

**Fitzgibbon
Priority Development Area
Development Charges and Offset Plan
(DOCP) & Infrastructure Planning
Background Report (IPBR)
Submissions Report**

July 2022



**Queensland
Government**

The Department of State Development, Infrastructure, Local Government and Planning improves productivity and quality of life in Queensland by leading economic strategy, industry development, infrastructure and planning, for the benefit of all.

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Economic Development Queensland
Department of State Development, Infrastructure, Local Government and Planning
GPO Box 2202, Brisbane Queensland 4002.
1 William Street Brisbane Qld 4000 (Australia)

Phone: 13 QGOV (13 7468)
Email: edq@dsdmip.qld.gov.au
Web: www.statedevelopment.qld.gov.au/economic-development-qld

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1. Introduction

The Fitzgibbon Priority Development Area (PDA) was declared on 25 July 2008 under the Urban Land Development Act 2007 (since repealed and replaced with the Economic Development Act 2012).

The PDA comprises approximately 295 hectares of land in the northern suburbs of Fitzgibbon, Carseldine, Bald Hills, Taigum and Deagon. The Fitzgibbon PDA is bounded by Cabbage Tree Creek to the south, Telegraph Road to the north, and the Gateway Motorway to the east.

The Fitzgibbon PDA Development Scheme (development scheme) is applicable to all land within the boundaries of the PDA and PDA-associated land. The development scheme became effective in July 2009. An amendment to the development scheme was approved on 1 April 2010. A further amendment to the development scheme was approved on 21 June 2019.

The Development Charges and Offset Plan (DCOP) has been prepared to provide guidance on infrastructure matters by stating the development charges applicable to development within the PDA, identifying any trunk infrastructure within the water supply, sewerage, stormwater, transport, parks and community facilities networks made necessary by development of the PDA as well as matters relevant to calculating a credit, offset or refund for the provision of trunk infrastructure.

The public notification and submission period for the Fitzgibbon PDA draft Development Charges and Offset Plan (DCOP) and Infrastructure Planning Background Report (IPBR) was from 9 May to 3 June 2022.

Following the end of the public notification period, submissions received were considered by the MEDQ and the proposed DCOP and IPBR were amended as considered appropriate in response to issues raised. This report has been prepared to summarise the submissions that have been considered, and provide information on the merits of the submissions and the extent to which the DCOP and IPBR has been amended.

2. Overview of public notification process

2.1 Community engagement

Public notification (the submission period) for Fitzgibbon PDA DCOP and IPBR was 9 May to 3 June 2022. During the public notification period the MEDQ, undertook the following community engagement initiatives:

- A dedicated Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) 'Have Your Say' webpage for the Fitzgibbon PDA providing the opportunity for the community and other stakeholders to ask questions and receive responses in a public forum
- A dedicated web page for the Fitzgibbon PDA on the EDQ website
- Presentation to Brisbane City Council and Urban Utilities
- Twenty day public consultation and feedback period on the draft DCOP and IPBR
- Email or Letter to key stakeholders
- Public notice in The Courier Mail on 9 May 2022
- Targeted letters to land owners to notify them of the public consultation process
- Over the public notification period
- the 'Have your say' webpage received more than 235 visits
- the proposed DCOP document was also downloaded 314 times.

2.2 Submission registration and review process

Submissions were received by email and via DSDILGP's Have Your Say online submission page. Once a submission was received, they were registered and reviewed.

Table 1 below provides an overview of the submission registration and review process.

Table 1: Submission registration and review process

Steps	Action/detail
1. Documenting of submissions	Submissions were registered.
2. Summarising submission issues	Each submission was read, and the different matters raised were summarised based on their relevance to different sections of the DCOP/IPBR.
3. Evaluation and responses to issues	Once all comments were summarised, they were assessed, and responses were prepared. Relevant changes to the DCOP/IPBR were identified. In evaluating submissions, allowance was made for the same or similar comments being raised in different submissions. For this reason, assessment of comments and resulting development scheme changes were made in relation to sections of the DCOP/IPBR rather than on submission-by-submission basis.
4. Submissions report	The submissions report was prepared which collates steps 3 and 4 above, providing a summary of the submissions

	considered, information about the merits of the submissions, recommendations on amendments to the DCOP/IPBR to reflect submissions and amendments to the proposed DCOP/IPBR.
5. MEDQ approval	The final submissions report and DCOP were submitted to the MEDQ for review and approval.
6. Making of DCOP	After the MEDQ's delegate approved the submissions report and endorsed the DCOP, the DCOP was published on the Departmental webpage.

