

Infrastructure Charging Offset Plan

Ripley Valley Priority Development Area

This document sets out the infrastructure contributions that may be offset against the charges set out in the Infrastructure Funding Framework



June 2020



**Queensland
Government**

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1.0 Introduction

This document sets out the infrastructure contributions that may be offset against the Ripley Valley Priority Development Area (PDA) charges as set out in the Infrastructure Funding Framework (IFF). The infrastructure items noted in this document are applicable to all development within the PDA.

1.1 Infrastructure Funding Framework

The Infrastructure Funding Framework (IFF) establishes the infrastructure charge for each priority development area (PDA). Economic Development Queensland (EDQ) has applied the following infrastructure charges within the Ripley Valley PDA:

- Local charge
- Special infrastructure levy

1.1.1 Local charges

The **Local charge** consists of the following:

- **Municipal charge** – covers the trunk infrastructure typically contained within and providing service only to the PDA and includes infrastructure such as trunk roads, sewer, water supply, serviced land for municipal community facilities, public transport and parks and open space. The municipal infrastructure for the Ripley Valley PDA funded through this charge are set out in Section 2.1 of this document. The municipal charge comprises the following:
 - **Catalyst infrastructure charge** - a component of the municipal charge used to facilitate the early construction of catalyst infrastructure for the PDA. This infrastructure will enable the early and more efficient delivery of development within the PDA. Where Queensland State Government loans are used to fund this infrastructure, they will be required to be repaid over a period of time.
 - **Public transport charge** – a component of the municipal charge used to facilitate the early delivery of public transport services for the PDA. The initial agreement timeframe with Translink for the delivery of the early public transport services is for six years and commenced in 2019.
 - **Balance municipal charge** – the remaining component of the municipal charge (excluding catalyst and public transport charge) is used to facilitate the construction of trunk infrastructure for the PDA.
- **State charge** – covers the provision of serviced land for state community facilities. The offsets available in the Ripley Valley PDA for infrastructure funded through this charge are set out in Section 2.2 of this document.
- **Implementation charge** – covers employment, community development, ecological sustainability and innovation strategies and programs delivered as part of a development. The items funded through this charge for the Ripley Valley PDA are set out in Section 2.3 of this document.
- **Sub-regional charge** – provides a contribution towards the sub-regional infrastructure required to service the PDA and provide necessary external connections to the wider infrastructure networks. The sub-regional infrastructure and offsets available in the Ripley Valley PDA for infrastructure funded through this charge are set out in Section 2.4 of this document.

1.1.2 Special infrastructure levy

See section 2.5.

1.1.3 Infrastructure funding framework crediting and offset arrangements

The Infrastructure Funding Framework Crediting and Offset Arrangements (IFFCOA) sets out the process for crediting, offsetting and refunding infrastructure charges. This document should be read in conjunction with the IFF and the IFFCOA.

This Infrastructure Charging Offset Plan (ICOP) may change from time to time to identify EDQ's current planning for infrastructure in the PDA. Claims for offsets made under Appendix 2 of the IFFCOA will be assessed against the version of the ICOP in effect at the date of the claim.

1.2 Economic Development Act 2012

In accordance with Section 10 of the *Economic Development Act 2012*, the Minister for Economic Development Queensland (MEDQ) may fix charges and other terms for the provision of infrastructure in a priority development area (PDA) and do anything necessary or convenient to be done in the performance of its functions, or exercise of its powers, under the Act. In addition, under Section 115 of the *Economic Development Act 2012*, the MEDQ may make and levy a special rate or charge.

This ICOP provides policy guidance supporting EDQ's Ripley Valley PDA Development Scheme and IFF.

1.3 Limitations

This ICOP has been prepared by EDQ for the Ripley Valley PDA. EDQ does not and shall not assume any responsibility or liability for loss whatsoever to any third party arising out of any use or reliance by any third party on the content of this ICOP.

It is known that strategic planning of major infrastructure external to the PDA is ongoing and may impact on the ICOP assumptions. Therefore, it is expected that the observations and conclusions expressed in this ICOP will change over time.

The ICOP must be read in full and no excerpts are to be taken as representative of the findings. Information contained in this ICOP should not be construed as appropriate for other purposes, other users or where conditions or rates have altered since the date of this ICOP.

The ICOP is a policy document which is intended to provide guidance to the MEDQ on infrastructure matters for a development application. However, the MEDQ can implement an alternative outcome where there are sufficient grounds to justify that alternative.

1.4 Source of Information

The Infrastructure Charging Offset Plan has been informed by the following documents, where possible:

- Local Infrastructure Plan 2014 (Version 16) – prepared for and endorsed by MEDQ
- Sub-regional Infrastructure Plan 2014 (Version 12) – prepared for and endorsed by MEDQ
- Approved Infrastructure Master Plans within the Ripley Valley Priority Development Area
- Water and Sewer Master Planning 2019 – performed by EDQ
- Traffic Network Assessment 2019 – prepared for EDQ by Jacobs.

