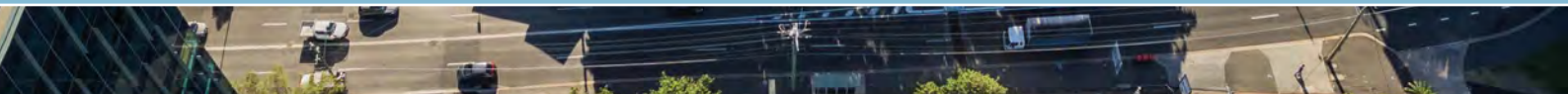


Economic Development Queensland



Bowen Hills Priority Development Area

Development Charges and Offset Plan



Effective 21 June 2019



Queensland
Government

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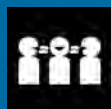
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1. Preliminary

1.1 Economic Development Act

The *Economic Development Act 2012* (the Act)¹ establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the functions and powers of the Act.

The main purpose of the Act² is to facilitate economic development, and development for community purposes, in the State. The Act³ seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the state declared as priority development areas (PDAs).

In accordance with section 10 of the Act, the MEDQ may fix charges and other terms for the provision of infrastructure in priority development areas.

This document is the Development Charges and Offset Plan (DCOP) made by the MEDQ pursuant to section 10 of the Act for the Bowen Hills PDA

1.2 Bowen Hills Priority Development Area

The Bowen Hills PDA (the PDA) was declared by regulation on 28 March 2008.

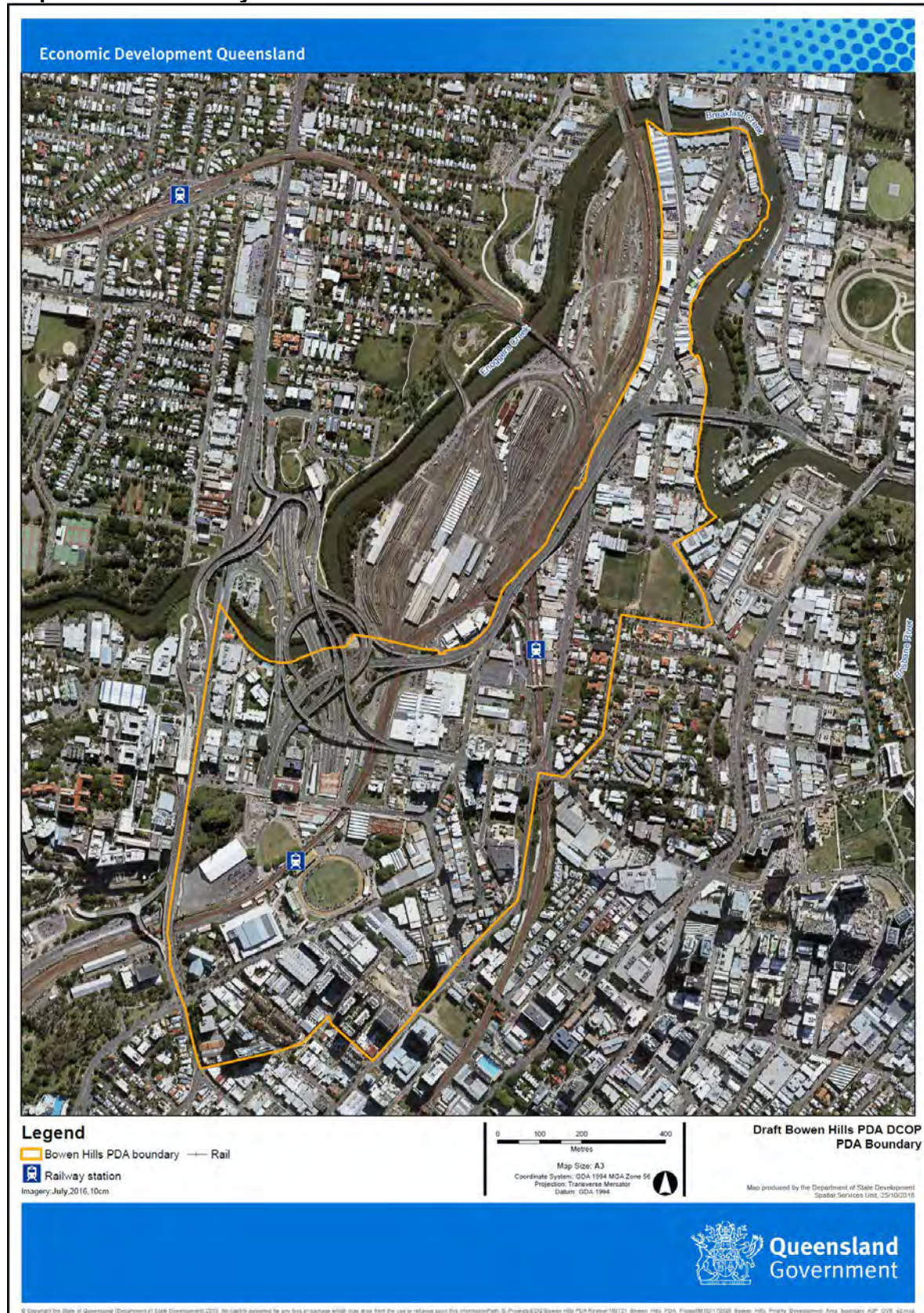
The PDA is approximately 108 hectares bound by Bowen Bridge Road and Enoggera Creek to the west, the Mayne Rail Yards and Breakfast Creek to the north, Water Street and St Pauls Terrace to the south and Breakfast Creek, Cintra Road and Markwell Street to the east. The boundaries of the PDA are shown on Map 1.

¹ See section 8 of the Act.

² See section 3 of the Act.

³ See section 4 of the Act.

Map 1: PDA boundary



2. Development Charges and Offsets Plan (DCOP)

2.1 Purpose of the DCOP .

This DCOP has effect on and from 21 June 2019.

The DCOP states the following for the PDA:

- a) the development charge for the provision of trunk infrastructure for the following networks:
 - (i) water supply
 - (ii) sewerage
 - (iii) stormwater
 - (iv) transport
 - (v) parks and community facilities
- b) the trunk infrastructure plans and schedules of works, and
- c) matters relevant to calculating a credit, offset or refund for the provision of trunk infrastructure.

Development charges will contribute to:

- a) funding the cost of trunk infrastructure which services or is proposed to service development within PDA
- b) subsidising the provision of value uplift works and strategies for the PDA such as affordable housing, community development, ecologically sustainable development, employment and innovation.

