



# Cassowary Coast Regional Council

## Infrastructure Charges Resolution (No. 1) 2019

Adopted: 28 November 2019

Commenced: 16 December 2019



# Cassowary Coast Regional Council

## Infrastructure Charges Resolution (No. 1) 2019

### 1. Short title

This resolution may be cited as *Infrastructure Charges Resolution (No. 1) 2019*.

### 2. Application to local government area

This resolution applies to the entire Cassowary Coast Regional Council local government area.

### 3. When resolution has effect

This resolution has effect on and from 16 December 2019 and applies to development application decisions made on or after this date.

### 4. Purpose

- (1) The purpose of this resolution is to assist with the implementation of the Planning Scheme in accordance with Chapter 4, Part 2 of the *Planning Act 2016* (the Planning Act).
- (2) The infrastructure charges adopted in the resolution when levied will help fund the establishment cost of trunk infrastructure identified in Council's Local Government Infrastructure Plan (LGIP).

### 5. Categorisation of development

- (1) To assist with the levying of infrastructure charges, this resolution categorises development defined in the Planning Scheme (as stated in column 2 of Table 1), per the Development Categories provided in column 1 of Table 1.
- (2) Where development is not listed in column 2 of Table 1 (including where a use is unknown because the development application does not specify a proposed use or where a use is undefined in the Planning Scheme), Council will allocate that development an applicable Development Category having a similar demand for infrastructure.
- (3) For development comprising multiple uses, Council will allocate each portion of the development having a separate use an applicable Development Category.

**Table 1 - Development Categories and Development**

<b>Column 1 Development Category</b>	<b>Column 2 Development under the Planning Scheme</b>
<b>Residential</b>	Caretaker's accommodation, dual occupancy, dwelling house, dwelling unit, multiple dwelling, rural workers accommodation
<b>Accommodation (short term)</b>	Hotel (accommodation component), resort complex (accommodation component), short term accommodation, tourist park (accommodation component), brothel
<b>Accommodation (long term)</b>	Community residence, relocatable home park, retirement facility, rooming accommodation
<b>Places of assembly</b>	Club, community use, function facility, funeral parlour, place of worship
<b>Commercial (bulk goods)</b>	Agricultural supplies store, bulk landscape supplies, garden centre, hardware and trade supplies, outdoor sales, showroom
<b>Commercial (retail)</b>	Adult store, car wash, food and drink outlet, service industry, service station, shop, shopping centre
<b>Commercial (office)</b>	Office, sales office
<b>Education facility</b>	Child care centre, community care centre, educational establishment (except an educational establishment for the Flying Start for Queensland Children program)
<b>Entertainment</b>	Bar, hotel (non-residential component), nightclub entertainment facility, resort complex (excluding accommodation component), theatre
<b>Indoor sport and recreational facility</b>	Indoor sport and recreation
<b>Industry</b>	Low impact industry, marine industry, medium impact industry, research and technology industry, rural industry, transport depot, warehouse
<b>High impact industry</b>	High impact industry, special industry
<b>Low impact rural</b>	Animal husbandry, cropping, permanent plantation,
<b>High impact rural</b>	Aquaculture, intensive animal industry, intensive horticulture, wholesale nursery, winery
<b>Essential services</b>	Detention facility, emergency services, health care services, hospital, residential care facility, veterinary services
<b>Minor uses</b>	Cemetery, environment facility, home based business, landing, major electricity infrastructure, market, park, renewable energy facility, roadside stall, substation, telecommunications facility, temporary use

Column 1 Development Category	Column 2 Development under the Planning Scheme
<b>Other uses</b>	Air service, animal keeping, car park, crematorium, extractive industry, major sport recreation and entertainment facility, motor sport facility, nature-based tourism, non-resident workforce accommodation, outdoor sport and recreation, outstation, parking station, port services, tourist attraction, utility installation

## 6. Adopted infrastructure charges

### 6.1 Development types

(1) Adopted charges apply for:

- a. Reconfiguring a lot - see section 6.2;
- b. Material change of use of premises - see section 6.3; and
- c. Carrying out of building work - see section 6.3