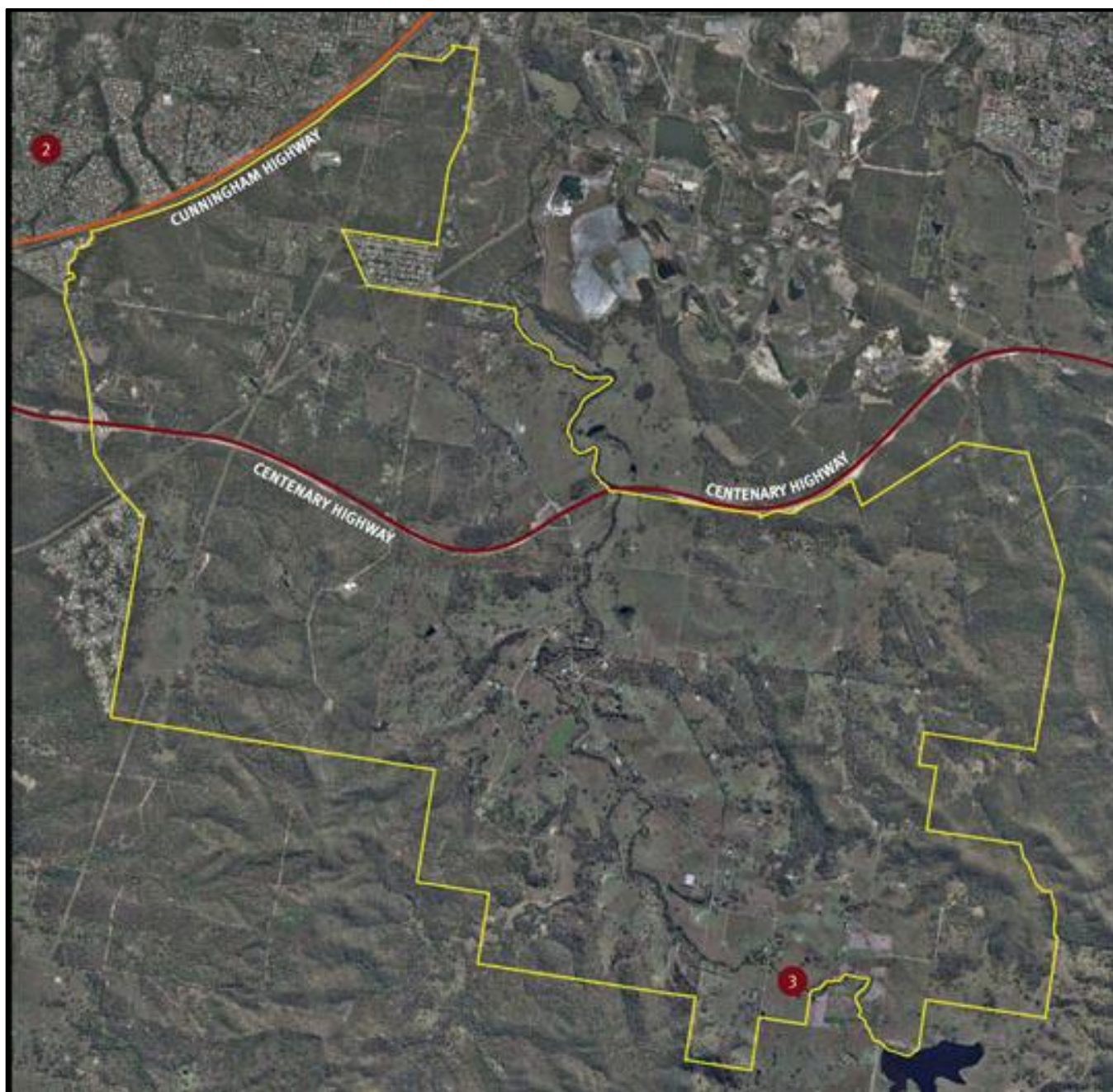
1.5 Ripley Valley Priority Development Area

The Ripley Valley PDA was declared on 8 October 2010 and covers a total area of 4680 hectares. It is located approximately five kilometres south-east of the Ipswich CBD and south of the Cunningham Highway.

The Ripley Valley PDA will provide approximately 50,000 dwellings to house a population of approximately 120,000 based on an average of 2.5 EP/dwelling, and to provide over 30 hectares of non-residential floor space for future employment.

The Ripley Valley PDA is located in one of the largest urban growth areas in Australia and offers opportunities for further residential growth to meet the region's affordable housing needs and includes all areas in the Ripley Valley east of Deebing Creek Road with the exception of the existing Ripley Township.

Figure 1 ICOP catchment area map



2.0 Ripley Valley ICOP framework

2.1 Offsets against municipal charges

2.1.1 Contingencies and on-costs

Contingencies and project owner on-costs are as included in the following table:

Infrastructure network	Project owners costs	Contingencies
Roads	15%	20%
Intersections	15%	25%
Bridges/culverts	15%	25%
Water	15%	25%
Sewer	15%	25%
Parks and open space	10%	10%
Off-road paths	15%	25%
Community facilities	15%	25%

2.1.2 Water supply network

Infrastructure included within this plan

An offset is available for the design and construction of the trunk potable and non-potable water supply infrastructure servicing the PDA as identified on the water supply network maps contained within Sections 5.1 and 5.2 of this plan, including:

- water supply mains with a minimum internal diameter of 225 millimetre and as shown on the attached water supply maps
- water pump stations and booster pumps on the trunk network
- pressure reduction valves provided on bulk supply mains to reservoirs and trunk mains
- ancillary items directly associated with the above associated survey and design costs
- excluding land as majority of network is to be located within road or park reserve, unless infrastructure cannot reasonably be contained within road reserves or park areas.

The following considerations should be made when interpreting the water supply network contained within the ICOP:

- The low-level west reservoir complex has been completed and costs are not included in schedules (assumed as existing infrastructure).
- Low-level zones within the southern Bundamba Creek area are to be serviced by minor pressure reducing valves from the high-level network mains, with particular servicing requirements to be determined during detailed design phase.

Works costs, project owner costs and land provision where identified can be offset against the municipal charge.

Approach to valuing infrastructure

- All water supply (potable and recycled) mains have applied an adjustment factor of 1.3 to allow for potential trenching in rock or unsuitable material.
- Trunk mains on Ripley Road have an additional adjustment factor of 1.25 for construction within the existing road reserve to allow for traffic management. No allowance for the impact of mining areas has been made in the north-east of the PDA. This is subject to further investigation.
- An adjustment factor of 1.25 has been applied for trenchless construction for the water main in Ripley Road under the Cunningham Highway Extension (CHE).
- The potable and recycled water supply base rates presented in July 2019 dollars are:

Diameter (mm)	Rate \$/m
250	\$304
300	\$393
375	\$524
450	\$675
500	\$806

Diameter (mm)	Rate \$/m
600	\$1068
675	\$1287
750	\$1404
900	\$1749

- All other water supply infrastructure items have been based on project costs having regard to the size and extent of the planned works.
- Land values associated with land are detailed in Section 3.3 – Provision of land.

2.1.3 Sewerage network

Infrastructure included within this plan

An offset is available for the design and construction of the trunk sewerage infrastructure servicing the PDA as identified on the sewerage network map contained within Sections 5.1 and 5.2 of this plan, including:

- sewerage pump stations and associated rising mains
- sewerage gravity mains with a minimum nominal internal diameter of 300 millimetres
- interim works required to service new stages where they are included in the sewerage maps
- staged solution has been included for the Bundamba Creek gravity mains within the PDA
- associated survey and design costs
- ancillary items directly associated with the above
- pipe bridges and tunnel boring where required by the network design
- excluding land as majority of network is to be located within road or park reserve, unless infrastructure cannot reasonably be contained within road reserves or park.

The following considerations should be made when interpreting the sewerage network contained within the ICOP:

- Rising main emergency storage is contained within pump well and upstream gravity main network.
- The delivery of sub-regional infrastructure is the responsibility of Urban Utilities.

Works costs, project owner and land costs can be offset against the municipal charge.

