\$ 416,000	\$ 416,000
I28	Red Rover / Don Young	Roundabout 1 Lane	100%	2035	\$ 269,000	\$ -
I31	Kirkwood Rd / Dawson Highway	Intersection Separation	50%	2035	\$ 28,954,000	\$ 14,477,000
						\$124,199,527.00
existing Trunk Roads Establishment Cost						\$212,609,422.52

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• Sewer

Identifier	Name	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Callipe River STP				
	Callipe River STP - Upgrade 2005		2,010	\$ 545,000	\$ 980,427
	Callipe River STP - Upgrade 2015		2,015	\$ 1,180,000	\$ 2,211,208
	Callipe River STP - Upgrade 2026		2,026	\$ 7,450,000	\$ 14,519,019
	South trees STP				
	South trees STP - Upgrade 2008		2,010	\$ 2,045,000	\$ 3,678,851
	South trees STP - Upgrade 2010		2,010	\$ 3,700,000	\$ 6,656,112
	South trees STP - Upgrade 2021		2,021	\$ 3,700,000	\$ 6,933,450
	Calliopo and South Trees Schemes				
1	Flowmodelling and model calibration		2,010	\$ 100,000	\$ 179,895
2	Line CA augmentation		2,016	\$ 340,151	\$ 637,411
3	Line CE5 augmentation		2,010	\$ 366,862	\$ 659,966
4	Line CE5-1 augmentation		2,010	\$ 244,755	\$ 440,301
5	300 dia gravity transfer from Line S4-1 to Line A		2,010		
6	SPS S4 and pressure main decommissioning		2,010		
7	Extension of CE5 - 300 dia		2,010		
8	Extension of Line CE5-1 - 225 dia		2,010	\$ 368,439	\$ 662,802
9	Extension of Line C8 - 150mm dia		2,010	\$ 273,361	\$ 491,762
10	Extension of Line S4-1 - 225 dia		2,010	\$ 179,864	\$ 323,567
11	Extension of Line S4-2 225m dia		2,010	\$ 187,268	\$ 336,885
12	SPS C3 upgrade		2,010	\$ 23,000	\$ 41,376
13	Replace smaller pump at S1		2,010	\$ 170,000	\$ 305,821
14	PS S1 upgrade		2,010	\$ 830,000	\$ 1,493,128
15	SPS D2 Pump Station		2,016	\$ 94,000	\$ 176,147
16	SPS D2 pressure main - 150m dia		2,016	\$ 681,822	\$ 1,277,670
17	SPS D3 Pump Station		2,026	\$ 51,000	\$ 99,392
18	SPS D3 - 100mm pressure main		2,026	\$ 236,217	\$ 460,354
19	Gravity connection of SPS D3 to D2 - 225mm		2,026	\$ 82,000	\$ 159,807
20	SPS A1 Upgrade		2,010	\$ 1,180,000	\$ 2,122,760
21	Line A1 Augmentation		2,010	\$ 18,186	\$ 32,716
22	SPS A2 upgrade		2,010	\$ 262,000	\$ 471,325
23	Line 6B minor works		2,010	\$ 3,000	\$ 5,397
24	Line 2A augmentation		2,010	\$ 61,973	\$ 111,487
25	SPS A6 upgrade		2,010	\$ 247,000	\$ 444,340
26	Line 1A Augmentation		2,016	\$ 941,180	\$ 1,763,681
27	Line 2A Augmentation		2,016	\$ 461,712	\$ 865,204
28	SPS D1 upgrade		2,020	\$ 114,000	\$ 213,625
29	SPS T2 Upgrade		2,009	\$ 276,000	\$ 496,510
30	SPS T5 Upgrade		2,010	\$ 53,000	\$ 95,344
31	SPS T2 - Duplication of Pressure Main		2,009	\$ 414,000	\$ 744,765
32	SPS T2 - Extension of 300 dia		2,009	\$ 183,056	\$ 329,308
33	SPS ST1 Upgrade		2,010	\$ 389,000	\$ 699,791
34	SPS ST3 Upgrade		2,011	\$ 142,000	\$ 255,451
35	SPS ST4 Upgrade		2,026	\$ 194,000	\$ 378,079
36	SPS ST6 Upgrade		2,030	\$ 22,000	\$ 42,875
37	SPS ST3 - 150mm RM		2,011	\$ 404,594	\$ 727,845
38	SPS ST4 - 200mm RM		2,026	\$ 1,372,869	\$ 2,675,532
39	SPS ST1 - 375mm RM		2,010	\$ 1,596,765	\$ 2,872,499
40	Line T2 - 150mm duplication		2,006	\$ 30,000	\$ 53,968
41	SPS ST1 subcatchment		2,009	\$ 688,479	\$ 1,238,539
42	SPS ST3 subcatchment		2,011	\$ 737,886	\$ 1,327,419
43	Gravity Main DS of ST3 RM		2,011	\$ 801,318	\$ 1,441,530
44	SPS ST4subcatchment		2,026	\$ 1,622,804	\$ 3,162,621