### 6.2 Adopted infrastructure charges for reconfiguring a lot

- (1) The adopted charges for reconfiguring a lot for residential or non-residential purposes are the adopted charges for the development category 'Residential – three or more Bedroom dwelling', calculated in accordance with Section 6.3.
- (2) If a reconfiguration of a lot for residential development is not planned to be serviced by any of the following trunk infrastructure networks, the adopted charge is to be reduced by the following amount for each network that will not service the development:
  - a. Water supply - 20%
  - b. Sewerage - 20%
  - c. Stormwater – 20%
- (3) If a reconfiguration of a lot for non-residential development is not planned to be serviced by any of the following trunk infrastructure networks, the adopted charge for that development is to be reduced by the following amount for each network that will not service the development:
  - a. Water supply – 33%
  - b. Sewerage – 33%

For the avoidance of doubt – the adopted charge that applies to a non-residential lot reconfiguration does not include an adopted charge for the stormwater network.

### 6.3 Adopted infrastructure charges for material change of use of premises or building work

- (1) The adopted charges for a material change of use or building work for residential development are the adopted charges stated in Table 2.
- (2) The adopted charges for a material change of use or building work for non-residential development are the adopted charges stated in Table 3.
- (3) If residential development is not planned to be serviced by any of the following trunk infrastructure networks, the adopted charge for that development stated in Column 2 of Table 3 is to be reduced by the following amount for each network that will not service the development:
  - a. Water supply - 20%
  - b. Sewerage - 20%
  - c. Stormwater – 20%
- (4) If non-residential development is not planned to be serviced by any of the following trunk infrastructure networks, the adopted charge for that development stated in Column 2 of Table 3 is to be reduced by the following amount for each network that will not service the development:
  - c. Water supply – 33%
  - d. Sewerage – 33%
- (5) If non-residential development is not planned to be serviced by the trunk stormwater infrastructure network, the adopted charge for that development stated in Column 3 of Table 3 will not be charged.

**Table 2 – Adopted infrastructure charges for residential development**

<b>Column 1 Development category</b>	<b>Column 2 Adopted infrastructure charge</b>
Residential – 1 or 2 bedroom dwelling house	\$20,956.80 for each dwelling with 2 or less bedrooms
Residential - 3 or more bedroom dwelling house	\$29,339.55 for each dwelling with 3 or more bedrooms
Accommodation (short term)	<p>For tent or caravan sites in a tourist park:</p> <ul style="list-style-type: none"> <li>- \$10,478.40 for each group of 2 sites or less</li> <li>- \$14,669.75 for each group of 3 sites.</li> </ul> <p>For cabins in a tourist park:</p> <ul style="list-style-type: none"> <li>- \$10,478.40 for each cabin with 2 or less bedrooms</li> <li>- \$14,669.75 for each cabin with 3 or more bedrooms</li> </ul> <p>For a hotel, short-term accommodation or resort complex:</p> <ul style="list-style-type: none"> <li>• \$10,478.40 for each suite with 2 or less bedrooms</li> <li>• \$14,669.75 for each suite with 3 or more bedrooms</li> <li>• \$10,478.40 for each bedroom that is not part of a suite.</li> </ul>
Accommodation (long term)	<p>For a relocatable home park:</p> <ul style="list-style-type: none"> <li>- \$20,956.80 for each relocatable dwelling site for 2</li> </ul>

	<ul style="list-style-type: none"> <li>or less bedrooms</li> <li>- \$29,339.55 for each relocatable dwelling site for 3 or more bedrooms</li> </ul>
	<p>For a community residence, rooming accommodation or retirement facility:</p> <ul style="list-style-type: none"> <li>- \$20,956.80 for each suite with 2 or less bedrooms</li> <li>- \$29,339.55 for each suite with 3 or more bedrooms</li> <li>- \$20,956.80 for each bedroom that is not part of a suite</li> </ul>