Approach to valuing infrastructure

- All gravity mains and pump stations have applied an adjustment factor of 1.5 to allow for potential trenching in rock or unsuitable material.
- All rising (pressure) mains have applied an adjustment factor of 1.3 to allow for potential trenching in rock or unsuitable material.
- Rising mains on Fischer Road include an adjustment factor of 1.25 for construction within the existing road reserve to allow for traffic management. No allowance for the impact of mining areas in the north-east of the PDA has been made. This is subject to further investigation.
- Sewer unit rates have been derived from a combination of current contract prices and local authority asset valuations. They assume a conventional tendering delivery process and a relatively unconstrained greenfield setting (unless stated otherwise).
- The sewer gravity and rising main base rates presented in July 2019 dollars are:

Sewer gravity mains	
Diameter (mm)	Rate \$/m
300	\$384
375	\$488
450	\$552
525	\$654
600	\$762
675	\$886
750	\$1206

Sewer rising mains	
Diameter (mm)	Rate \$/m
200	\$188
250	\$237
375	\$481
700	\$1292

2.1.4 Transport network

2.1.4.1 Roads

Infrastructure included within this plan

An offset is available for the design and construction of the road infrastructure servicing the PDA as identified on the transport network – roads map contained within Sections 5.1 and 5.2 of this plan, including:

- Urban arterial and trunk connector roads which provide for major regional and inter-regional traffic movement and have a minimum traffic volume of 7500 vehicles per day at ultimate development of the Ripley Valley PDA
- Trunk connector roads as identified in EDQ guideline no. 6 (Street and movement network), (including bus lanes and bus stops) which distribute traffic and bus services within the main residential areas and link traffic on local and neighbourhood roads to the urban arterial network.

An offset is available for the following land provision costs on the following basis:

- where sufficient road reserve already exists – no provision for costs
- for new two-lane roads – as per the interim land requirements for the relevant road design
- for upgrading a two-lane road to a four or six-lane road – as per the additional land requirements for the relevant road design
- land value costs are further detailed in Section 3.3 – Provision of land.

The following considerations should be made when interpreting the road network contained within the ICOP:

- the Swanbank Road link external to the PDA is to be constructed by others, as confirmed by ICC
- EDQ guidelines and practice notes detailing cross sections for municipal roads
- assumed acquisition required for all roads within the PDA at the widths stated in guideline no. 6 or as determined by EDQ.

Land provision, project owner and works costs can be offset against the municipal charge.

Approach to valuing infrastructure

- Typical cross sections are shown in EDQ guideline no. 6: Street and movement network.
- Base road rates include a bulk earthworks allowance (2 metre cut fill balance across the full road reserve width). A retaining wall allowance has been included in the road rate for the interim stage at the property boundary.
- No allowance for service relocations has been allowed for in base road rates, except where otherwise noted below.
- No allowance for service relocations in Ripley Road except where otherwise noted below.
- Ripley Road forms a predominate thoroughfare route for the Ripley Valley, and has an adjustment factor of 1.1 applied to the base costs to allow for live traffic management and minor service relocations.
- An allowance has been made for the relocation of the existing 600 millimetre and 450 millimetre water mains in Binnies Road.
- No allowance for overhead power diversion, and
- Land for roads identified in the ICOP are to be valued in accordance with the rates identified in Section 3.3 – Provision of land.

Construction costs of identified trunk infrastructure include the actual cost of:

- associated public transport provision (pads and bus bays) where normally provided by Council/Translink
- associated traffic control and management, stormwater drainage, and other similar works directly associated with the delivery of the trunk road infrastructure
- temporary works where a provisional offset has been approved by the MEDQ

- construction (including but not limited to): bulk earthworks, sub-base, base course, asphaltic surfacing, kerb and channel, plain concrete footpaths/cycleways, signage/line marking, street lighting, service conduits (excluding gas), silt management, drainage (culverts, gullies and pipes), swales, wintergreen turf, grass seeding, 4 x 45 litre trees at 20 metre centres, traffic management devices and contractor facilities.

Excluding:

- sacrificial interim works which are not eligible for an offset, unless contributing to an interim ICOP identified infrastructure outcome or minimal transitional tie-ins with an existing road.
- the road base rates presented in July 2019 dollars are identified below:

Description of works	Code	Rate \$/m
2 Lane (interim) + cycle	2L(i)	\$3878
2 Lane (interim) + bus (or parking/cycle) + median	2LB(i)	\$4152
2 Lane AC overlay	2LO	\$1148
2 Lane (interim) + cycle (Ripley Road from CHE to Barrams Road)	2L(ii)	\$3130
2 Lane (ultimate) with parking + cycle	2L	\$3429
Additional two lanes (ultimate) + cycle	4L(u)	\$2737
Additional two Lanes (ultimate) + bus (or parking/cycle)	4LB(u)	\$3183
4 Lane (ultimate) + bus (or parking/cycle)	4LB	\$7336
Additional four lanes (ultimate) + cycle	6Lu	\$4890

2.1.4.2 Road intersections

Infrastructure included within this plan

An offset is available for the design and construction of the road junction infrastructure servicing the PDA as identified on the transport network – intersection map contained within Sections 5.1 and 5.2 of this plan, including:

- trunk road to trunk road intersections identified on the intersections map
- associated survey and design costs.

Unless specified, non-trunk road to trunk road intersections are not subject to offsets under the ICOP.

Land provision, project owner and works costs can be offset against the municipal charge.

Approach to valuing infrastructure

- Assumed works for roundabouts or minor lights is equivalent.
- The road intersection configuration base rates presented in July 2019 dollars are:

# Lanes on intersecting roads	Asset type	Rate \$/item	# Lanes on intersecting roads	Asset type	Rate \$/item
2/2/2	Lights - 1st phase	\$286,945	4/4/2/2	Lights - 1st phase	\$1,721,672
2/2/2/2	Lights - 1st phase	\$344,334	4/4/4	Lights - 2nd phase	\$1,721,672
4/2/2	Lights - 1st phase	\$1,434,726	6/4/2	Lights - 2nd phase	\$2,008,617
4/4/2	Lights - 1st phase	\$1,434,726	6/4/4/4	Lights - 2nd phase	\$2,869,453
4/4/2	Lights - 2nd phase	\$1,434,726	6/6/2/2	Lights - 2nd phase	\$2,869,453
4/2/2/2	Lights - 1st phase	\$1,721,672	6/6/4/2	Lights - 2nd phase	\$3,443,342
4/2/2/2	Lights - 2nd phase	\$1,721,672	6/6/4/4	Lights - 2nd phase	\$3,443,342