Future Trunk Water Establishment Cost \$ 65,298,000

Existing Trunk Water Establishment Cost \$ 102,111,000

Gladstone Regional Council
Adopted Infrastructure Charges Resolution (No. 2) - 2011
Former Gladstone Local Government Area

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• **Water**

Identifier	Name	Subsidy	Indicative Construction Date	CRC	Adj CRC
1	-Opening Valves	0%	2010	\$ 2,000	\$ 3,598
2	-ClosingValves	0%	2010	\$ 12,000	\$ 21,587
3	-decommissioning Fisher St Pump Station	0%	2010	\$ 10,000	\$ 17,989
4	-450 Interconnection between Fisher St, Radar Hill and Ferris Hill Reservoirs	0%	2010	\$ 43,400	\$ 78,074
5	-300 di flow control valve upstream of Paterson St	0%	2010	\$ 5,100	\$ 9,175
6	-250 pipework downstream of Paterson St Reservoir	0%	2010		
7	-Connect new Auckland upstream of Auckland Creek Pump Stn	0%	2010	\$ 13,500	\$ 24,286
8	-Connect New Auckland and Telina along Dickinson Rd	0%	2010	\$ 334,000	\$ 600,849
9	-ClosingValves	0%	2010	\$ 4,000	\$ 7,196
10	-200 connection to Callemondah Industrial Zone	0%	2010	\$ 60,000	\$ 107,937
11	-200mm extension of main in Skyline Drive to connect proposed FKP development	0%	2010		
12	-375mm East from Harvey Rd	0%	2010	\$ 250,000	\$ 449,737
13	-300mm to Skyline Drive	0%	2010		
14	-300mm Harvey Rd to Kirkwood Rd	0%	2010		
15	-300mm East of Skyline Drive	0%	2010		
16	-300mm West of Harvey Rd	0%	2010		
17	-375mm West of Harvey rd	0%	2010		
18	-250mm East of skyland Dr	0%	2020	\$ 231,000	\$ 432,872
19	-200mm main	0%	2025	\$ 107,700	\$ 209,892
20	-150mm main	0%	2030	\$ 29,000	\$ 56,517
21	-Glen Eden 200mm along Victoria Pde	0%	2015	\$ 170,000	\$ 318,564
22	-Glen Eden 200mm along Glen Eden Dr	0%	2015	\$ 36,000	\$ 67,461
23	-Glen Eden 200mm other	0%	2015	\$ 640,000	\$ 1,199,299
24	-O'Connell HLZ - Booster Pump Stn	0%	2010	\$ 127,800	\$ 229,906
25	-O'Connell HLZ - reservoir	0%	2023	\$ 683,000	\$ 1,279,877
26	-O'Connell HLZ - 150mm along Haddock Dr and Booroo Rd	0%	2011	\$ 486,000	\$ 874,289
27	-O'Connell HLZ - 200mm along Glenlyon Rd and Booroo Rd	0%	2011		
28	-O'Connell HLZ - 375mm along Glenlyon Rd from Victoria Pde	0%	2011		
29	-O'Connell HLZ - 150mm east along Glenlyon Rd along Kirkwood rd extension	0%	2016	\$ 223,000	\$ 417,881
30	-O'Connell HLZ - 250mm along Glenlyon Rd from Kirkwood to Booroo Rd	0%	2016	\$ 420,000	\$ 787,040
31	-O'Connell HLZ - 300mm from Booroo Rd to O'Connell HLZ Reservoir	0%	2016	\$ 428,000	\$ 802,032
32	-O'Connell HLZ - 200mm connection from HLZ booster Pump to Reservoir	0%	2023	\$ 767,000	\$ 1,437,285
33	-O'Connell HLZ - 300mm reservoir outlet pipework to 300mm in Booroo Rd	0%	2023	\$ 363,000	\$ 680,228
34	-O'Connell HLZ - 150mm North West of HLZ	0%	2030	\$ 538,000	\$ 1,048,488
35	-Round Hill Reservoir Rpairs - Investigation	0%	2010	\$ 20,000	\$ 35,979
36	-Round Hill Reservoir Rpairs - repair Works	0%	2010	\$ 300,000	\$ 539,685
37	-Second Sth Gladstone reservoir	0%	2017	\$ 1,970,000	\$ 3,691,594
38	-250mm augmentation to Gladstone & Barney Pt	0%	2010	\$ 34,000	\$ 61,164
39	-450mm out of Clinton Park Reservoir	0%	2010	\$ 155,000	\$ 278,837
40	-250mm from Dalrymple Dr to Glenlyon Rd	0%	2010	\$ 47,000	\$ 84,551
41	-150mm retic to boost pressure along Allunga dr	0%	2010	\$ 102,000	\$ 183,493
42	-250mm from Glenlyon Rd to Uniting PI	0%	2010	\$ 57,000	\$ 102,540
43	-250mm from Uniting PI to Venus St	0%	2011	\$ 33,000	\$ 59,365
44	-250mm from Venus St to Mercury St	0%	2020	\$ 67,000	\$ 125,552
45	-375mm pipework Downstream of Low Lift P Stn	0%	2030	\$ 406,000	\$ 791,238
46	- 300mm from Dalrymple Drive to Glenlyon Road	0%	2006	\$ 71,000	\$ 127,725
47	- 150mm Maximum hour augmentations to gladstone and Barney Point	0%	2005	\$ 38,000	\$ 68,360
48	- 375mm along Glenlyon Road, from offtake to Ferris Hill Reservoir to Radar Hill Reservoir	0%	2007	\$ 272,000	\$ 489,314
49	- 200ND main along Red Rover Road from Jeff Ringland Drive to Bensted Road	0%	2016	\$ 211,292	\$ 211,140
50	- 200 ND main along Red Rover Road from Bensted Road to proposed industrial area	0%	2026	\$ 153,159	\$ 153,155
51	- 200ND main along Shaw Street from Beak Street to Wilson Street	0%	2020	\$ 479,280	\$ 479,280
52	- Augmentation of bulk water pipe from Auckland Creek Pump Station	0%	2030	\$ 15,453	\$ 15,453
53	- 150ND main along Adelaide St from Roberts St to Derby St	0%	2030	\$ 57,301	\$ 57,301
54	- 375ND augmentation of high lift pipework	0%	2026	\$ 43,014	\$ 43,014
55	- 450 pipework to Ferris Hill Feed	0%	2006		

