

Whitsunday Regional Council

Infrastructure Charges Resolution (No. 1) 2026

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Whitsunday Regional Council

Infrastructure Charges Resolution (No. 1) 2026

SHORT TITLE

This resolution may be cited as Infrastructure Charges Resolution (No. 1) 2026.

APPLICATION TO LOCAL GOVERNMENT AREA

1. This resolution applies to the entire Whitsunday Regional Council local government area.

WHEN RESOLUTION HAS EFFECT

2. This resolution has effect on and from 03 August 2026

3. PURPOSE

4. The purpose of this resolution is to assist with the implementation of the Whitsunday Regional Council Planning Scheme 2017 (Planning Scheme) in accordance with Chapter 4, Part 2 of the Planning Act 2016 (the Planning Act).

- (1)
- (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) into Development Categories (provided in Column 1 of Table 1).

- (2)
- (3) 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 based on that other use having a similar demand for infrastructure.

For development comprising multiple uses, Council will allocate an applicable Development Category to each portion of the development having a separate use.

Table 1 – Development Categories and Development

Column 1 Development Category	Column 2 Development under the Planning Scheme
Residential	Caretaker's accommodation; Dual occupancy; Dwelling house; and Multiple dwelling.
Accommodation (short term)	Hotel (accommodation component); Resort complex (accommodation component); Short term accommodation; and Tourist park (accommodation component).
Accommodation (long term)	Community residence; Relocatable home park; Retirement facility; and Rooming accommodation.
Places of assembly	Club; Community use; Function facility; Funeral parlour; and Place of worship.
Commercial (bulk goods)	Agricultural supplies store; Bulk landscape supplies; Garden centre; Hardware and trade supplies; Outdoor sales; and Showroom.
Commercial (retail)	Adult store; Food and drink outlet; Service industry; Service station; Shop; and Shopping centre.
Commercial (office)	Office; and Sales office.
Educational facility	Child care centre; Community care centre; and Educational establishment.
Entertainment	Hotel (non-residential component); Nightclub entertainment facility; Resort complex (excluding accommodation component); and Theatre.
Indoor sport and recreational facility	Indoor sport and recreation.
High impact industry	High impact industry; and Special industry
Industry	Low impact industry; Marine industry; Medium impact industry; Research and technology industry; Rural industry; and Warehouse.
High impact rural	Aquaculture (cultivating in a confined area aquatic animals or plants for sale); Intensive animal industry; Intensive horticulture; Wholesale nursery; and Winery.
Low impact rural	Animal husbandry; Cropping; Permanent plantation; and Wind farm.
Essential services	Detention facility (correctional facility); Emergency services; Health care services; Hospital; Residential care facility; and Veterinary services.
Minor uses	Advertising device; Cemetery; Home based business; Landing; Market; Outdoor lighting; Park; Roadside stall; Telecommunications facility; Temporary use.
Other uses	Air service; Animal keeping; Bar; Brothel; Car wash; Crematorium; Dwelling unit; Environment facility; Extractive industry; Major electricity infrastructure; Major sport recreation and entertainment facility; Motor sport facility; Nature-based tourism; Non-resident workforce accommodation; Outdoor sport and recreation; Outstation; Parking station (car park); Port services; Renewable energy facility; Rural workers accommodation; Substation; Tourist attraction; Transport depot; and Utility installation.

ADOPTED INFRASTRUCTURE CHARGES

6.1 Development types

Adopted charges apply for:

- (a) reconfiguring a lot - see section 6.2;
- 6. (b) material change of use of premises - see section 6.3; and
- (1) (c) carrying out of building work - see section 6.3.
- (d) carrying out of operational works involving Engineering work - see section 6.4.

6.2 Adopted infrastructure charges for reconfiguring a lot

The adopted charges for reconfiguring a lot, for each lot created:

- (1) (a) in a zone within Zone Group A are the adopted charges for the development category 'Residential – three or more Bedroom dwelling' stated in Table 2;
- (b) in a zone within Zone Group B are the adopted charges for the development category 'Minor Uses' stated in Table 3;
- (c) within the Low impact industry and Medium impact industry zones are the adopted charges for the development category 'Commercial (bulk goods)' stated in Table 3 and calculated using a plot ratio of 0.6;
- (d) within the High impact industry zone are the adopted charges for the development category 'Industry' stated in Table 3 and calculated using a plot ratio of 0.6.
- (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 - 30%
 - (b) sewer - 27%
 - (c) transport – 40%
 - (d) public parks and land for community facilities – 3%
- (3) If a reconfiguration of a lot for non-residential purposes 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 – 30%
 - (b) sewer – 27%
 - (c) transport – 40%
 - (d) public parks and land for community facilities – 3%

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

The adopted charges for a material change of use or building work for residential development are the adopted charges stated in Table 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.

