Policy 19: Policy for Infrastructure (Transport Network Developer Contributions)

1.0 Purpose

The purpose of this Policy is to present the developer contributions scheme for the transport network servicing City of Gold Coast. The contributions will be used to help fund only the provision of the new and/or improved infrastructure needed to serve new development and redevelopment.

This is **Planning Scheme Policy No. 19 – Policy for Infrastructure (Transport Network Developer Contributions)**, which has been prepared in accordance with the **Integrated Planning Act, 1997 (IPA)**.

The provisions of this Policy shall apply to every development application for development which is situated in a part of the City and which, in the opinion of Council, may be connected to the transport network immediately or in the future.

The Policy is supported by the following documents:

- Veitch Lister Report '**Roads Infrastructure Charging for the Gold Coast – August Scheme 2003**' which is available under separate cover.

2.0 Philosophy

An applicant shall pay relevant and reasonable contributions towards the cost of the provision of Transport infrastructure to meet the demand placed on the network by the development.

Contributions are based on the methodology outlined in the subsequent sections of this Policy.

Contributions shall also be used to meet financing costs required for funding the construction of transport infrastructure and associated administrative costs.

Such contributions are held by Council and used for the administration, planning and construction of works or the payment of loans to provide a reliable transport network as outlined in this Policy. The contributions relate only to the use of the Council transport infrastructure and will not be used for the development of State transport infrastructure.

2.1 Adoption of Transport Network Developer Contributions Policy

This Developer Contributions Policy for the transport network has been adopted by resolution of Gold Coast City Council on 23 January 2004, pursuant to provisions of the **Integrated Planning Act 1997** and has effect from the 27 January 2004.

This Policy either replaces or part replaces existing Policies, **Policy 2 Chevron Island Developer Charges Policy**, and **Gold Coast City Council Developer Contributions Schedule 2003/2004**, **Ninth Edition 01/07/2003**.

The provisions of this Policy are subject to review by GCCC from time to time and adoption of any revised policy will be in accordance with **Schedule 3** of **Integrated Planning Act 1997**.

3.0 Demand Assumptions

'**Roads Infrastructure Charging for the Gold Coast – August Scheme 2003**', should be read in conjunction with this policy. It lists all proposed future trunk infrastructure, capital costs, land acquisition costs and assumptions that underpin this Policy. Future transport trunk infrastructure has been separated into seven broad categories, these being road network/ intersection improvements, cycle-ways, bridge upgrades, on road car parking, pedestrian facility networks, and relevant kerb and channel networks.

3.1 Indexation of Developer Contributions

The developer contributions for the transport network, which are in June 2003 dollars shall be adjusted quarterly. The contribution will be adjusted at the time of payment according to movements in the **Consumer Price Index** (**CPI, ABS, 2003**)

3.2 Existing Development Infrastructure Agreements

Gold Coast City Council is bound by preceding development infrastructure agreements. However, where the identified standard of service has increased, Council may impose developer contributions for the difference between the agreed standards of service and the standards of service in this Policy.

4.0 Roads and Cycleways Financial Catchments

The City of Gold Coast has been divided into thirteen (13) financial catchments as shown in **Infrastructure Map IM1**, **Appendix A**. The developer contribution rate for each catchment reflects the sum of the separate contributions rates relating to the road and cycleway networks.

Table 4.1 specifies the developer contribution rates in dollars per vehicle trip per day, ($/vpd), for each of the financial catchments. The number of vehicle trips per day attributed to different types of development is outlined in **Section 7.0** of this policy.

Table 4.1: Developer Contribution Rates in each Transport Financial Catchment – September 2003 Dollars

Transport Financial Catchment Number	Transport Developer Contribution Rate ($/vpd)
1 – Beenleigh	180
2 – Stapylton	339
3 – Coomera	243
4 – Helensvale	260
5 – Coombabah	234
6–Surfers Paradise	289
7 – Benowa	257
8 – Carrara	245
9 – Robina	260
10 – Tugun	202
11 – Austinville	312
12 – Wongawallan	330
13 – Woongoolba	509

Additional contributions will be payable for development within the City of Gold Coast which:

a) is inconsistent with the assumptions stated in this Policy; or

b) is for premises completely or partly outside the anticipated times for the provision of the transport network; or

c) would impose additional trunk infrastructure costs on the GCCC after taking into account developer contributions levied.