3. Overview of submissions

3.1 Submission numbers

A total of 3 submissions were received during the submission period. 1 of these submissions was received after the submission period had closed and was accepted by the MEDQ.

3.2 Submitter location

The origin of submitters and survey respondents is shown in table 2 where addresses were provided. All submissions are from within the Brisbane City Council local government area.

Table 2: Breakdown of submission by submitter location

Location	Number of respondents
Within Fitzgibbon	0
Within the Brisbane City Council local government area	3
Location not specified	0
Total submissions	3

3.3 Submission method

There were three different methods of receiving submissions – email, online via the Department of Infrastructure, Local Government and Planning (DSDILGP) Have your say website and via post. Two of the submissions were received by email and one received via the Have your say web page. No submissions were received by post. Table 3 below provides a breakdown by submission method.

Table 3: Breakdown of submissions by submission method

Method of submission	Number of submissions received
Email	2
Online submission	1
Post	0
Total submissions	3

3.4 Submission type

All three (3) submissions were received by organisations. Table 4 below breaks down the type of submission.

Table 4: Breakdown of submissions by submission type

Type of submission	Number of submissions received
Private individual	0
Organisation	3
Total submissions	3

4. Summary of merits of submissions relating to DCOP and IPBR content

4.1 Draft DCOP and IPRB Submissions

Matter #	Summary of issue/comment	Response
DCOP Submissions		
1	COMMUNITY FACILITIES	
	The community facilities component of this network is only for the land component, recommend amending “parks and community facilities” to “public parks and land for community facilities”, which is reflective of the Minister’s Guidelines and Rules.	<p>No Change.</p> <p>EDQ can fund communities’ facilities (land and works) and has done so in this PDA (refer to comment 6). To ensure consistency across PDAs and retain this flexibility, the term “parks and community facilities” will be retained.</p>
2	DEVELOPMENT CHARGE RATE	
	The Development Charges included within the DCOP are lower than both the current Brisbane Infrastructure Charges Resolution (No. 10) 2021 and <i>Planning Regulation 2017</i> prescribed amounts.	<p>Change to Section 2.2.</p> <p>DCOP charges for 2022/23 use Brisbane Infrastructure Charges Resolution (No. 10) 2021 as a basis and are indexed using the methodology prescribed in the <i>Planning Act 2016</i>.</p>
3	DEFERRAL OF INFRASTRUCTURE CHARGES	
	Section 2.6 – The current drafting indicates that EDQ will enter into infrastructure agreements (IAs) to delay charges for the PDA for not-for-profit groups. This is not reducing or waiving charges, meaning that the full charge is still payable, but only when an event in (i), (ii) or (iii) occurs. This is also not time bound, meaning that charges will potentially become payable many years in the future. When a PDA ceases and events have not occurred in relation to the IA, other parties are likely to administer the IA’s.	<p>No change.</p> <p>This is a matter that would be addressed on a case-by-case circumstance and only where qualifying not-for-profit or charitable organisations propose to establish within the PDA.</p> <p>EDQ will consult with relevant parties at the time of drafting an infrastructure agreement under section 2.6. The deferral of charges under 2.6 are enacted through an infrastructure agreement.</p>