On and from the date the DCOP takes effect, the Infrastructure Funding Framework has no application for the Bowen Hills PDA. Additionally, to the extent of any inconsistency, the DCOP prevails over other EDQ instruments concerning charges, credits, offsets and refunds, including, without limitation the following EDQ guidelines or practice notes:

- Practice Note 16 Calculation of offsets for affordable and diverse housing
- Practice Note 17 Calculation of offsets for ecologically sustainable design
- Practice Note 18 Calculating value uplift.

2.2 Development charge rates for reconfiguring a lot or material change of use

The following types of charges (the sum of which equal the development charge) apply to development in the PDA:

- a) infrastructure charges
- b) value uplift charges.

Development charges are payable for the following development:

- a) **Reconfiguring a lot**

The development charge rates for reconfiguring a lot are set out in Table 1.

b) Material change of use

The development charge rates for a material change of use are set out in Table 2.

Table 1 - Development charge rates for reconfiguring a lot

Demand unit	Infrastructure charge rates (\$ per lot created)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Lot	28,335.90	0

Table 2 - Development charge rates for material change of use

Residential use	Demand unit	Infrastructure charge rates (\$ per demand unit)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Residential charge category			
Dwelling house	1 or 2 bedroom dwelling	20,239.95	100.00
	3 or more bedroom dwelling	28,335.90	100.00
Dual occupancy	1 or 2 bedroom dwelling	20,239.95	100.00
	3 or more bedroom dwelling	28,335.90	100.00
Caretaker's accommodation	1 or 2 bedroom dwelling	20,239.95	100.00
	3 or more bedroom dwelling	28,335.90	100.00
Multiple dwelling	1 or 2 bedroom dwelling	20,239.95	100.00
	3 or more bedroom dwelling	28,335.90	100.00
Dwelling unit	1 or 2 bedroom dwelling	20,239.95	100.00
	3 or more bedroom dwelling	28,335.90	100.00
Accommodation (short-term) charge category			
Hotel (residential component)	Suite with 1 or 2 bedrooms	10,119.95	50.00
	Suite with 3 or more bedrooms	14,167.95	50.00
	Bedroom that is not part of a suite	10,119.95	50.00
Short-term accommodation	Suite with 1 or 2 bedrooms	10,119.95	50.00
	Suite with 3 or more bedrooms	14,167.95	50.00
	Bedroom that is not part of a suite	10,119.95	50.00
Accommodation (long-term) charge category			
Community residence	Suite with 1 or 2 bedrooms	20,239.95	100.00
	Suite with 3 or more bedrooms	28,335.90	100.00
	Bedroom that is not part of a suite	20,239.95	100.00

Hostel	Suite with 1 or 2 bedrooms	20,239.95	100.00
	Suite with 3 or more bedrooms	28,335.90	100.00
	Bedroom that is not part of a suite	20,239.95	100.00
Retirement facility	Suite with 1 or 2 bedrooms	20,239.95	100.00
	Suite with 3 or more bedrooms	28,335.90	100.00
	Bedroom that is not part of a suite	20,239.95	100.00
Rooming accommodation	Suite with 1 or 2 bedrooms	20,239.95	100.00
	Suite with 3 or more bedrooms	28,335.90	100.00
	Bedroom that is not part of a suite	20,239.95	100.00
Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m² of impervious area)	Value uplift charge rates (\$ per demand unit of m² of uplift GFA)
Places of assembly charge category			
Function facility	70.85	10.10	150.00
Club	70.85	10.10	150.00
Community use	70.85	10.10	150.00
Funeral parlour	70.85	10.10	150.00
Place of worship	70.85	10.10	150.00
Commercial (bulk goods) charge category			
Agricultural supplies store	141.65	10.10	150.00
Bulk landscape supplies	141.65	10.10	150.00
Garden centre	141.65	10.10	150.00
Hardware and trade supplies	141.65	10.10	150.00
Outdoor sales	141.65	10.10	150.00
Showroom	141.65	10.10	150.00
Commercial (retail) charge category			
Adult store	182.15	10.10	150.00
Food and drink outlet	182.15	10.10	150.00
Service industry	182.15	10.10	150.00
Service station	182.15	10.10	150.00
Shop	182.15	10.10	150.00
Shopping centre	182.15	10.10	150.00

Commercial (office) charge category			
Office	141.65	10.10	150.00
Sales office	141.65	10.10	150.00
Educational facility charge category			
Childcare centre	141.65	10.10	150.00
Community care centre	141.65	10.10	150.00
Educational establishment	141.65	10.10	150.00
Entertainment charge category			
Hotel (non-residential component)	202.40	10.10	150.00
Nightclub entertainment facility	202.40	10.10	150.00
Theatre	202.40	10.10	150.00
Resort complex	202.40	10.10	150.00
Indoor sport and recreational facility charge category			
Indoor sport and recreation facility	202.40	10.10	150.00
	20.20 for court areas	10.10	0.00
Industry charge category			
Low impact industry	50.60	10.10	0.00
Research and technology industry	50.60	10.10	0.00
Warehouse	50.60	10.10	0.00
Essential services charge category			
Emergency services	141.65	10.10	0.00
Health care services	141.65	10.10	0.00
Residential care facility	141.65	10.10	100.00
Veterinary services	141.65	10.10	150.00
Minor uses charge category			
Uses in the minor uses charge category	The development charge rate is that which is applicable to the charge category that the MEDQ decides should apply for the use having regard to the use and the demand placed upon the trunk infrastructure networks by the use.		
Other uses charge category			
Uses in the other uses charge category	The development charge rate is that which is applicable to the charge category that the MEDQ decides should apply for the use having regard to the use and the demand placed upon the trunk infrastructure networks by the use.		

3. Calculating development charges

3.1 Calculating a development charge

A development charge is equal to the sum of the infrastructure charge and value uplift charge as applicable to the development, as follows:

$$DC = IC + VUC$$

Where:

DC = Development charge

IC = Infrastructure charge

VUC = Value uplift charge

3.2 Calculating an infrastructure charge

An infrastructure charge will be calculated by:

- a) multiplying the proposed development demand by the charge rate in accordance with section 2; and then
- b) subtracting from it the applicable credit calculated in accordance with section 4 and any applicable reduction calculated in accordance with section 5, as follows:

$$IC = (DD \times ICR) - C - R$$

Where:

IC is the infrastructure charge, which cannot be less than zero.

DD is the development demand represented by the demand unit (i.e. a number/quantity of lots, dwellings, GFA or impervious area).

ICR is the applicable infrastructure charge rate.

C is the value of any applicable credit, represented in dollars.

R is the value of any applicable reduction, represented in dollars.