5.0 Apportionment

5.1 General

New development will pay for its proportion of the cost of new roads and cycleways and its proportion of the cost of the capacity of the existing transport network. **Sections 5.2** and **5.3** give a brief summary of the methodology used for determining the developer contributions for the road and cycleway networks. For complete details of the methodology used for determining the developer contributions for the road and cycleway networks, refer to the report prepared by Veitch Lister Consulting, '**Roads Infrastructure Charging for the Gold Coast – August 2003 Scheme**'.

5.2 Road Infrastructure Methodology

The road infrastructure network is made up of many classes of roads including rural, urban, industrial and designated bus routes. Each road class may be single or multi-lane.

Initially, the current replacement cost of each class of road was estimated. The capacity of each class of road to carry transport was derived from industry standards, in terms of vehicles per day. The value of road consumption was then calculated for each class of road. The cost of the road network consumed by new development is calculated by estimating the trip generation of new development and multiplying this by the value of the existing and proposed road network capacity.

5.3 Cycleway Infrastructure Methodology

The cost of the on-road cycleway network has been included in the value of the road network. The current replacement cost of the existing off-road cycleway network and the costs of the proposed on-road cycleway network have been estimated separately. The increase in trip ends between 2003 and 2013 has been estimated. This increase, expressed as a percentage, was used to apportion the amount charged to new development for use of the existing and future off-road cycleway network.

6.0 Infrastructure Items

Detailed lists of all proposed trunk infrastructure items for the road and cycleway infrastructure networks can be found in '**Roads Infrastructure Charging for the Gold Coast – August Scheme 2003**'. A brief description, an estimated date for commencement of construction and the total replacement cost is also included. **Infrastructure Maps IM5a** and **IM5b**, **Appendix A**, show the location of the proposed road and cycleway trunk infrastructure, respectively.

7.0 Calculation of Developer Contributions

Developer Contributions are based on the number of vehicle trips per day (vpd) generated by the proposed development/ redevelopment. **Table 7.1** shows the relationship between traffic generation and development type. In general terms, 1 detached residential house equals 6.5 vpd. If the development type is not listed in **Table 7.1**, the vehicle trip(s) attributable to the development will be assessed on a case-by-case basis.

Table 7.1: Relationships between Traffic Generation and Development Type

Development Type	Vehicle Trips/Day	Per Assessment Unit	Comment
Aged Persons Accommodation, Self-Contained Dwelling	2.0	Dwelling	
Hostel Units	1.0	Room	
Nursing Home Beds	0.5	Bed	
Amusement Parlour	0.4	per m² Total Use Area	As Retail-Commercial
Apartments	2.0	Bedroom	As Hotel/ Motel Room
Attached Dwelling	4.0	Dwelling	As Attached Dwelling
Bed and Breakfast	1.5	Lettable Room	
Bulk Garden Supplies	0.1	per m² Total Use Area	
Café	0.4	per m² Total Use Area	As Retail-Commercial
Caravan Park	2.0	Site	
Caretaker's Residence	6.5	Dwelling	As Detached Dwelling
Child Care Centre	3.7	Enrolment	
Cinema	2.5	Seat	As Cinema
Commercial Services	0.4	per m² Total Use Area	As Retail-Commercial
Community Care Centre	As agreed by Council		
Community Purposes	As agreed by Council		
Convenience Shop	0.4	per m² Total Use Area	As Retail-Commercial