DCOP Submissions continued		
4	INDEXATION OF DEVELOPMENT CHARGES	
	The method for indexing infrastructure charges will result in a disparity between the indexation of levied charges within the PDA and those levied outside the PDA.	<p>Change to Section 4.</p> <p>DCOP charges for 2022/23 use Brisbane Infrastructure Charges Resolution (No. 10) 2021 as a basis and are indexed using the methodology prescribed in the Planning Act 2016.</p>
5	ACTIVE TRANSPORT	
	Cycle routes have been identified that connect to the develop site from the surrounding existing network. Consideration should be made to the inclusion of these additional shared paths to respond to increased demand and provide network linkages throughout the PDA.	<p>No change.</p> <p>All available infrastructure charges are allocated to the infrastructure identified within the DCOP.</p>
6	PARKS AND COMMUNITY FACILITIES	
	<p>There is an omission of a District Community Hub in the Trunk Infrastructure Plan, with advice from EDQ that the amenities buildings for The Green meets the intent for a community facility in the Carseldine area as required by the Development Scheme.</p> <p>With no definition for a community hub is given in the scheme, the general understanding of a community hub is that other community facilities would be available, for example meeting rooms, hall hire and spaces for community groups.</p> <p>It is considered that a community hub has not been delivered as per the planning scheme and the draft DCOP and IPBR require amendments to state the facilities to be included in a community hub and how such a facility is to be provided.</p>	<p>No Change.</p> <p>The provisions in the Development Scheme make clear that the community hub is intended to be provided in conjunction with the 'local park and informal sports'.</p> <p>The amenities building contains 2 x sports change rooms (for community sporting clubs use, and anyone booking the sports facility), as well as a community sports club run canteen, and of course public toilets. This building (minus the public toilets), and the sports fields and courts are to be leased / managed by the community sports club cooperative body.</p> <p>As such, the amenities buildings for the Green meets the intent for a community facility in the Carseldine area as required by the Development Scheme.</p>

7	DELIVERED INFRASTRUCTURE	
	Draft IPBR identifies that all transport items, except Beams Road/Dorville Road intersections have been delivered. If Items have been delivered then they should no longer be considered as future items.	<p>No change.</p> <p>Items included in Table 5 of the Fitzgibbon DCOP include transport infrastructure that has been completed. Inclusion of completed infrastructure provides details of costs associated with trunk infrastructure within the Fitzgibbon PDA, providing background to the DCOP charges and providing a clear policy position for future offset applications.</p>
8	Increased Development Charges	
	The increase to Development Charges will place further financial pressure on developers thereby limiting development that can be delivered which has the greatest community benefit.	<p>No change.</p> <p>The primary reason for increasing Development Charges is to ensure the infrastructure required to service the PDA is funded and therefore can be provided. Without this essential infrastructure the development outcomes planned for the PDA are not possible. Additionally, the new charge rates align the PDA charges with the charges levied in the surrounding local government area.</p>

IPBR Submissions		
1	DEMAND PROJECTION RATES	
	The projected demand for networks within the PDA is inconsistent with other demand projection rates for networks in the Fitzgibbon PDA	<p>Change to Demand Projection Rates.</p> <p>The EP rates have been updated.</p>
2	FUTURE GROWTH PROJECTIONS	
	It is considered that Table 1 – Residential dwellings and non-residential floor space projections are inconsistent with development approvals within the PDA and should be updated to more accurately reflect approved development densities and the balance future growth projections.	<p>No change.</p> <p>The growth projection used for the DCOP are based on a market based assessment of likely development in the area. EDQ notes that the growth projections in the IPBR do not align with all recent PDA development approvals issued. However, it is acknowledged that development approvals can undergo change and that the projections in the DCOP provide a conservative basis for making decisions on further infrastructure requirements.</p>
3	TRAFFIC IMPACT ASSESSMENT	
	We also note that the development yields that appear to have been used to inform the traffic analysis for the PDA, as represented in Section 2.3, Table 2-4 Development Yields – Development Scheme of the Traffic Impact Assessment at Appendix D of the IPBR, differ from the projected demand calculated by using the data contained in Table 1 of the draft IPBR and the Carseldine Urban Village.	<p>No change.</p> <p>The yields outlined in Table 2-4 are the difference between 2019 existing development and 2026/2031 total development for Precinct 1 and 2 only. As such, they will be different from the total PDA growth as shown in Table 1 of the IPBR.</p> <p>Additionally, where development proposed through a development application differs from that planned in the DCOP/IPBR, the development assessment process will be used to ensure an appropriate level of transport infrastructure is delivered in the PDA to service planned growth.</p>