- (1) 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 2 is to be reduced by the following amount for each network that will not service the development:
- (2)
- (3)
 - (a) water - 30%
 - (b) sewer - 27%
 - (c) transport – 40%
 - (d) public parks and land for community facilities – 3%
- (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:
 - (a) water supply – 30%
 - (b) sewerage – 27%
 - (c) transport – 40%
 - (d) public parks and land for community facilities – 3%

6.4 Adopted infrastructure charges for operational works involving engineering work

- (1)
- (2) The adopted charges for operational work involving engineering work connecting a premise to water or sewer infrastructure outside of the PIA for residential development are the adopted charges stated in Table 2.
- (3) The adopted charges for operational work involving engineering work connecting a premise to water or sewer infrastructure outside of the PIA for non-residential development are the adopted charges stated in Table 3.
- (4) If residential development is planned to be serviced by any of the following trunk infrastructure networks, the adopted charge for that development stated in Column 2 of Table 2 is calculated in accordance with the following apportionment for each network that will service the development:
 - (a) water - 30%
 - (b) sewer - 27%

If non-residential development is 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 calculated in accordance with the following apportionment for each network that will service the development:

(a) water supply – 30%

(b) sewerage – 27%

Table 2 – Adopted infrastructure charges for residential development

Column 1 Development category	Column 2 Adopted infrastructure charge
Residential – 1 or 2 bedroom dwelling house	\$27,163.80 for each dwelling with 2 or less bedrooms
Residential – 3 or more bedroom dwelling house	\$38,029.25 for each dwelling with 3 or more bedrooms
Accommodation (short term)	For tent or caravan sites in a tourist park: \$13,581.80 for each group of 2 sites or less \$19,014.45 for each group of 3 sites
	For cabins in a tourist park: \$13,581.80 for each cabin with 2 or less bedrooms \$19,014.45 for each cabin with 3 or more bedrooms
	For a hotel, short-term accommodation or resort complex: \$13,581.80 for each suite with 2 or less bedrooms \$19,014.45 for each suite with 3 or more bedroom \$13,581.80 for each bedroom that is not part of a suite
Accommodation (long term)	For a relocatable home park: \$27,163.80 for each relocatable dwelling site for 2 or less bedrooms \$38,029.25 for each relocatable dwelling site for 3 or more bedrooms
	For a community residence, rooming accommodation or retirement facility: \$27,163.80 for each suite with 2 or less bedrooms \$38,029.25 for each suite with 3 or more bedrooms \$27,163.80 for each bedroom that is not part of a suite

Table 3 – Adopted infrastructure charges for non-residential development

Column 1 Development category	Column 2 Adopted infrastructure charge for the water supply, sewerage, transport, public parks and land for community facilities networks (\$/m² of GFA)
Places of assembly	\$95.15
Commercial (bulk goods)	\$190.15
Commercial (retail)	\$244.50
Commercial (office)	\$190.15
Educational facility (other than an educational establishment for the Flying Start for Queensland Children program)	\$190.15
Educational facility	\$0

(for the Flying Start for Queensland Children program)	
Entertainment	\$271.60
Indoor sport and recreational facility	- \$271.60 for each square metre of gross floor area, other than court areas - \$27.10 for court areas;
High impact industry	\$95.15
Industry	\$67.85
High impact rural	\$27.10
Low impact rural	\$0
Essential services	\$190.15
Minor uses	\$0
Other uses	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.

CREDIT

7. A credit is an amount which is the greatest allowable under the following instances:
- (1)
 - (a) if the premises is subject to a continuing existing lawful use, the adopted charge for the existing lawful use, calculated in accordance with Section 6.3.
 - (b) if the premises is located in a Mixed use, Low-medium density residential or Low density residential zone and is not subject to a continuing existing lawful use, the adopted infrastructure charge for Residential (3 or more Bedroom dwelling), calculated in accordance with Section 6.3.
 - (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, the adopted charge for the previous lawful use calculated in accordance with Section 6.3.
 - (d) if the premises is subject to other development that may be lawfully carried out without the need for a further development permit, the adopted charge for the development not requiring a further development permit calculated in accordance with Section 6.3
 - (2)
 - (3) 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.
 - (4)

An applicant seeking a Credit for a use or development mentioned in subsection (1)(a) or (c) must provide evidence of the continuing existing lawful use or previous lawful use.

For avoidance of doubt:

- (a) a Credit does not apply to development which is not the subject of an adopted charge; and
- (b) a Credit for the premises cannot exceed the adopted charge for the development.

CALCULATING THE CHARGE TO BE LEVIED

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.

8. The amount of the levied charge will be recalculated at time of payment using the adopted infrastructure charges stated in the resolution in use at that time.

(1)

WORKING OUT THE COST OF INFRASTRUCTURE FOR AN OFFSET OR REFUND

9.1 Obligations to offset

(2)

9. 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 Planning Act.