**Table 3 – Adopted infrastructure charges for non-residential development**

<b>Column 1 Development category</b>	<b>Column 2 Adopted infrastructure charge for the water supply, sewerage and transport networks (\$/m<sup>2</sup> of GFA)</b>	<b>Column 3 Adopted charge for the stormwater network (\$/m<sup>2</sup> of impervious area)</b>
<b>Places of assembly</b>	\$73.35	\$10.50
<b>Commercial (bulk goods)</b>	\$146.70	\$10.50
<b>Commercial (office)</b>	\$146.70	\$10.50
<b>Commercial (retail)</b>	\$188.60	\$10.50
<b>Educational facility other than an educational establishment for the Flying Start for Queensland Children program</b>	\$146.70	\$10.50
<b>Educational facility for the Flying Start for Queensland Children program</b>	\$0	\$0
<b>Entertainment</b>	\$209.55	\$10.50
<b>Essential services</b>	\$146.70	\$10.50
<b>High impact industry</b>	\$73.35	\$10.50
<b>High impact rural</b>	\$20.90	\$0
<b>Indoor sport and recreational facility</b>	\$20.90 for court areas \$209.55 for areas which are not court areas	\$10.50

<b>Industry</b>	\$52.40	\$10.50
<b>Low impact rural</b>	Nil charge	
<b>Minor uses</b>	Nil charge	
<b>Other uses</b>	The adopted charge is the charge for another use within another development category that Council determines should apply based on that other use having a similar demand for infrastructure.	

## 7. Credit

- (1) A credit is an amount which is the greatest allowable under the following instances:
  - a. If the premises is subject to a continuing existing lawful use and is serviced by trunk infrastructure networks - the adopted charge for the existing lawful use, calculated in accordance with section 6.0.
  - b. If the premises is not subject to a continuing existing lawful use and is serviced by trunk infrastructure networks - the adopted infrastructure charge for Residential (3 or more Bedroom dwelling) calculated in accordance with section 6.0.
  - c. If the premises is subject to a previous use that is no longer taking place but which was lawful at the time it was carried out and the premises is serviced by trunk infrastructure networks - the adopted charge for the previous lawful use calculated in accordance with section 6.0
  - d. If the premises is subject to other development that may be lawfully carried out without the need for a further development permit and is serviced by trunk infrastructure networks - the adopted charge for the development not requiring a further development permit calculated in accordance with section 6.0.
- (2) A Credit for a use or development mentioned in subsection (1) will not apply to the premises if an infrastructure requirement that applies or applied to the use or development has not been complied with.
- (3) An applicant seeking a Credit for a use or development mentioned in subsection (1) must provide evidence of the continuing existing lawful use, previous lawful use or previous payment.
- (4) For avoidance of doubt,
  - a. A Credit does not apply to development which is not the subject of an adopted charge.
  - b. A Credit for the premises cannot exceed the adopted charge for the development.

- c. A Credit does not apply to premises in a non-residential zone if the premises is not subject to an existing lawful use, a previous lawful use or a previous trunk infrastructure contribution.

## **8. Calculating the charge to be levied**

- (1) The charge to be levied will be calculated by determining the adopted charges for the development, and then subtracting from it, the greatest applicable Credit. If Council has agreed to waive infrastructure charges in part or full under an applicable policy, the applicable Discount will also be subtracted.

## **9. Working out the cost of infrastructure for an offset or refund**

### **9.1 Obligations to offset**

- (1) The obligation to offset the cost of infrastructure required to be provided under a necessary infrastructure condition is contained in section 129(2) of the PA.
- (2) That obligation applies where the elements of section 129(1) of the PA are satisfied.

### **9.2 Obligations to refund**

- (1) There are three instances under Chapter 4, Part 2 of the PA where there is an obligation falling to Council, to provide a refund, namely:
  - (a) In section 129(3) of the PA, where the elements of section 129(1) of the PA are satisfied;
  - (b) In section 134(2) of the PA, where the elements of section 134(1) of the PA are satisfied; and
  - (c) In section 135 of the PA – which arises where a development approval stops, and where the elements of section 135(1) of the PA are satisfied.
- (2) The resolution does not specify a method in terms of the obligation to refund where a development approval stops under section 135 of the PA.

### **9.3 Method for working out the cost of infrastructure the subject of an offset or refund**

- (1) The amount of an Infrastructure Offset is the establishment cost of the trunk infrastructure contribution the subject of the offset.
- (2) Council must work out the establishment cost of the trunk infrastructure contribution using the method stated in section 9.4.



- (3) If the applicant has given notice to the Council that it requires it to use the methodology under this charges resolution to recalculate the establishment cost of a trunk infrastructure contribution stated in an infrastructure charges notice, the establishment cost of the trunk infrastructure contribution is the establishment cost calculated using the method stated in section 9.4.