2.1.4.3 Bridges and culverts

Infrastructure included within this plan

An offset is available for the design and construction of the bridge and culvert infrastructure servicing the PDA as identified on the transport network – bridges and culverts map contained within Sections 5.1 and 5.2 of this plan, including:

- bridges and culverts identified on the bridges and culverts map
- for bridges - piers, abutments and standard pre-cast concrete decks and standard parapets, handrails and finishes (multi-span bridge decks are to have maximum single spans of 25 metres)
- for box culverts - gabion mattress aprons, headwalls and curtain walls
- the provision of a three-metre footpath/verge on one side for the interim construction and three-metre footpaths/verges on both sides for the ultimate construction
- associated survey and design costs
- typical structure widths applied within the ICOP are as follows (Note: final widths may vary):

Description of works		Bridge width (m)	Culvert width (m)
two Lane (interim) + cycle	2L(i)	12 m	20 m
two Lane (interim) + bus (or parking/cycle) + median	2LB(i)	N/a	20 m
two Lane (ultimate) with parking + cycle	2L	15 m	23.5 m
additional two Lanes (ultimate) + cycle	4L(u)	+ 12 m	+ 13 m
additional two Lanes (ultimate) + bus (or parking/cycle)	4LB(u)	+ 14.5 m	+ 18 m
four Lane (Ultimate) + bus (or parking/cycle)	4LB	N/a	38 m

The following considerations should be made when interpreting the bridge and culvert infrastructure contained within the ICOP:

- All bridges and culverts on four lane roads are to be staged, corresponding to the road upgrade timing.
- Bridge and culvert spans are estimated from site inspections, preliminary LIDAR and survey data for major overland flowpaths.

Land provision, project owner and works costs can be offset against the municipal charge.

Approach to valuing infrastructure

- Construction costs have been prepared to the limits specified in the Department of Transport and Main Roads standards.
- A 50 per cent reduction to the cost of the bridge from the Urban Core to Swanbank (RB005) has been applied to account for the traffic network benefits provided beyond the Ripley Valley PDA.
- Bridge costs are calculated based on the required deck area at a rate of \$4204/m² of deck area.
- Culverts costs are calculated based on the required deck area at a rate of \$2300/m² of deck area (as above for Bridge costs).

2.1.4.4 Off-road shared paths

Infrastructure included within this plan

An offset is available for the design and construction of the off-road shared path infrastructure servicing the PDA as identified on the transport network – off-road shared paths map contained within Sections 5.1 and 5.2 of this plan, including:

- regional shared paths – four metres wide
- shared paths within identified trunk road reserve where they form part of an approved infrastructure master plan are generally offset as part of the trunk road offset and constructed in a plain concrete finish
- allowances for earthworks and drainage, path and associated lighting, culverts, bridges, street furniture and surface marking, where required for the construction of the off-road shared path.

The following considerations should be made when interpreting the off-road shared path infrastructure contained within the ICOP:

- dedicated shared path bridges crossing of Bundamba Creek assumes Q50 immunity and is subject to final design at operational works stage.

Land provision and works costs can be offset against the municipal charge.

Approach to valuing infrastructure

- regional off-road shared paths assumed at width of four metres and applied at a rate of \$613/m, with an assumed six-metre wide land reserve
- all other off-road shared paths are assumed at a width of 2.5 metre and applied at a rate of \$384/m, with an assumed five-metre wide land reserve, and
- off-road shared path bridges identified at a cost of \$2295/m² of deck area

2.1.5 Parks and open space network

Infrastructure included within this plan

An offset is available for the provision of serviced land for parks and open space infrastructure servicing the PDA as identified on the parks and open space network – parks and open space map contained within Section 5.2 of this plan, including:

- land for parks and open space provided 'generally-in-accordance' with the attached parks and open space map and limits set out in Appendix 1 Table 2 in EDQ's IFFCOA
- works within parks and open space provided 'generally-in-accordance' with the requirements contained in EDQ guideline no. 12: Park planning and design, serviced with:
 - earthworks and grassing suitable for the site purposes
 - service connections including potable water, non-potable water when adjacent to a supply system, sewerage, electricity, and excluding gas
 - Carparks where part of the approved park design
 - embellishments in accordance with the EDQ guidelines and including an establishment period cost (up to a maximum of 26 weeks)
- linear parks may be established adjacent to or through higher level parks where sports and district parks are mapped extending to the creek.

The following considerations should be made when interpreting the parks and open space infrastructure contained within the ICOP:

- Costs associated with land stabilisation, retaining structures and drainage works below Q5 within waterway corridors, stormwater management works including water quantity and quality management infrastructure are not eligible for an offset against infrastructure charges.
- Maintenance costs during the on-maintenance period are not eligible for an offset against infrastructure charges.
- Land within Bundamba Creek and Deebling Creek floodways are included as major linear parks. Rehabilitation of the creek buffers (i.e. above top of bank or Q5, whichever is greater) has been included within the ICOP, limited to revegetation and minor stabilisation works. Costs associated with bank stabilisation works below Q5 within the creek are not included within the ICOP and not able to be offset against infrastructure charges, unless at the discretion of the MEDQ.
- Offsets for any land associated with local linear parks are limited to a maximum width corridor of 15 metres.
- Offsets for any land associated with major linear parks are limited to a maximum width corridor of 30 metres (provision of land to a maximum width corridor of 15 metres either side of the greenspace corridor).

Land provision, embellishment and project owner costs in accordance with the above can be offset against the municipal charge.

Approach to valuing infrastructure

- Contingencies for parks have been applied at a lower rate of 10 per cent due to the relatively low risk nature of the construction and embellishment works required for public parks.
- Land for parks and open space identified in the ICOP are to be valued in accordance with the rates identified in Section 3.3 – Provision of land.
- The park and open space embellishment base rates presented in July 2019 dollars are:

Park and open space type	Rate \$/ha [^]
Local park	\$1,147,781
District recreational park	\$688,669
Regional parks and gardens	\$573,891
Local (district) sports ground	\$803,447
Major (regional) sports ground	\$1,147,781
Town centre plaza	\$1,836,450
Local linear park*	\$156,144
Major linear park*	\$156,144

* Local and major linear park embellishments limited to a maximum width of 15m

[^] Above costs assume land is provided in a suitable form.

2.1.6 Local community facilities network

Infrastructure included within this plan

An offset is available for the provision of serviced land for local community facility infrastructure servicing the PDA as identified on the community facilities network – local community facilities map contained within Section 5.2 of this plan, including:

- land for community facilities provided 'generally-in-accordance' with the attached local community facilities map and the locational requirements contained in EDQ guideline no. 11: Community facilities, serviced with:
 - Q100 flood free land
 - road frontage suitable for the site purposes (Note: 50 per cent (half road) of the cost of a local road providing access can be offset)
 - preliminary earthworks (one metre cut to fill allowance) and grassing suitable for the site purposes
 - service connections including potable water, non-potable water when adjacent a supply system, sewerage, telephony, broadband and electricity.