3.3 Calculating a value uplift charge

Value uplift charges apply only to development yield exceeding that which would generally be allowable under the Brisbane City Council Brisbane City Plan 2000 (City Plan) in force in March 2008 (as per Map 2). Value uplift charges are applied in addition to infrastructure charges and are applied to gross floor area (GFA) above that which is allowable in accordance with Map 2.

The value uplift charge is determined using the following process.

$$VUC = (DD \times VUCR) - R$$

Where:

VUC is the total value uplift charge for the development, which cannot be less than zero.

DD is the development demand represented by the demand unit (i.e. a number/quantity of GFA).

VUCR is the applicable value uplift charge rate.

R is any applicable reduction provided for in section 5.

The method to determine the value uplift charge for a development proposal is as follows:

Step 1 — Determining the amount of GFA allowable (allowable GFA) by multiplying the Plot Ratio in Map 2) by the site area⁴.

Step 2 — Determining the amount of the GFA which value uplift charges are to be applied to (uplift GFA) by taking the allowable GFA away from the total GFA proposed in the development approval (total GFA).

Step 3 — Determining what percentage of the total GFA is to be allocated to each use type (percentage use) by dividing the GFA proposed for each land use type by the total GFA and multiplying the answer by 100.

Step 4 — Multiply the percentage for each use (calculated in step 3) by the uplift GFA to determine the GFA for each land use which will be subject to value uplift charges (value uplift GFA).

Step 5 — Multiplying the value uplift GFA for each land use by the relevant value uplift charge rate. Add the resulting value uplift charges together.

3.4 Value uplift transitional provisions

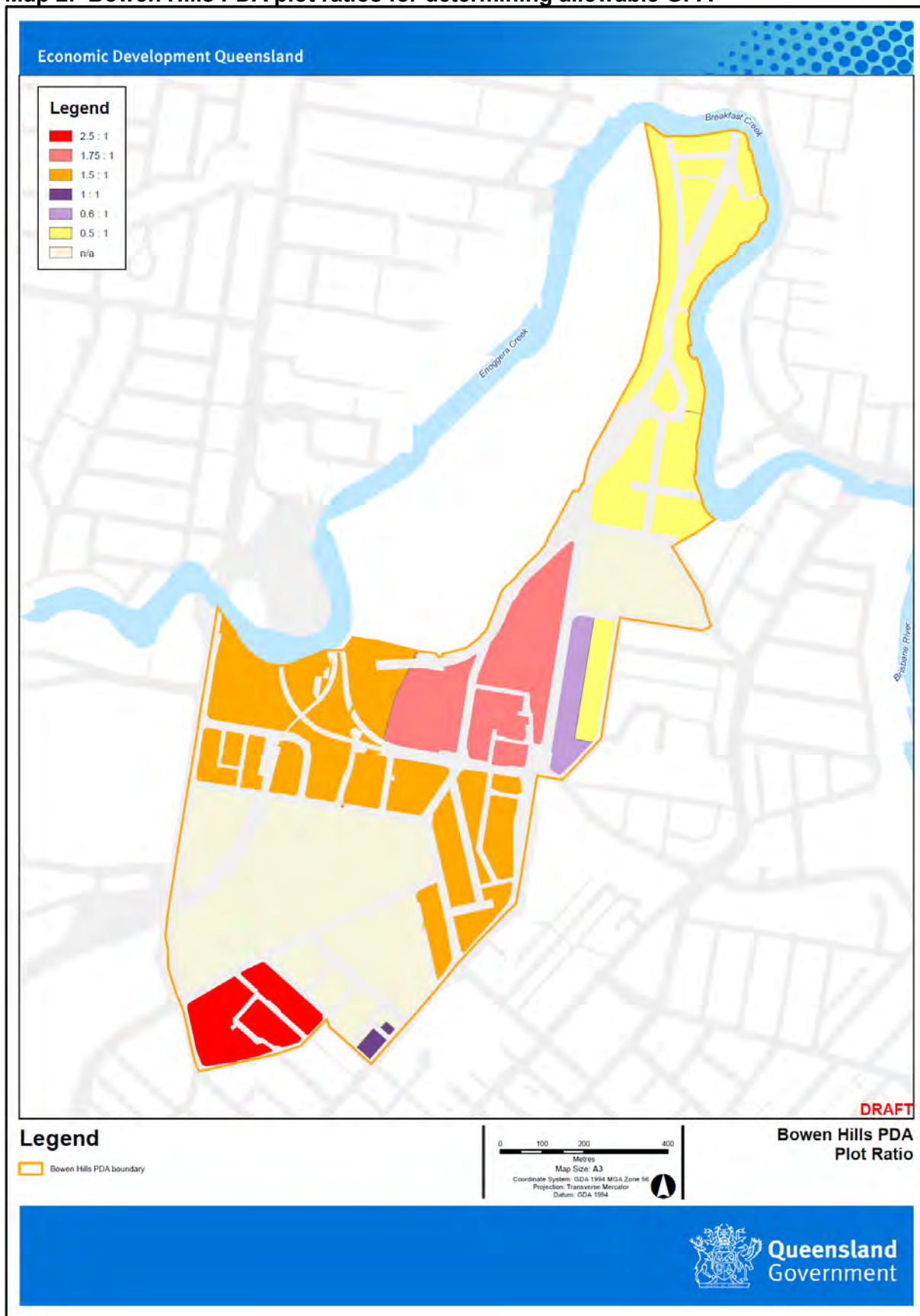
For the purposes of calculating a value uplift charge, a higher plot ratio than that shown in Map 2 may be accepted where a landowner purchased a property in the PDA prior to 28 March 2008 (being the date of declaration of the Bowen Hills PDA). The higher plot ratio may be accepted on the basis of a reasonable expectation that a higher development yield than that shown in Map 2 would have been approved by Brisbane City Council (BCC).

In support of a claim under this section, a land owner is to provide evidence, prepared prior to 23 March 2008, from BCC that a higher development yield was supported or had a likelihood of approval.

Where an applicant provides evidence, which is accepted by the MEDQ, that a higher yield was supported or had a likelihood of approval for their site, the plot ratio allocated to that site by Map 2 will be superseded by a plot ratio which aligns with the accepted higher yield for the site. Consequently, the higher plot ratio will be used to determine allowable GFA in accordance with section 3.3.

⁴ Where a building does not take up the full development area of a site, value uplift charges will be calculated according to the development area that the building occupies

Map 2: Bowen Hills PDA plot ratios for determining allowable GFA



4. Credits

4.1 Application of credits

A credit may be applied to the calculation of an infrastructure charge.