#### **9.4 Method for recalculating the establishment cost of a trunk infrastructure contribution**

- (1) The establishment cost of a trunk infrastructure contribution that is works (trunk infrastructure other than land) is to be calculated using a first principles estimating approach in accordance with section 9.5.
- (2) The establishment cost of a trunk infrastructure contribution that is land is to be determined using the before and after method for estimating the market value of land (the before and after method of valuation) in accordance with section 9.6.

#### **9.5 First principles estimating approach**

- (1) The first principles estimating approach is to be implemented through the following procedure:
  - (a) The Council is to provide the applicant the scope of works including the standard to which the trunk infrastructure contribution is to be provided and the location of the trunk infrastructure contribution.
  - (b) The applicant, at its cost, is to provide to the Council:
    - i. a bill of quantities for the design and construction of the specified trunk infrastructure contribution in accordance with the scope of works (the bill of quantities); and
    - ii. a first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure contribution specified in the bill of quantities (the cost estimate).
- (2) The Council may refer the bill of quantities and the cost estimate to a certified quantity surveyor to:
  - a. Assess whether the bill of quantities reflects an appropriate scope of works;
  - b. Assess whether the cost estimate is consistent with current market costs by applying a first principles approach to the bill of quantities;
  - c. Provide an amended bill of quantities and/or an amended cost estimate using a first principles estimating approach.
- (3) The Council must decide to:
  - a. Accept the bill of quantities and the cost estimate provided by the applicant;

- b. Reject the bill of quantities and the cost estimate provided by the applicant.
- (4) If the Council accepts the bill of quantities and the cost estimate it must:
  - a. Provide written notice to the applicant that it has agreed to its bill of quantities and the cost estimate; and
  - b. Calculate the establishment cost of the trunk infrastructure contribution by indexing the cost estimate to the date it is stated in the infrastructure charges notice or amended infrastructure charges notice using the Producer Price Index; and
  - c. Provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (5) If the Council rejects the bill of quantities and/or the cost estimate it must provide written notice to the applicant that:
  - a. It rejects the bill of quantities and/or the cost estimate; and
  - b. It proposes to use an amended bill of quantities and/or cost estimate; and
  - c. Its reasons for doing so.
- (6) Following receipt of the Council's written notice proposing an amended bill of quantities and/or amended cost estimate, the applicant must provide written notice to Council that it:
  - a. Accepts the amended bill of quantities and/or amended cost estimate; or
  - b. Rejects the amended bill of quantities and/or amended cost estimate
- (7) If the applicant accepts the amended bill of quantities and/or amended cost estimate, the Council must:
  - a. Calculate the establishment cost of the trunk infrastructure contribution by indexing the cost estimate to the date it is stated in the infrastructure charges notice or amended infrastructure charges notice using the Producer Price Index; and
  - b. Provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (8) If the applicant rejects the amended bill of quantities and/or amended cost estimate, the Council must refer the applicant's bill of quantities and cost estimate to an independent certified quantity surveyor (the independent assessor) to:

- a. Assess whether the bill of quantities reflects an appropriate scope of works; and
  - b. Assess whether the cost estimate is consistent with current market costs by applying a first principles approach to the bill of quantities; and
  - c. Determine a new bill of quantities and/or a new cost estimate using a first principles estimating approach.
- (9) The new cost estimate determined by the independent assessor is the establishment cost of the trunk infrastructure contribution.
- (10) Following receipt of the independent assessor's new bill of quantities and/or new cost estimate, the Council must:
- a. Provide written notice to the applicant about the independent assessor's first principles cost estimate;
  - b. Calculate the establishment cost of the trunk infrastructure contribution by indexing the independent assessor's first principles cost estimate to the date it is stated in the infrastructure charges notice or amended infrastructure charges notice using the Producer Price Index; and
  - c. Provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (11) The independent assessor is to be appointed by agreement between the Council and applicant. The cost of the independent assessment is to be shared equally between Council and the applicant.