Land provision, project owner and site servicing costs can be offset against the municipal charge.

Approach to valuing infrastructure

- Land for local community facilities identified in the ICOP are to be valued in accordance with the rates identified in Section 3.3 – Provision of land.
- The site servicing base rates presented in July 2019 dollars are:

Site size	Description of site works	\$/ha
>5ha	Rate based pro rata on civil servicing works for a typical school site	\$220,375
<5ha	Rate, as above, with an additional 75% allowance.	\$385,655

2.1.7 Catalyst infrastructure charge

Catalyst infrastructure may be provided for the benefit of the PDA to facilitate efficient delivery of serviced land. This catalyst infrastructure may be funded by a loan from the State Government.

The catalyst infrastructure charges comprise a quarantined component of the municipal charge, ensuring the repayment of these loans.

Until the loan and the associated management and finance costs are repaid, each applicant will be required to pay the catalyst infrastructure charge.

The amount of the catalyst infrastructure charge is stated in the IFF.

Offsets will not be permitted against the catalyst infrastructure charge.

2.1.8 Public transport charge

In accordance with the Ripley Valley PDA Development Scheme, the PDA is planned to be serviced by early public transport that is safe and equitable for all members of the community, supporting the delivery of the PDA vision and PDA-wide criteria. To facilitate the delivery of early public transport within the PDA as intended, \$6.615 million of the municipal charge has been committed to funding the provision of early public transport within the Ripley Valley PDA.

EDQ will lead and manage the service delivered by TransLink. To fund this service, a public transport charge of \$1331 per residential lot (July 2019 dollars) will be applied. This charge comprises a portion of the municipal charge which will be quarantined to ensure the availability of funding under the funding agreement.

The public transport charge will be collected up to a total value of \$6.615 million, representing the total cost of TransLink's six-year public transport service for the PDA. Cross-crediting of municipal works against the public transport charge is not permitted.

2.2 Offsets against State Infrastructure charges

State infrastructure included within the ICOP includes land for community facilities (i.e. schools, emergency services and health facilities) for assets or services delivered by the state as outlined below and illustrated on the community facilities network – state community facilities map contained within Section 5.2 of this plan.

2.2.1 State schools

Infrastructure included within this plan

An offset is available for the provision of serviced land for state school sites servicing the PDA as identified on the community facilities network – state community facilities map contained within Section 5.2 of this plan, including:

- land for community facilities provided 'generally-in-accordance' with the attached state community facilities map and the locational requirements contained in EDQ guideline no. 11: Community facilities, serviced with:
 - road frontage suitable for the site purposes
 - preliminary bulk earthworks and grassing suitable for the site purposes, and
 - service connections including potable water, non-potable water when adjacent a supply system, sewerage, telephony, broadband and electricity
- land that is generally in accordance with the relevant site selection criteria (i.e. schools – Department of Education site selection policy), reasonably level, flood free and serviced.

Land provision, project owner and site servicing costs can be offset against the State charge.

Approach to valuing infrastructure

- Site servicing costs include:
 - bulk earthworks
 - half road construction of a secondary adjacent local road providing access to a school site
 - bus bays and shelters if provided
 - additional footpath pavement (where over and above the standard footpath requirement)
 - safety fencing in road reserve if required
 - stormwater drainage and civil services into the site
 - all service connections identified above
- land for local community facilities identified in the ICOP are to be valued in accordance with the rates identified in Section 3.3 – Provision of land.
- The site servicing base rates presented in July 2019 dollars are:

School site works	Rate \$/ha
State Primary School	\$219,718
State High School	\$183,645

2.2.2 Emergency services and health facilities

Infrastructure included within this plan

An offset is available for the provision of serviced land for emergency services and health facility sites servicing the PDA as identified on the community facilities network – state community facilities map contained within Section 5.2 of this plan, including:

- land for community facilities provided ‘generally-in-accordance’ with the attached state community facilities map and the locational requirements contained in EDQ guideline no. 11: Community facilities, serviced with:
 - half road construction of adjacent local road suitable for the site purposes
 - earthworks (one metre cut to fill allowance) and grassing suitable for the site purposes
 - service connections including potable water, non-potable water when adjacent to a supply system, sewerage, NBN and electricity
- land that is above Q100, reasonably level and serviced to enable community facility sites to be developed.

Land provision, project owner and site servicing costs can be offset against the state charge.

Approach to valuing infrastructure

- Land for local community facilities identified in the ICOP are to be valued in accordance with the rates identified in Section 3.3 – Provision of land.
- The site servicing base rates presented in July 2019 dollars are:

Site size	Description of site works	Rate \$ / ha
>5ha	Rate based pro rata on civil servicing works for a typical school site	\$220,375
<5ha	Rate, as above, with an additional 75% allowance.	\$385,655

2.2.3 Rail corridor land

An allowance has been made for a 60-metre wide rail corridor on the proposed DTMR alignment through the urban core and secondary urban centre west, valued in accordance with the rates identified in Section 3.3 – Provision of land.

Land provision costs can be offset against the state charge.

2.3 Offsets against Implementation charge

Claims for offsets against the Implementation Charge are to be assessed in accordance with an approved implementation plan which has been drafted in accordance with EDQ practice note no. 15: Implementation works in Greenfield PDAs.

2.4 Offsets against sub-regional charge

2.4.1 Overview

This offset is only allowed with the approval of the MEDQ and may also require the approval of the relevant authority.

The sub-regional charge is specifically collected to pay for infrastructure delivered by the Council (roads) and the Queensland Urban Utilities (QUU) (water and sewerage services).

For each sub-regional infrastructure contribution, a predetermined percentage of each charge is to be provided towards State, Council and QUU sub-regional infrastructure. Therefore, only this predetermined per cent of each charge can be allocated and offset against infrastructure contributions. For example, if the per lot charge for sub-regional infrastructure is \$7289, and the predetermined per cent allocation to Council is 19.2 per cent, then only 19.2 per cent of this charge (\$1399) can be offset against Council related sub-regional infrastructure from each charge.

The sub-regional charge is apportioned as follows:

Item	% Allocation
State roads	0.0%
Council (roads)	19.2%
Water & sewerage	80.8%
Total	100%

2.4.2 Road infrastructure

Infrastructure included within this plan

An offset is available for the provision of sub-regional road infrastructure servicing the PDA as identified on the sub-regional infrastructure network map contained within Sections 5.1 and 5.2 of this plan, including:

- the upgrading of existing council roads and road junctions connecting Ripley Valley to the Ipswich CBD.