4.2 Credits for infrastructure charges

A credit for an infrastructure charge is an amount which is the greater of the following:

- a) the infrastructure charge for each existing lot, calculated using Table 1 of section 2
- b) if the premises are subject to an existing lawful use and is serviced by trunk infrastructure, the infrastructure charge for the existing lawful use calculated using Table 2 of section 2, or
- c) if the premises were subject to a previous lawful use and is serviced by trunk infrastructure, the infrastructure charge for the previous lawful use calculated using Table 2 of section 2.

However, a credit is not available where:

- a) the existing lawful use or previous lawful use commenced since the declaration of the PDA as accepted development, and charges were not levied
- b) the existing lawful use or previous lawful use was an interim use approved by the MEDQ and charges were not levied.

An applicant seeking a credit must provide evidence of the existing lawful use, previous lawful use, creation of the lot or payment of charges for accepted development or an interim use.

The sum of the credits for the infrastructure charges cannot exceed the sum of the infrastructure charges for the approved development.

5. Reductions

5.1 Application of reductions

A reduction may be applied to the calculation of a value uplift charge.

5.2 Reductions for development charges

A reduction will be applied to the calculation of a value uplift charge for a three or more bedroom dwelling under the residential charge category and are outlined in Table 3.

Table 3 – Reduction rates

Residential use	Demand unit	Value uplift charge reduction rates
		(\$ per demand unit of m ² of value uplift GFA)
Dwelling house	3 or more bedroom dwelling	100.00
Dual occupancy	3 or more bedroom dwelling	100.00
Caretaker's accommodation	3 or more bedroom dwelling	100.00
Multiple dwelling	3 or more bedroom dwelling	100.00
Dwelling unit	3 or more bedroom dwelling	100.00

The reduction will be calculated by multiplying the proposed development demand by the reduction rate for each demand unit type, as follows:

$$R = DD \times RR$$

Where:

R is the value of the applicable reduction, represented in dollars.

DD is the development demand represented by demand units (i.e. number/quantity of lots, dwellings, GFA or impervious area) apportioned to the relevant use.

RR is the reduction rate.

6. Exempt and delayed development charges

6.1 Development exempt from development charges

Development charges do not apply to development undertaken by the State, or another entity representing the State, for the following purposes:

- a) education
- b) emergency services, and
- c) health care services.

6.2 Delayed development charges

On application, the MEDQ may defer development charges deemed payable for not-for-profit or charitable organisations to assist with the delivery of these facilities within the PDA.

Not-for-profit or charitable organisations eligible for deferred development charges are defined as per the *Charities Act 2013* (Cth) and are registered with the Australian Charities and Not-for-profits Commission, unless the applicant can provide proof that the organisation provides a public benefit to the community, which is not limited to members of the organisation. The deferral for not-for-profit or charitable organisations applies to non-residential development only.

Deferrals are limited to 50 per cent of the development charges payable for a PDA development approval - capped to a maximum of \$40,000 per application.

Not-for-profit or charitable organisations may, at any time after the PDA development approval has been issued, but before the development charge becomes payable, apply for a deferral against the development charges.

If the MEDQ determines that an organisation meets the eligibility requirements, an infrastructure agreement may be prepared⁵ to defer the payment of development charges.

If an infrastructure agreement is proposed, it may include clauses which stipulate that the levied development charges will become due and payable if:

- a) the development or organisation no longer provides a public benefit
- b) the development ceases being used by the not-for profit or charitable organisation, or
- c) the property is transferred or otherwise disposed of.

⁵ The requirements set out in section 6.2 are not intended to be an exclusive list of requirements. The MEDQ retains ultimate discretion as to the terms and execution of any infrastructure agreement.

7. Indexation

7.1 Indexation of development charges

Development charges will be subject to indexation as follows:

indexed on 1 July 2019 and annually on each 1st of July subsequently, by an indexation rate calculated in accordance with the following formula:

$$= \left(1 + \left[\frac{x - y}{y} \right] \right)^{\left(\frac{1}{3} - 1 \right)}$$

Where:

x is the PPI for March in the current calendar year.

y is the PPI for the March which is three years prior to the March in the current calendar year.

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8. Payment of development charges

8.1 Timing for payment

A development charge is payable at the following time:

- a) If the charge applies for development that is reconfiguring a lot, prior to the MEDQ approving the plan of subdivision
- b) If the charge applies for development that is a material change of use, prior to the earlier of the following:
 - (i) endorsement of a building format plan
 - (ii) the certificate of classification or final inspection certificate being issued for a building or structure, or
 - (iii) commencement of use.

9. Infrastructure offsets and refunds

9.1 Application of an offset

This section applies where an applicant:

- a) is required to provide a trunk infrastructure contribution in accordance with conditions of a PDA development approval issued under the Act, and
- b) requests the value of that trunk infrastructure contribution to be offset against infrastructure charges (a trunk infrastructure offset).

The maximum offset that may be claimed is equal to or less than the infrastructure charge.

9.2 Requesting a provisional trunk infrastructure offset

Once a PDA development approval is issued, or at a later time, (but prior to the provision of land or the commencement of works which constitute the trunk infrastructure contribution which is the subject of the offset request), an applicant may submit a request for a provisional trunk infrastructure offset to the MEDQ which must include the following:

- a) the DCOP ID as per the schedule of works in section 10
- b) a detailed scope of works
- c) a plan showing the spatial extent of the infrastructure contribution
- d) preliminary engineering or landscape plans for the infrastructure contribution
- e) a statement as to when the infrastructure contribution is required to be provided, and
- f) a cost estimate for the infrastructure contribution which:
 - (i) for a works contribution, is to be determined in accordance with the parameters in section 9.3
 - (ii) for a land contribution, is to be determined in accordance with the parameters in section 9.4

The MEDQ may require the applicant to provide any further information that will assist in deciding a request for an infrastructure offset. The applicant must comply with any request for further information from the MEDQ.

9.3 Works Contribution – cost estimate

To determine a cost estimate for a works contribution, an applicant must provide:

- a) for a works contribution which has a value of more than \$500,000, evidence that a competitive tender process was conducted with a minimum of three tenders⁶, or

⁶ A competitive tender process is not mandatory for the provisional offset assessment. However, for works which have a value of more than \$500,000, evidence that a competitive tender process was conducted with a minimum of three tenders will be required prior to a final offset being granted.

- b) a bill of quantities and estimated overall value of the contribution certified by a Registered Professional Engineer of Queensland (RPEQ) or suitably qualified and experienced estimator based on the scope and preliminary engineering plans.