## **9.6 The before and after method of valuation**

- (1) The before and after method of valuation is to be used to determine the market value of land.
- (2) The market value of land is to be determined at the following date:
- a. If the land is identified in the LGIP – the market value that would have applied on the day the development application, which is the subject of a condition to provide trunk infrastructure, first became properly made; or
  - b. If the land is not identified in the LGIP – the market value that would have applied on the day the development application that resulted in a condition to provide trunk infrastructure was approved.
- (3) The before and after method of valuation is to be implemented through the following procedural requirements:

- (a) The applicant, at their own cost, must provide to the Council a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (the valuation).
  - (b) The Council may refer the valuation to its registered valuer to:
    - a. Assess whether the valuation is consistent with current market value
    - b. Provide an amended valuation using the before and after method of valuation.
- (4) The Council is to decide to:
- (a) Accept the valuation provided by the applicant; or
  - (b) Reject the valuation provided by the applicant.
- (5) If the Council accepts the valuation, it is to:
- (a) Provide written notice to the applicant that it has agreed to the valuation; and
  - (b) Provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (6) If the Council rejects the valuation it must provide written notice to the applicant that:
- (a) It rejects the valuation; and
  - (b) It proposes an amended valuation; and
  - (c) Its reasons for doing so.
- (7) Following receipt of the Council's written notice proposing an amended valuation, the applicant must provide written notice to Council that it:
- (a) Accepts the amended valuation; or
  - (b) Rejects the amended valuation
- (8) If the applicant accepts the amended valuation, the Council must provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (9) If the applicant rejects the amended valuation, the Council must refer the applicants valuation to an independent certified practicing valuer to:
- (a) Assess whether the valuation is consistent with the market value; and

- (b) Provide a new valuation using the before and after method of valuation.
- (10) The valuation determined by the independent certified practicing valuer is the establishment cost of the trunk infrastructure contribution.
- (11) Following receipt of the independent certified practicing valuer's valuation, the Council is to:
  - (c) Provide written notice to the applicant about the independent certified practicing valuer's valuation; and
  - (d) Provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (12) The independent certified practicing valuer is to be appointed by agreement between the Council and applicant. The cost of the independent certified practicing valuer is to be shared equally between Council and the applicant.

## **10. Criteria for deciding conversion applications**

- (1) Each of the following criteria must be met for non-trunk infrastructure to be converted to trunk infrastructure:
  - (a) The infrastructure services development that is-
    - (i) Consistent with the assumptions about the type, scale, location and timing of future development stated in the LGIP; and
    - (ii) For premises completely inside the PIA;
  - (b) construction of the infrastructure has not yet started;
  - (c) the infrastructure is inconsistent with the requirements for non-trunk infrastructure stated in section 145 of the PA;
  - (d) the infrastructure is owned or will be owned by the Council;
  - (e) the infrastructure is not temporary infrastructure;
  - (f) the infrastructure will be used by other development;
  - (g) the type, size and function of the infrastructure is:
    - (i) consistent with the trunk infrastructure identified in the Council's LGIP; or
    - (ii) consistent with the examples of trunk infrastructure states for a network in Table 4

- (h) the type, size and location of the infrastructure is the most cost effective option for servicing multiple developments in the area;

**Note:** *The most cost effective option for trunk infrastructure provision means the least cost option based upon the life cycle cost of the infrastructure required to service unconstrained land at the desired standard of service.*

- (i) the infrastructure could have been planned by Council without knowing the detailed layout of lot reconfigurations or the design details for material change of use applications in the area. That is, the infrastructure could have been planned during preparation of the LGIP using only the planned density assumptions stated in the LGIP.

**Table 4 - Examples of trunk infrastructure for a network**

<b>Column 1 Infrastructure network</b>	<b>Column 2 Examples of trunk infrastructure</b>
<b>Water supply</b>	Land and/or works for: <ul style="list-style-type: none"> <li>- water treatment facilities located on the trunk network and owned by the Council</li> <li>- water storage facilities with a capacity exceeding 0.7 ML and owned by the Council</li> <li>- water mains having a diameter greater or equal to DN200mm</li> <li>- pumping stations and associated fittings located on trunk water mains specified above</li> <li>- chlorination equipment located on trunk water mains specified above</li> <li>- meters, valves, control and monitoring systems located on trunk water mains specified above</li> <li>- firefighting devices located on trunk water mains specified above</li> <li>- standard items associated with the trunk infrastructure items specified above</li> </ul>
<b>Sewerage</b>	Land and/or works for: <ul style="list-style-type: none"> <li>- sewage treatment plant systems servicing more than 1000EP and owned by the Council</li> <li>- gravity sewers having a diameter greater or equal to DN225mm and which service a minimum of 400 residential lots or equivalent demand</li> <li>- rising mains having a diameter greater or equal to DN200mm and which service a minimum of 600 residential lots or equivalent demand</li> <li>- pumping stations associated with above rising mains</li> <li>- items of infrastructure receiving flow directly from an upstream trunk infrastructure item</li> <li>- standard items associated with the trunk infrastructure items specified above</li> </ul>