2.4.3 Water supply

Infrastructure included within this plan

An offset is available for the provision of sub-regional infrastructure servicing the PDA as identified on the sub-regional infrastructure network maps contained within Sections 5.1 and 5.2 of this plan, including:

- water supply infrastructure providing connections to the wider network
- bulk supply water mains connecting to the PDA.

Approach to valuing infrastructure

- All subregional water supply mains have applied an adjustment factor of 1.3 to allow for potential trenching in rock or unsuitable material.
- The water main (western route) on Fischer Road includes an adjustment factor of 1.25 (applied to 80 per cent of its length) for construction within the existing road reserve to allow for traffic management.
- The potable water supply base rates presented in July 2019 dollars are:

Diameter (mm)	Rate \$/m
600	\$1069
900	\$1751

2.4.4 Sewerage

Infrastructure included within this plan

An offset is available for the provision of sub-regional infrastructure servicing the PDA as identified on the sub-regional infrastructure network maps contained within Sections 5.1 and 5.2 of this plan, including:

- sewerage infrastructure connections to the wider network, including downstream trunk sewerage systems and treatment works.

2.5 Special infrastructure levy

A special infrastructure levy (SIL) is applied to properties in the Ripley Valley PDA to assist in funding strategies to mitigate potential development impacts on infrastructure outside the PDA (e.g. external road upgrading). The special infrastructure levy is collected by Ipswich City Council and disbursed in accordance with a State and Local Government agreement. This levy is intended to specifically assist in the funding of sub-regional infrastructure.

Generally, the SIL cannot be offset. However, for landowners of very large sites, the SIL may be offset through the construction of significant sub-regional infrastructure and/or with the approval of the MEDQ.

3.0 Administration

3.1 Guidelines and practice notes

Unless otherwise agreed, all items of infrastructure are to be delivered in accordance with the relevant EDQ guidelines and practice notes.

3.2 Alternative network layouts

The infrastructure maps contained in this ICOP identify the current understanding of the offsetable infrastructure networks/facilities required to service the PDA. It is expected that these will vary over time.

Infrastructure offsets will be considered for alternative network layouts that are generally in accordance with the location and/or alignment of infrastructure identified on the ICOP infrastructure maps subject to these networks providing an equivalent level of service at no greater cost and/or subject to the approval of the MEDQ and other relevant authorities.

3.3 Provision of land

Infrastructure included within this plan

An offset is available for the provision of land to support the infrastructure servicing the PDA as identified on the municipal, state and sub-regional infrastructure network maps contained within Sections 5.1 and 5.2 of this plan and specifically identified within the cost schedules presented in section 5.3, including:

- land for water supply reservoirs and pump stations
- land for sewer pump stations and storage tanks
- land for municipal roads and off-road shared paths
- land for parks and open space
- land for local community facilities
- land for state community facilities (including state schools, emergency services and health facilities)
- land for railway corridor.

Costing approach

- The land value to be offset is in accordance with the table below and is based on predevelopment levels for all assets, consequently the rate may vary along the length or across an area if the existing flood immunity varies. The predevelopment levels are to be based on Council's flood model or approved flood and stormwater reports.
- For infrastructure charge offset purposes, the land values provided within the ICOP reflect the land value and will apply only where new land is provided to accommodate the ICOP infrastructure. Any existing reserves (e.g. roads, recreation, waterways, etc) will not attract a land value.
- Land value rates for greater than Q100 are not applicable to open space and parks infrastructure identified on the ICOP maps and as defined in the development scheme which attracts a maximum rate of \$40,173 per hectare.
- The following maximum land value rates for infrastructure charge offset purposes will apply for July 2019:

Land location	Rate \$/ha
Less than Q20	\$22,955
Greater than Q20 & less than Q100	\$40,173
Greater than Q100	\$286,945

3.4 Cross-crediting the municipal charge

Cross-crediting is the process whereby, contributions for a particular component of an infrastructure charge can be offset against a different component of the infrastructure charge. For example, offsetting the construction of trunk road, against charges for trunk works of another category – e.g. trunk sewer.

During the establishment of new development fronts, there is potential for more than one type of infrastructure (e.g. road works and sewer reticulation), being required over other types of infrastructure (e.g. district sports fields). Cross-crediting allows infrastructure charges to be allocated to the infrastructure network with the greatest need and therefore assists in affordability in the early stages of development.

Cross-crediting of the municipal charge across different municipal infrastructure networks will be permitted in the Ripley Valley PDA, however, cross-crediting of the municipal charge against the catalyst infrastructure charge and public transport charge will not be permitted.

3.5 Excluded assets

The following planning, design and construction costs associated with local and sub-regional infrastructure have been excluded from the ICOP:

- infrastructure items external to the PDA boundary (unless explicitly identified in Section 5 maps and schedules)
- Springfield to Ipswich rail line, including civil works/stations/platforms (rail corridor land is included and funded from the State Charge)
- Centenary Highway Extension (CHE) upgrade (including grade separated interchanges and widening)
- Cunningham Highway upgrade (including grade separated interchanges and widening)
- augmentations to Mt Crosby water treatment works
- ultimate sewer gravity main from Little Bundamba Creek to Robertson Road via Urban Core
- upgrade to trunk sewer main from Robertson Road to Bundamba Wastewater Treatment Plant
- augmentations to Bundamba Wastewater Treatment Plant
- land acquisition of facilities relating to telecommunications, electricity and gas supply
- recycled water treatment, reticulation and/or associated works
- no allowance for trenchless construction for infrastructure items under existing structures (unless explicitly identified in the ICOP)
- allowance costs for maintenance of parks and open space assets, community facility assets and state government facility assets.

3.6 Indexation of costs

Works costs and land values for all infrastructure items are presented in July 2019 dollars. Any adjustments are to be in accordance with the three-yearly PPI average from this date and updated on 1 July each year.

3.7 Review of charges and offsets

To ensure the charging and offset frameworks remain relevant, it is planned to be reviewed by the MEDQ every five years.

Understanding that the delivery of affordable land to the market is a key outcome, the aim of the review is to ensure that the charges still cover construction costs for the infrastructure as identified in this document. It is understood that some key infrastructure networks may vary to provide better efficiency in infrastructure delivery.