Future Trunk Water Establishment Cost \$ 18,761,000

Existing Trunk Water Establishment Cost \$ 101,711,000

Gladstone Regional Council
 Adopted Infrastructure Charges Resolution (No. 2) - 2011
 Former Gladstone Local Government Area

• **Parks**

Identifier	Asset Type	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Signature - Regional Parks				
	Gladstone Family Fun & Fitness Trail	0%	2018	\$ 12,000	\$ 12,000
	Apex Park, Gladstone	0%	2014	\$ 150,000	\$ 150,000
	Lion Park, Gladstone	0%	2013	\$ 350,000	\$ 350,000
	Kathleen Shanahan Park	0%	2012	\$ 250,000	\$ 250,000
	Regional and FS				
	Barney Point Redevelopment	0%	2012	\$ 2,747,000	\$ 2,747,000
	Facing Island	0%	2016	\$ 90,000	\$ 90,000
	Tondon Botanic Gardens	0%	2011	\$ 1,594,500	\$ 1,594,500
	Future Trunk Parks Establishment Cost				\$ 5,194,000
	Existing Trunk Parks Establishment Cost				\$ 16,518,000

FIRST ADOPTED: 5th July 2011 and took effect 6th July 2011

AMENDMENT TABLE

AMENDMENT DESCRIPTION	ADOPTED DATE	EFFECTIVE DATE
<p>Amendment No. 1</p> <ol style="list-style-type: none"> 1. Added "Urban Expansion" to Section 1.5. 2. Amended Section 2.5 Charge Areas - removed reference to Map 3. 3. Section 3.1 amended to include statement that trunk infrastructure does not include local parks, open space, reserves or similar land types. 4. Amended "Accommodation (Short term)" charge for 3 or more bedroom dwelling for Areas 2-6. 5. Added statement to Section 4.2 (iv). 6. Include definition of indexation to Section 5.2. 7. Section 7.1 amended to include reference to Section 3.1. 8. Amended Map 2 - Gladstone Infrastructure Charge Areas to take into consideration the state held land as well as freehold land. 9. Added Map 9 - Gladstone Existing Parks and Reserves Network 	<p>2 August 2011</p>	<p>4 August 2011</p>