The value of a works contribution may include the following:

- a) the construction cost for the work
- b) construction on-costs for the work which do not exceed a total of 13 per cent of the construction cost for the following:
 - (iii) survey for the work
 - (iv) geotechnical investigations for the work
 - (v) detailed design for the work
 - (vi) project management, procurement and contract administration
 - (vii) environmental investigations for the work, and
 - (viii) portable long service leave payment for a construction contract for the work.
- c) risk and contingencies which do not exceed 10 per cent of the cost of that part of the work in a construction contract which is subject to a contingency.

However, the value of a works contribution may not include the cost of the following:

- a) master planning of the work
- b) carrying out temporary infrastructure works unless it is an agreed part of the works contribution
- c) carrying out other infrastructure works which is not part of the agreed works contribution
- d) decommissioning, removal and rehabilitation of infrastructure identified in b) and c), unless it is an agreed part of the works
- e) part of the works contribution provided by another party
- f) the cost of GST to the extent that GST is payable and an input tax credit can be claimed for the work
- g) a cost attributable directly or indirectly to the failure of an applicant or a person engaged by the applicant to perform and fulfil a relevant approval for the work
- h) a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant
- i) a cost of carrying out non-trunk infrastructure works which is only made necessary by the development and does not contribute to the function of the trunk infrastructure item
- j) a cost of carrying out trunk infrastructure works which relates to another infrastructure network
- k) the cost involved in a redesign, where that redesign is a result of failing by the applicant or a person engaged by the applicant
- l) a cost of carrying out infrastructure works in excess of the standard of service for the network of development infrastructure in the infrastructure plan, and
- m) a cost of maintaining an infrastructure asset where required by a condition of approval.

9.4 Land contribution – cost estimate

To determine a cost estimate for a land contribution, the MEDQ will attribute the Valuer-General's annual valuations (rate per m² basis) (in accordance with the *Land Valuation Act 2010*) which is current at the time the offset is to be granted.

The Value General's annual valuations will be used in circumstances where the lot which is affected by the land contribution requirement is vacant, under redevelopment or if there are structures on the land, the structures are deemed likely to be unaffected by the infrastructure project. If the provision of land is likely to affect existing structures, a valuation process will be undertaken for the site which may result in a different rate than the Valuer-General's annual valuation.

9.5 Determining a request for a provisional trunk infrastructure offset

The MEDQ shall decide the request within 30 business days of receiving a request for a provisional trunk infrastructure offset or upon receiving the further information requested under 9.2. In deciding the request, the MEDQ shall:

- a) determine whether a trunk infrastructure offset will be given for the trunk infrastructure contribution against infrastructure charges
- b) for a works contribution, determine the provisional works offset value either with reference to the schedule cost (or its proportion) in the schedule of works in section 10, or on the basis of the applicant's cost estimate pursuant to section 9.3, whichever is the lesser.
- c) for a land contribution, determine the provisional land offset value to be offset against infrastructure charges with reference to the process outlined in section 9.4 based on the area of land to be contributed.

Having decided the request, the MEDQ must give a notice to the applicant stating the following:

- a) whether a provisional trunk infrastructure offset will be given for the infrastructure contribution
- b) if a provisional trunk infrastructure offset is to be given:
 - (i) for a works contribution, the provisional works offset value, and
 - (ii) for a land contribution, the provisional land offset value.

9.6 Timing of a final trunk infrastructure offset

An applicant may make an application to the MEDQ for a final trunk infrastructure offset for a trunk infrastructure contribution at the following times:

- a) for a works contribution:
 - (i) for a complete works contribution, when the works have been accepted as on-maintenance, or
 - (ii) for a partially complete works contribution, when the MEDQ has agreed to accept an uncompleted works bond for the contribution. However, an offset for a partially completed

works contribution can only be for the value of the completed portion and not the uncompleted portion of the works.

- b) for a land contribution, when the trunk infrastructure contribution has been provided in accordance with the relevant PDA development approval.

9.7 Application for a final trunk infrastructure offset

A final trunk infrastructure offset request must include the following:

- a) a copy of the notice(s) issued by the MEDQ under section 9.5
- b) evidence:
 - (i) for a works contribution:
 - (A) that the works have been accepted as on-maintenance, or
 - (B) that an uncompleted works bond has been accepted by the MEDQ, and
 - (C) of the actual cost of the works contribution, or part thereof which has been completed, certified by an RPEQ or suitably qualified and experienced quantity survey or/estimator (certified actual costs), and
 - (D) for a works contribution which has a value of more than \$500,000, evidence that a competitive tender process was conducted with a minimum of three tenders.
 - (ii) for a land contribution, that the land contribution has been provided in accordance with the relevant PDA development approval.

9.8 Deciding a final trunk infrastructure offset

Within 30 business days of receiving a complete request for a final trunk infrastructure offset under Section 9.7, the MEDQ shall issue a notice advising the applicant:

Where an applicant's request has been accepted:

- a) for a works contribution:
 - (i) the final works offset value, which will be equal to the lesser of the provisional works offset or the certified actual costs.
 - (ii) the balance of any relevant infrastructure charges which are payable and the time that this payment must be made, and
 - (iii) the amount of any unused offset
- b) for a land contribution:
 - (i) the final land offset value, which will be equal to the lesser of the provisional land value determined in accordance with section 9.4 or the actual land offset value determined by the MEDQ at the time of the application for a final trunk infrastructure offset, on the basis of the amount of land actually contributed in accordance with the PDA development approval

- (ii) the balance of any relevant infrastructure charges which are payable and the timing of this payment, and
 - (iii) the amount of any unused offset.
- c) where an applicant's request has not been accepted, the reasons for rejecting the applicant's request.

9.9 Trunk infrastructure refunds

A refund (trunk infrastructure refund) may apply where a notice has been issued by the MEDQ stating the amount of an unused offset in accordance with section 9.8 and the stated amount (or part thereof) remains unused.

An applicant may submit a request to the MEDQ for a refund. The request must contain the following information for each trunk infrastructure contribution the subject of the proposed refund:

- a) that the trunk infrastructure contribution has been lawfully completed
- b) that the applicant seeks a refund of the unused trunk infrastructure offset, and
- c) the value of the unused trunk infrastructure offset.

The MEDQ may require the applicant to provide any further information that will assist in deciding a request for a refund.

The applicant must comply with any request for further information from the MEDQ.

9.10 Entitlement to a refund

Any refund is to accord with the following terms, unless otherwise agreed with the MEDQ:

- a) the refund is not to exceed the value of the unused trunk infrastructure offset
- b) the refund will only be made available when sufficient infrastructure charges have been collected by the MEDQ for the infrastructure item which is the subject of the trunk infrastructure refund, and
- c) the trunk infrastructure refund may be made over a series of payments.