4.0 Abbreviations and definitions

ICOP	Infrastructure Charging Offset Plan
IFF	Infrastructure Funding Framework
IFFCOA	Infrastructure Funding Framework, Crediting and Offset Arrangement
ICC	Ipswich City Council
PDA	Priority Development Area
EDQ	Economic Development Queensland
MEDQ	Minister for Economic Development Queensland
UU	Urban Utilities

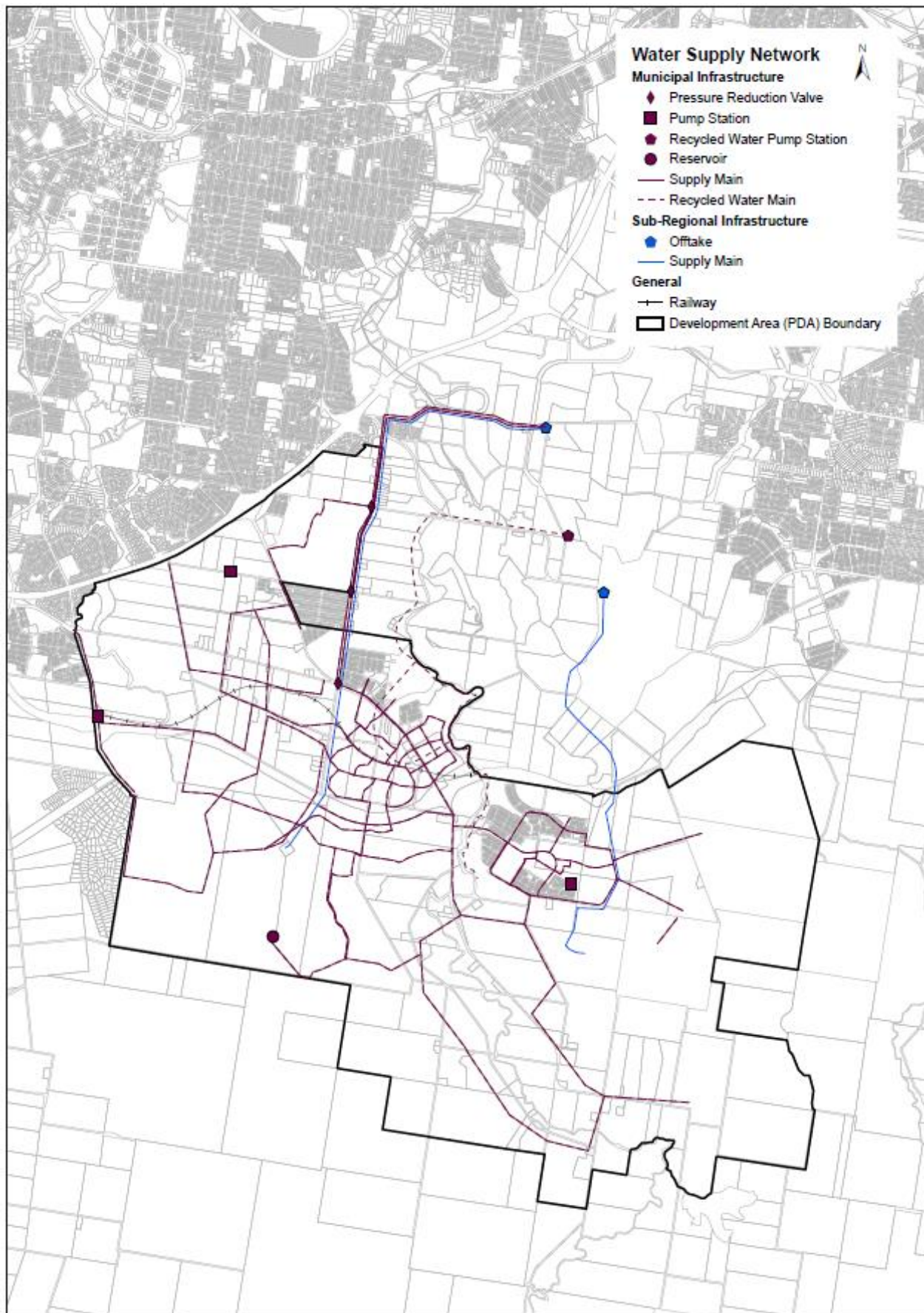
Three-yearly PPI average is defined in section 114 of the *Planning Act 2016* and means the PPI index adjusted according to the three-year moving average quarterly percentage change between financial quarters.

Producer Price Index (PPI) means the producer price index for construction 6427.0 (ABS PPI) index number 3101 – Road and Bridge Construction index for Queensland published by the Australian Bureau of Statistics.