- (1) That obligation applies where the elements of section 129(1) of the Planning Act are satisfied.

9.2 Obligations to refund

(2)

There are three instances under Chapter 4, Part 2 of the Planning Act where there is an obligation falling to Council, to provide a refund, namely:

(1)

- (a) in section 129(3) of the Planning Act – which arises where a condition about necessary trunk infrastructure has been imposed, and where the elements of section 129(1) of the Planning Act are satisfied;
- (b) in section 134(2) of the Planning Act – which arises where an extra payment condition has been imposed on development completely within the PIA; and
- (c) in section 135 of the Planning Act – which arises where a development approval subject to an extra payment condition stops, and where the elements of section 135(1) of the Planning Act are satisfied.

(2)

The resolution does not specify a method in terms of the obligation to refund where a development approval subject to an extra payment condition stops under section 135 of the Planning Act.

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

(1)

(2)

The amount of an Infrastructure Offset is equal to the establishment cost of the trunk infrastructure contribution the subject of the offset.

(3)

If the Infrastructure Offset is more than the levied infrastructure charges, the Infrastructure Refund is the difference between the Infrastructure Offset and the levied infrastructure charges.

Council must work out the establishment cost of the trunk infrastructure contribution by using either:

- (a) the establishment cost stated for that item of trunk infrastructure identified in Column 4 of the schedule of works table in Schedule 3 of the Planning Scheme; or

- (b) the establishment cost of the trunk infrastructure calculated in accordance with section 9.4.
- (4) 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, Council must recalculate the establishment cost in accordance with section 9.4.

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

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.

- (1) 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.

(2) 9.5 First principles estimating approach

The first principles estimating approach is to be implemented through the following procedure:

- (1)
 - (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).
 - (c) The Council must decide to:
 - (i) accept the bill of quantities and the cost estimate provided by the applicant;
 - (ii) reject the bill of quantities and the cost estimate provided by the applicant.
 - (d) If the Council accepts the bill of quantities and the cost estimate it must:
 - (i) provide written notice to the applicant that it has agreed to its bill of quantities and the cost estimate;
 - (ii) 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
 - (iii) provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.

- (e) If the Council rejects the bill of quantities and/or the cost estimate it must provide written notice to the applicant that:
 - (i) it rejects the bill of quantities and/or the cost estimate;
 - (ii) it proposes to use an amended bill of quantities and/or cost estimate; and
 - (iii) its reasons for doing so.
- (f) 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:
 - (i) accepts the amended bill of quantities and/or amended cost estimate; or
 - (ii) rejects the amended bill of quantities and/or amended cost estimate.
- (g) If the applicant accepts the amended bill of quantities and/or amended cost estimate, the Council must:
 - (i) 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
 - (ii) provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (h) 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:
 - (i) assess whether the bill of quantities reflects an appropriate scope of works;
 - (ii) assess whether the cost estimate is consistent with current market costs by applying a first principles approach to the bill of quantities; and
 - (iii) determine a new bill if quantities and/or a new cost estimate using a first principles estimating approach.
- (i) The new cost estimate determined by the independent assessor is the establishment cost of the trunk infrastructure contribution.
- (j) Following receipt of the independent assessor's new bill of quantities and/or new cost estimate, the Council must:
 - (i) provide written notice to the applicant about the independent assessor's first principles cost estimate;
 - (ii) 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

- (iii) provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (k) 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

The before and after method of valuation is to be used to determine the market value of land.

The market value of land is to be determined at the following date:

- (1) (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
- (2) (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.

The before and after method of valuation is to be implemented through the following procedure:

- (3) (a) The applicant, at their own cost, is to provide 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 is to decide to:
 - (i) accept the valuation provided by the applicant; or
 - (ii) reject the valuation provided by the applicant.
- (c) If the Council accepts the valuation, it is to:
 - (i) provide written notice to the applicant that it has agreed to the valuation; and
 - (ii) provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (d) If the Council rejects the valuation it must provide written notice to the applicant that:
 - (i) it rejects the valuation;
 - (ii) it proposes an amended valuation; and
 - (iii) its reasons for doing so.
- (e) Following receipt of the Council's written notice proposing an amended valuation, the applicant must provide written notice to Council that it:
 - (i) accepts the amended valuation; or