9.11 Determining a request for a refund

The MEDQ shall decide within 30 business days of receiving a request for a trunk infrastructure refund or upon receiving the further information requested under section 9.9 and shall issue a notice advising the applicant:

- a) whether a refund is available or not
- b) if a trunk infrastructure refund is not available, the reason, and
- c) if a trunk infrastructure refund is available, the value of the trunk infrastructure refund, including indexation and details of the timing for payment of the trunk infrastructure refund.

10. Schedules of works

The schedule of works⁷ outlines future trunk land and works which are required to service the projected development within the PDA.

Table 3 - Schedule of future trunk infrastructure works – Water supply

DCOP ID	Map ref	Infrastructure type	Infrastructure description	Pipe diameter (mm)	Pipe length (m)	Estimated timing	Land cost	Total works cost ¹	Estimated cost ²
W1	3	Water Main	Campbell Street augmentation	250	286	2018 - 2021	\$ 0	\$201,533	\$201,533
W2	3	Water Main	Skyring Terrace / Montpellier Road augmentation	250	390	2026 - 2031	\$ 0	\$306,774	\$306,774
W3	3	Water Main	Jordan Terrace augmentation	250	280	2026 - 2031	\$ 0	\$220,248	\$220,248

Notes:

1 – The total works cost is the sum of the following: construction cost, construction on costs and construction contingency.

2 – The estimated cost is the sum of the following: land cost and total works cost. This is expressed in current cost terms as at the base date (FY 2016/17).

Table 4 - Schedule of future trunk infrastructure works – Sewerage

DCOP ID	Map ref	Infrastructure type	Infrastructure description	Pipe diameter (mm)	Pipe length (m)	Estimated timing	Land cost	Total works cost ¹	Estimated cost ²
S1	4	Gravity Main	Major sewer by-pass	1350	727	2018 - 2021	\$ 0	\$9,108,774	\$9,108,774
S2	4	Gravity Main	Brookes Street	315	120	2018 - 2021	\$ 0	\$1,143,983	\$1,143,983
S3	4	Gravity Main	St. Pauls Terrace	315	93	2018 - 2021	\$ 0	\$1,041,601	\$1,041,601
S4	4	Gravity Main	Markwell Street (a)	315	96	2018 - 2021	\$ 0	\$1,068,539	\$1,068,539

Notes:

1 – The total works cost is the sum of the following: construction cost, construction on costs and construction contingency.

2 – The estimated cost is the sum of the following: land cost and total works cost. This is expressed in current cost terms as at the base date (FY 2016/17).

3 – Project S1 – Major Sewer Bypass – The total works cost above is only that proportion to be levied on the Bowen Hills PDA through the DCOP.

⁷ The Schedule of Works may be updated from time to time as information regarding infrastructure upgrades which are required to service the PDA is reviewed and/or becomes available.

Table 5 - Schedule of future trunk infrastructure works - Transport

DCOP ID	Map ref	Infrastructure type	Infrastructure description	Estimated timing	Land cost ¹	Total works cost ²	Estimated cost ³
RD01	5	Arterial – widening, active transport improvements and street improvements and including - upgrades to Abbotsford Rd/Edmondstone Rd intersection (I01)	Abbotsford Road (North)	2018 - 2021	\$946,297	\$925,972	\$1,872,269
RD02	5	Suburban - street improvements including: - upgrades to Mayne Road/Hamilton Place/Campbell Street intersection (I02) - alterations to Campbell Street/Abbotsford Road intersection (I03)	Campbell Street (East)	2018 - 2021	\$943,497	\$3,116,669	\$4,064,729
RD03	5	District - active transport improvements and street improvements including: - upgrades to the Thompson Street/Edmondstone Road intersection (I04)	Edmondstone Road	2018 - 2021	\$236,223	\$997,237	\$1,233,460
RD04	5	Arterial – widening for new intersection	King St/St Pauls Tce & St Pauls/Constance St	2018 - 2021	\$0	\$11,103,364	\$11,103,364
RD05	5	Arterial – new intersection	King Street/St Pauls Terrace	2018 - 2021	\$0	\$657,503	\$657,503
RD06	5	Suburban – street improvements	Gregory Terrace	2018 - 2021	\$0	\$1,139,896	\$1,139,896
RD07	5	Arterial – street improvements	St Pauls Terrace	2018 - 2021	\$0	\$157,882	\$157,882
RD08	5	Suburban - active transport improvements	O'Connell Terrace (West)	2026 - 2031	\$0	\$378,000	\$378,000
RD09	5	Arterial - widening and street improvements including: - a new intersection at Hudd Street/Abbotsford Road (I05)	Abbotsford Road (South)	2026 - 2031	\$1,220,674	\$2,918,972	\$4,139,646
RD10	5	Suburban – widening, active transport improvements and street improvements including:	Brookes Street	2026 - 2031	\$411,823	\$731,720	\$1,143,543

DCOP ID	Map ref	Infrastructure type	Infrastructure description	Estimated timing	Land cost ¹	Total works cost ²	Estimated cost ³
		- alterations to Gregory Terrace/Brookes Street intersection (I06)					
RD11	5	Suburban - street improvements	Brookes Street	2026 - 2031	\$0	\$566,221	\$566,221
RD12	5	Suburban – active transport improvements and street improvements	Hamilton Place	2026 - 2031	\$48,957	\$711,700	\$760,657
RD13	5	Suburban - widening, active transport improvements and street improvements including: - a vehicle and pedestrian bridge spanning the railway corridor; - intersection upgrade at Mayne Road/Hudd Street and Tufton Street. (I07)	Hudd Street	2026 - 2031	\$2,109,499	\$11,135,002	\$13,244,501
RD14	5	Suburban – widening, active transport improvements and street improvements	Mayne Road	2026 - 2031	\$346,930	\$1,406,023	\$1,752,953
RD15	5	Suburban – extension of street, active transport improvements and street improvements	Tufton Street	2026 - 2031	\$7,668,790	\$3,141,368	\$10,810,158
RD16	5	Suburban – widening, active transport improvements and street improvements including: - upgrades to O'Connell Street/Brookes Street/Hamilton Place intersection (I08); - Upgrades to Tufton Street/O'Connell Terrace intersection (I09); - Signal alterations at Lanham Street/O'Connell Terrace (I10); - New bridge over rail for active transport connection on the southern side of the road.	O'Connell Terrace	2026 - 2031	\$782,426	\$3,768,468	\$4,550,894

Notes:

1 – Land for verge widenings has been excluded as verge widenings to meet minimum standards are not trunk infrastructure works. The total works cost is the sum of the following: construction cost, construction on costs and construction contingency.