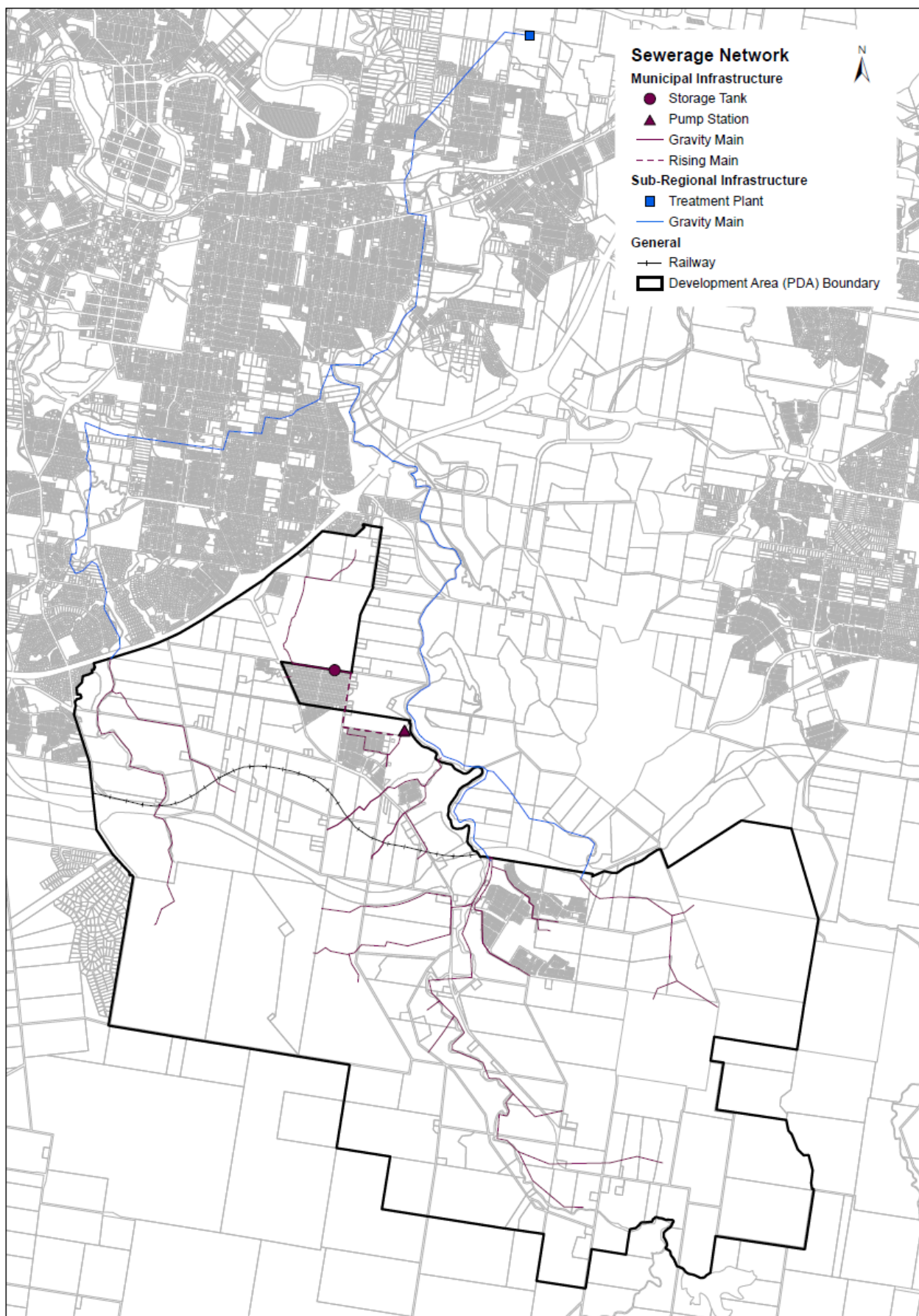
5.0 Appendices

5.1 Overview infrastructure network maps

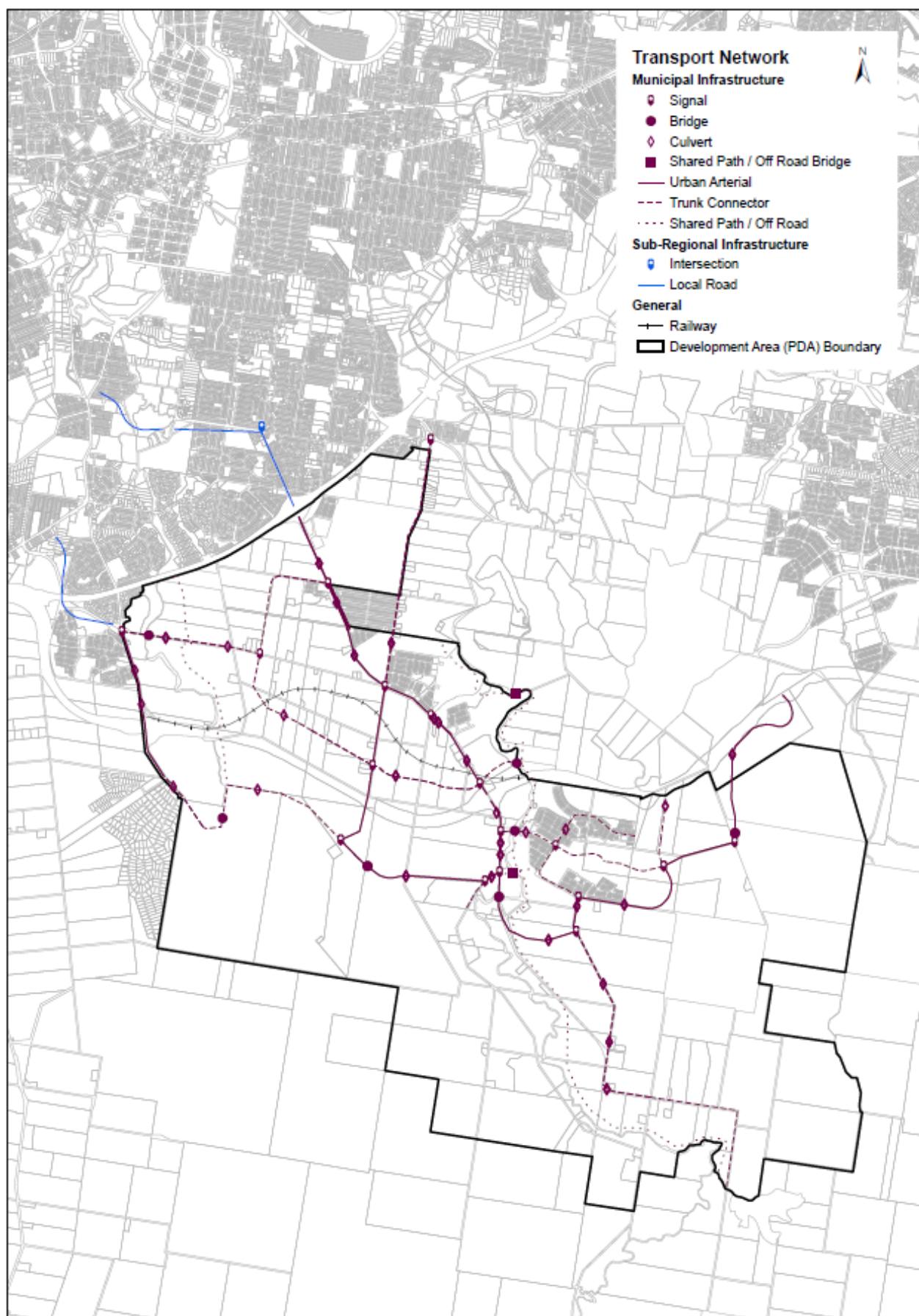
Water Supply Network Overview Map



Sewerage Network Overview Map



Transport network overview map



5.2 Detailed infrastructure network maps

Municipal infrastructure:

- Water supply network – water supply map
- Water supply network – recycled water map
- Sewerage network – sewerage map
- Transport network – overview map
- Transport network – road map
- Transport network – intersections map
- Transport network – bridges and culverts map
- Transport network – off road shared path map
- Parks and open space network – parks and open space map
- Community facilities network – local community facilities map

State community infrastructure:

- Community facilities network – State community facilities map

Sub-regional Infrastructure:

- Sub-regional infrastructure networks – water supply, sewerage and transport map

5.3 Detailed infrastructure network cost schedules

Municipal infrastructure:

- Water supply network
- Sewerage network
- Transport network
- Parks and open space network
- Community facilities network – local community facilities

State community infrastructure:

- Community facilities network – State community facilities

Sub-regional infrastructure:

- Water supply network
- Sewerage network
- Transport network

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