Development Type	Vehicle Trips/Day	Per Assessment Unit	Comment
Detached Dwelling	6.5	Dwelling	As Detached Dwelling
Display Home	6.5	Dwelling	As Detached Dwelling
Ecotourism Facility	As agreed by Council		
Educational Establishment-Primary	2.4	Enrolment	
Educational Establishment-Secondary	2.4	Enrolment	
Educational Establishment-Tertiary/ Further	1.8	Equiv Full Time Enrolment	
Estate Sales Office	0.4	per m² Total Use Area	As Retail-Commercial
Family Accommodation	2.0	Added Unit	
Family Day Care Home	As agreed by Council		
Farm Stay	1.5	Lettable Room	
Fast Food Premises	0.4	per m² Total Use Area	As Retail-Commercial
Freight Depot	0.01	per m² Site Area	
Fuel Depot	0.01	per m² Site Area	
Funeral Parlour	4.0	Employee	
Gaming Premises	0.4	per m² Total Use Area	As Retail-Commercial
Home Occupation-Additional to Dwelling	0.4	per m² Total Use Area	As Retail-Commercial
Home Office-Additional to Dwelling	0.16	per m² GLA	As Office
Hospital	As agreed by Council		
Indoor Sport and Recreation			
Squash or other Court	40.0	Court	
Meeting Place/ Public Hall	As agreed by Council		
Pinball Parlour	0.4	per m² Total Use Area	As Retail-Commercial
Amusement Arcade	0.4	per m² Total Use Area	As Retail-Commercial
Theatre/ Cinema	2.5	Seat	As Cinema
Gymnasium	0.5	per m² Total Use Area	
Poker Machine Areas	0.4	per m² Total Use Area	As Retail-Commercial
Gaming Machine Areas	0.4	per m² Total Use Area	As Retail-Commercial
Library, Art Gallery, etc.	As agreed by Council		
Industry (Heavy/ Manufacturing)	0.05	per m² Total Use Area	As Industry
Integrated Housing-Attached	4.0	Dwelling	As Attached Dwelling
Integrated Housing-Detached	6.5	Dwelling	As Detached Dwelling
Kennel	4.0	Employee	
Laundromat	0.4	per m² Total Use Area	As Retail-Commercial
Manufacturer's-Shop-Retail Area	0.4	per m² Total Use Area	As Retail-Commercial
Manufacturer's-Shop-Manufacturing Area	0.05	per m² Total Use Area	As Industry
Marina-Wet Berths for Boats<10m	1.0	Berth	

Development Type	Vehicle Trips/Day	Per Assessment Unit	Comment
Marina-Wet Berths for Boats 10-15m	1.5	Berth	
Marina-Wet Berths for Boats>15m	2.0	Berth	
Marina-Dry Berth or Swing Mooring	0.5	Berth/ Mooring	
Marina-Ancillary Activities	0.05	per m² Total Use Area	As Industry
Marina-Shop	0.4	per m² Total Use Area	As Retail-Commercial
Market	As agreed by Council		
Medical Centre	0.4	per m² Total Use Area	As Retail-Commercial
Mini Warehouse or Self Storage Facility	As agreed by Council		
Minor Tourist Facility	As agreed by Council		
Motel-Manager's Unit	4.0	Dwelling	As Attached Dwelling
Motel-Motel Rooms	2.0	Bedroom	As Hotel/ Motel Room
Motel-Restaurant	0.4	per m² Total Use Area	As Retail-Commercial
Night Club	0.4	per m² Total Use Area	As Retail-Commercial
Office	0.16	per m² GLA	As Office
Outdoor Sport and Recreation			
Tennis or other Court	40.0	Court	
Lawn Bowls	40.0	Green	
Skating Rinks	0.1	per m² Total Use Area	
Swimming Pools	0.1	per m² Total Use Area	
Golf Course	10.0	Hole	
Golf Course Clubhouse	0.4	per m² Total Use Area	As Retail-Commercial
Racecourse	As agreed by Council		
Sporting Arena	As agreed by Council		
Clubhouse	0.4	per m² Total Use Area	As Retail-Commercial
Place of Worship	0.04	per m² GLA	
Reception Room	0.4	per m² Total Use Area	As Retail-Commercial
Relocatable Home Park	3.0	Site	
Residential Hotel-Bedroom	2.0	Bedroom	As Hotel/ Motel Room
Residential Hotel-Ancillary Uses	0.4	per m² Total Use Area	As Retail-Commercial
Resort Hotel-Bedroom	2.0	Bedroom	As Hotel/ Motel Room
Resort Hotel-Ancillary Uses	0.4	per m² Total Use Area	As Retail-Commercial
Restricted Club	0.4	per m² Total Use Area	As Retail-Commercial
Restaurant	0.4	per m² Total Use Area	As Retail-Commercial
Retail-Commercial Development	0.4	per m² Total Use Area	As Retail-Commercial
Retail Plant Nursery	0.1	per m² Total Use Area	
Rural Industry	4.0	Employee housed off-site	
Salvage Yard	0.05	per m² Total Use Area	As Industry