2 – The estimated cost is the sum of the following: land cost and total works cost. This is expressed in current cost terms as at the base date (FY 2016/17).

Table 6 - Schedule of future trunk infrastructure works – Parks and community facilities

DCOP ID	Map ref	Infrastructure type	Infrastructure description	Estimated timing	Land cost	Total works cost ¹	Estimated cost ²
P1	6	Park (Local) - embellishments	Alexandria Park	2018 - 2021	\$0	\$2,987,663	\$2,987,663
P2	6	Park (Local) – embellishments – playground	Jeays Street Park	2021 - 2026	\$0	\$107,525	\$107,525
P3	6	Park (Local) – embellishment - Outdoor fitness node	Perry Park	2021 - 2026	\$0	\$118,910	\$118,910
P4	6	Park (Local) – embellishment - Landscaping, seating and path connection	Hurworth Street Park	2021 - 2026	\$0	\$518,650	\$518,650
P5	6	Park (Local) - new park and embellishments	Mayne Road Park	2026 - 2031	\$2,660,000	\$740,025	\$3,400,025
C1	N/A	Community Facility - library	200m from Bowen Hills rail station - Branch Library (1000m2 of GFA)	2026 - 2031	\$0	\$3,383,875	\$3,383,875

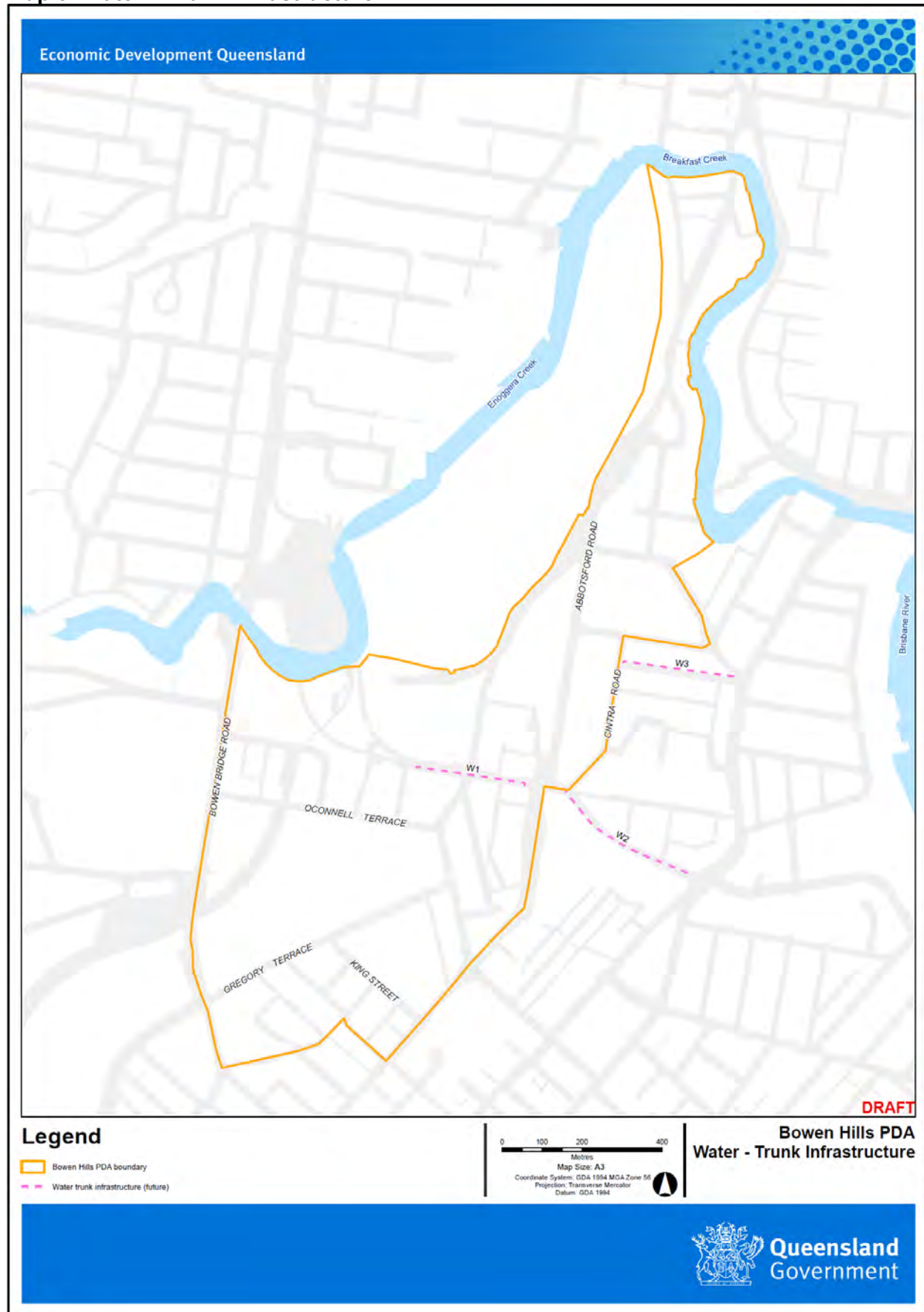
Notes:

1 – The total works cost is the sum of the following: construction cost, construction on costs and construction contingency.