- (ii) rejects the amended valuation.
- (f) 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.
- (g) If the applicant rejects the amended valuation, the Council must refer the applicant's valuation to an independent certified practicing valuer to:
 - (i) assess whether the valuation is consistent with the market value; and
 - (ii) provide a new valuation using the before and after method of valuation.
- (h) The valuation determined by the independent certified practicing valuer is the establishment cost of the trunk infrastructure contribution.
- (i) Following receipt of the independent certified practicing valuer's valuation, the Council is to:
 - (i) provide written notice to the applicant about the independent certified practicing valuer's valuation; and
 - (ii) provide an infrastructure charges notice or amended infrastructure charges notice to the applicant stating the establishment cost of the trunk infrastructure contribution.
- (j) 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 premises the subject of the relevant development approval must be within the PIA (**subject premises**);
- (b) The development must service the following:
 - (i) the development the subject of the relevant development approval, strategic plan, master plan or preliminary approval that includes the subject premises; and
 - (ii) additional development in the area (**other premises**); and
 - (iii) demand that is consistent with the assumptions about the type, scale, location and timing of future development stated in the LGIP, including extrinsic material;
- (c) The development infrastructure is not consistent with the requirements for non-trunk infrastructure stated in section 145 of the Planning Act;
- (d) The development infrastructure is owned or will be owned by the Council;
- (e) The development infrastructure is not temporary in nature;

- (f) The development infrastructure will service unconstrained land;
- (g) The type, size, function and capacity of development infrastructure is consistent with trunk infrastructure in the LGIP Schedule of Works;
- (h) The type, size, function, capacity and location of the development infrastructure is the most cost-effective option for servicing the anticipated future demand of other premises in the PIA in the locality, in accordance with desired standards of service within the LGIP; and

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, in accordance with methodologies informing the LGIP and Extrinsic material.*

- (i) The development 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 locality. That is, the infrastructure could have been planned during preparation of the LGIP using only the planned density assumptions stated in the LGIP and Extrinsic material.
- (j) The development infrastructure must not be about the stormwater network.

Note: *All stormwater should be managed on the subject premises, or other premises in accordance with QUDM. Council does not identify Trunk stormwater within the Schedule of Works nor charge for stormwater within Section 6 Adopted Infrastructure Charges.*

INTERPRETATION

11.

- (1) Words and terms defined in the Planning Act, the Planning Regulation 2017 (the Planning Regulation) or the Planning Scheme and used in the resolution, have the meaning given in the Planning Act, the Planning Regulation or the Planning Scheme.

(2)

Otherwise, the words used in the resolution are defined in Table 5.

(3)

- (4) If a word or term used in this resolution is not defined in the Planning Act, the Planning Regulation, the Planning Scheme or Table 5 of this resolution, it has the ordinary meaning.

(5)

A reference in this resolution to any act includes any regulation or instrument made under it, and where amended or replaced, if the context permits, means the amended or replaced act.

A reference in this resolution to a specific resource document or standard means the latest version of that resource document or standard.

Table 5 – Definitions of words used in the resolution

Column 1 Word	Column 2 Definition
Bedroom	means an area of a building or structure which: • 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 • 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.
Council	means the Whitsunday Regional Council.
Credit	means the monetary amount used in the calculation of the levied charge, which is determined in accordance with section 7 of the resolution.
Development category	means the development category stated in Column 1 of Table 1 of the resolution.
Discount	means the monetary amount used in the calculation of the levied charge, which has been determined by Council in accordance with an applicable policy.
Engineering work	means all works associated with communal private or public car parking, footpath, sewer, water or stormwater infrastructure, excluding: (a) building work; or (b) plumbing or drainage work conducted internally on a premise.
GFA	means the total floor area of all storeys of a building (measured from the outside of the external walls or the centre of a common wall), other than areas used for the following: • building services, plant and equipment; or • access between levels; or • ground floor public lobby; or • a mall; or • the parking, loading and manoeuvring of motor vehicles; or • unenclosed private balconies whether roofed or not.
Infrastructure Offset	means an infrastructure offset referred to in section 9 of this Resolution.
Infrastructure Refund	means an infrastructure refund referred to in section 9 of this Resolution.
Local Government Infrastructure Plan or LGIP	means the Whitsunday Regional Council Local Government Infrastructure Plan, which is Part 4 of the Planning Scheme.
Planning Scheme	means the Whitsunday Regional Council Planning Scheme 2017, which commenced on 30 June 2017.
Priority Infrastructure Area or PIA	means the priority infrastructure area identified in the LGIP.
Producer Price Index or 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 Statistician.

Column 1 Word	Column 2 Definition
3-yearly PPI Average	has the meaning given to that term in section 114 of the Planning Act 2016.
Zone Group A	includes the following Zones: Community facilities (excluding Hamilton Island); District centre; Emerging Communities; Local centre; Low density residential; Low-medium density residential; Major centre; Mixed use; Neighbourhood centre; Recreation and open space (excluding Hamilton Island); Rural residential; Special industry; Tourist accommodation (excluding Hamilton Island); and Waterfront and marine industry.
Zone Group B	includes the following Zones: Community facilities (Hamilton Island only); Environmental management and conservation; Industry investigation; Recreation and open space (Hamilton Island only); Tourist accommodation (Hamilton Island only).