Development Type	Vehicle Trips/Day	Per Assessment Unit	Comment
Serviced Apartment	2.5	Bedroom	
Service Industry	0.2	per m² Total Use Area	As Service Industry
Service Station-Fuel Pumps	80.0	Pump	
Service Station-Service Bays	0.2	per m² Total Use Area	As Service Industry
Service Station-Shop, Restaurant, etc.	0.4	per m² Total Use Area	As Retail-Commercial, but with extra Linked trips
Shop	0.4	per m² Total Use Area	As Retail-Commercial
Shopping Centre Development	0.4	per m² Total Use Area	As Retail-Commercial
Showroom	0.2	per m² Total Use Area	
Special Accommodation	6.5	Dwelling	As Detached Dwelling
Stall	As agreed by Council		
Surgery-Additional to Dwelling	0.4	per m² Total Use Area	As Retail-Commercial
Take-Away Food Premises	0.4	per m² Total Use Area	As Retail-Commercial
Tavern-Lounge, Bar, Beer Garden, etc.	0.4	per m² Total Use Area	As Retail-Commercial
Tavern-Liquor Retail Sales Areas	0.4	per m² Total Use Area	As Retail-Commercial
Tourist Cabins	As agreed by Council		
Tourist Facilities	As agreed by Council		
Tourist Shop	0.4	per m² Total Use Area	As Retail-Commercial
Toxic or Dangerous Goods Store	As agreed by Council		
Transit Centre	As agreed by Council		
Transport Terminal	As agreed by Council		
Vehicle Hire Premises	0.16	per m² GLA	As Office
Vehicle Sales Premises-Office Areas	0.16	per m² Total Use Area	As Office
Vehicle Sales Premises-Display Areas	0.04	per m² Total Use Area	
Veterinary Clinic/ Hospital	0.4	per m² Total Use Area	As Retail-Commercial
Warehouse	0.05	per m² Total Use Area	
Waterfront (or Marine) Industry	0.05	per m² Total Use Area	As Industry
Any Other Use	As agreed by Council		

8.0 Calculation Method

The calculation method for determination of the transport network developer contributions for a development or redevelopment is a two-step process. First the number of trips generated by new development is calculated and then the contribution is applied.

The following is a worked example of how to calculate the developer contribution for transport infrastructure.

Example:

A developer proposes to develop two parcels of land. The first parcel will contain 20 detached houses and the second parcel is a small shopping centre, (total use area 1000 m^2).

Step 1 – Calculate the number of trips generated by each parcel of land.

From **Table 7.1** identify development type:

Parcel 1 is development type 'Detached Dwelling', (6.5 vpd/dwelling)

= 20 dwellings x 6.5 vpd

Parcel 1 = 130 vpd

From **Table 7.1** identify development type:

Parcel 2 is development type 'Shop', 0 40 vpd/m^2 Total Use Area

= 1000 m^2 x 0 40 vpd

Parcel 2 = 400 vpd

Step 2 – Calculate the transport network developer contribution for each development.

Using **Infrastructure Map IM1**, **Appendix A**, identify the transport financial catchment the development is located in. It was found that both developments are located in Transport Financial Catchment 2. Adjust the calculated transport developer contribution rate for inflation in accordance with movement in the consumer price index detailed in **Section 3**. **Table 4.1** specifies the transport developer contribution for this financial catchment of $339/vpd (excluding appropriate adjustment index). Therefore:

Contribution for Parcel 1

= 130 vpd x $339/vpd (excluding appropriate adjustment index)

∴ Transport Network Developer Contribution for Parcel 1

= $ 44,070 (excluding appropriate adjustment index)

Contribution for Parcel 2

= 400 vpd x $339/vpd (excluding appropriate adjustment index)

∴ Transport Network Developer Contribution for Parcel 2

= $ 135,600 (excluding appropriate adjustment index)

∴ Total Transport Network Developer Contribution Parcel 1 + 2

= $ 179,670 (excluding appropriate adjustment index)

9.0 List of References

Veitch Lister Consulting, '**Roads Infrastructure Charging for the Gold Coast – August 2003 Scheme**'.

Appendix A
Infrastructure Maps