Column 1 Infrastructure network	Column 2 Examples of trunk infrastructure
<b>Transport</b>	<p>Land and/or works for:</p> <ul style="list-style-type: none"> <li>- the following Council roads, including associated intersections, roundabouts, bridges and culverts: <ul style="list-style-type: none"> <li>o arterial roads</li> <li>o sub-arterial roads</li> <li>o major distributor roads having a minimum capacity of 5,000 vehicles per day and servicing a minimum of 500 residential lots or equivalent demand</li> </ul> </li> <li>- standard items associated with the road profile of a Council owned trunk road specified above, including kerb and channelling, lighting, signage, traffic lights, pedestrian and cycle paths and basic verge plantings.</li> </ul>
<b>Stormwater</b>	<p>Land and/or works for:</p> <ul style="list-style-type: none"> <li>- the following stormwater infrastructure items which service a minimum of 300 residential lots or equivalent demand <ul style="list-style-type: none"> <li>o detention basins</li> <li>o bio-retention facilities and wetlands</li> <li>o channel</li> <li>o culvert</li> <li>o pipe</li> </ul> </li> </ul>
<b>Public parks and community facilities</b>	<p>Land and/or works for:</p> <ul style="list-style-type: none"> <li>- the following public parks: <ul style="list-style-type: none"> <li>o local recreation parks that service a minimum of 500 residential lots or equivalent demand</li> <li>o district recreation and sporting parks</li> <li>o regional recreation and sporting parks</li> </ul> </li> <li>- embellishments necessary to make the above specified trunk public parks safe and useable.</li> </ul> <p>Only land (and/or works to ensure that the land is suitable) for local community facilities including community halls or centres, public recreation centres and public libraries.</p>

## 11. Interpretation

- (1) Words and terms defined in the PA or the Planning Scheme used in the resolution, have the meaning given in the PA or Planning Scheme.
- (2) Otherwise, the words used in the resolution are defined in Table 5:

**Table 5 - Definitions of words used in the resolution**

<b>Column 1 Word</b>	<b>Column 2 Definition</b>
<b>Bedroom</b>	means an area of a building or structure which: <ul style="list-style-type: none"> <li>- is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or</li> <li>- can be used for sleeping such as a den, library, study, loft, media or home entertainment room, family or rumpus room or other similar space.</li> </ul>
<b>Council</b>	means the Cassowary Coast Regional Council.
<b>Credit</b>	means the monetary amount used in the calculation of the levied charge, which is determined in accordance with section 7 of the resolution.
<b>Development category</b>	means the development category stated in column 1 of Table 1 of the resolution.
<b>Discount</b>	means the monetary amount used in the calculation of the levied charge, which has been determined by Council in accordance with an applicable policy.
<b>Impervious Area</b>	means the area of the premises that is impervious to rainfall or overland flow that results in the discharge of stormwater from the premises. It includes roofed, paved, concrete, asphalt or bitumen sealed areas.
<b>Infrastructure Offset</b>	means an infrastructure offset referred to in section 9 of the resolution.
<b>Local Government Infrastructure Plan or LGIP</b>	means the Cassowary Coast Regional Council Local Government Infrastructure Plan which is Part 4 of the Planning Scheme.
<b>Maximum Adopted Charge</b>	has the meaning given to that term in section 112 of the PA.
<b>Planning Scheme</b>	means the Cassowary Coast Regional Council Planning Scheme which commenced on 3 July 2015
<b>Priority Infrastructure Area or PIA</b>	means the priority infrastructure area identified in the LGIP
<b>Producer Price Index or PPI</b>	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 Statistician
<b>3-yearly PPI Average</b>	has the meaning given to that term in section 114 of the PA