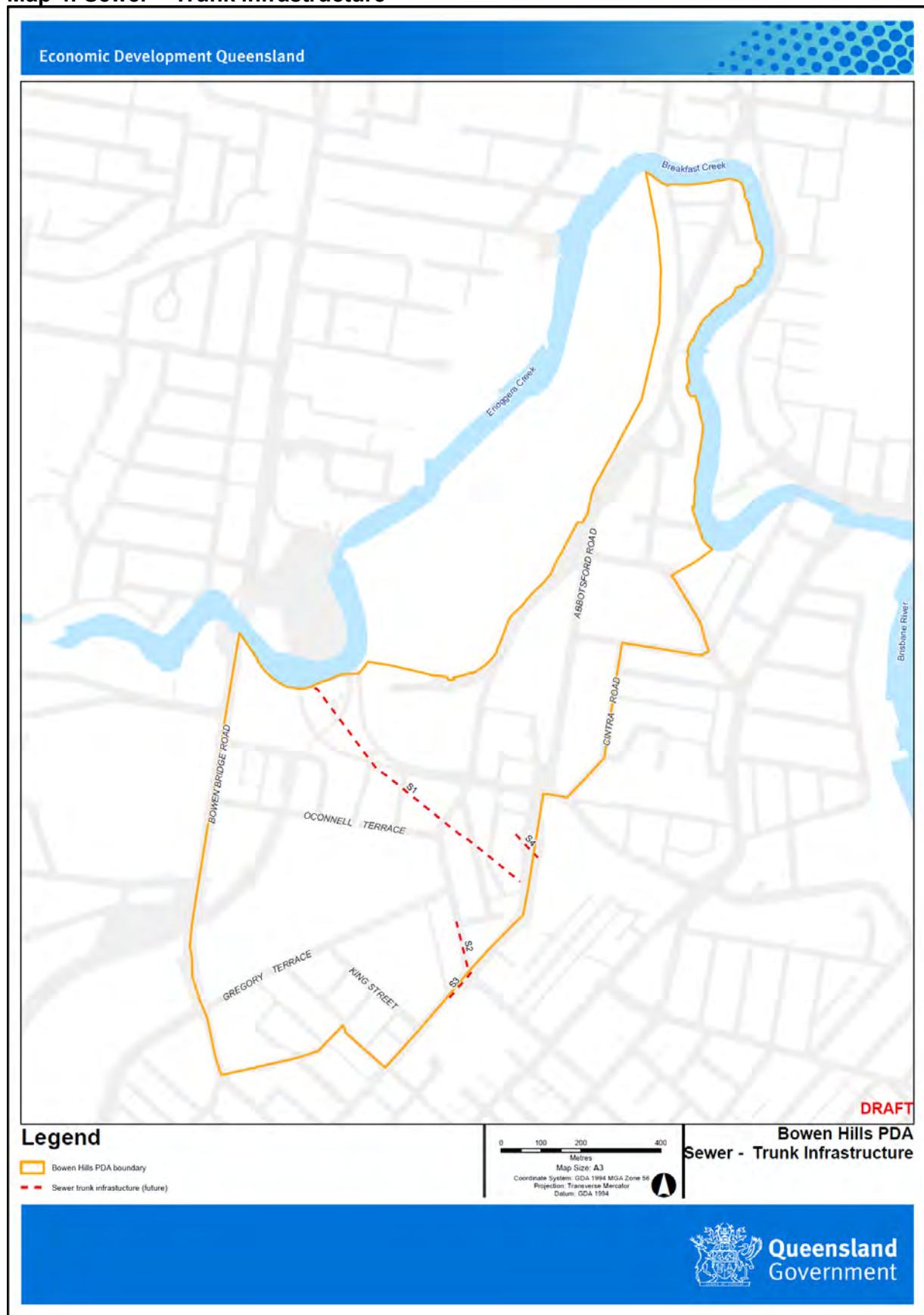
2 – The estimated cost is the sum of the following: land cost and total works cost. This is expressed in current cost terms as at the base date (FY 2016/17).

11. Trunk infrastructure maps

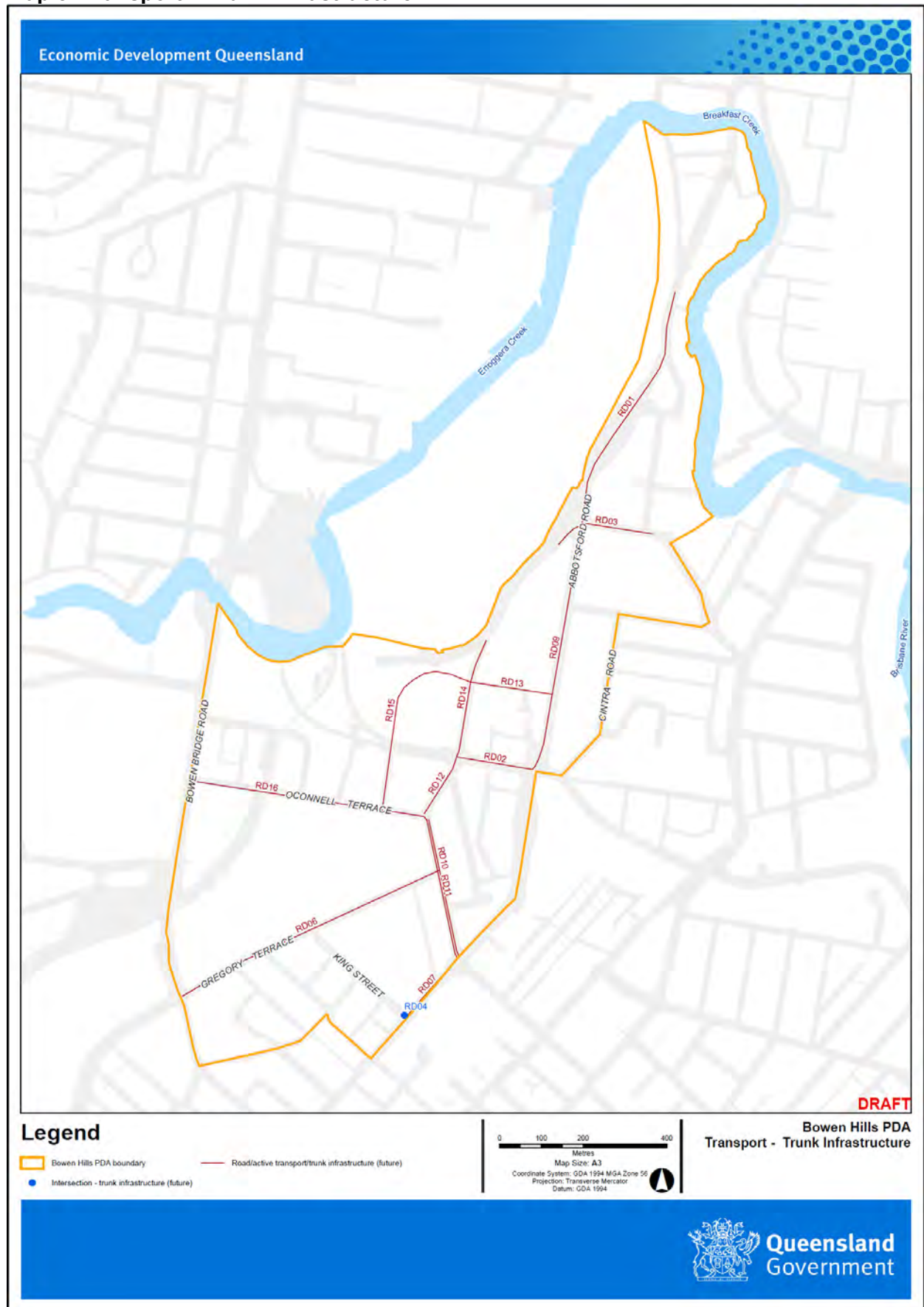
Map 3: Water – Trunk infrastructure



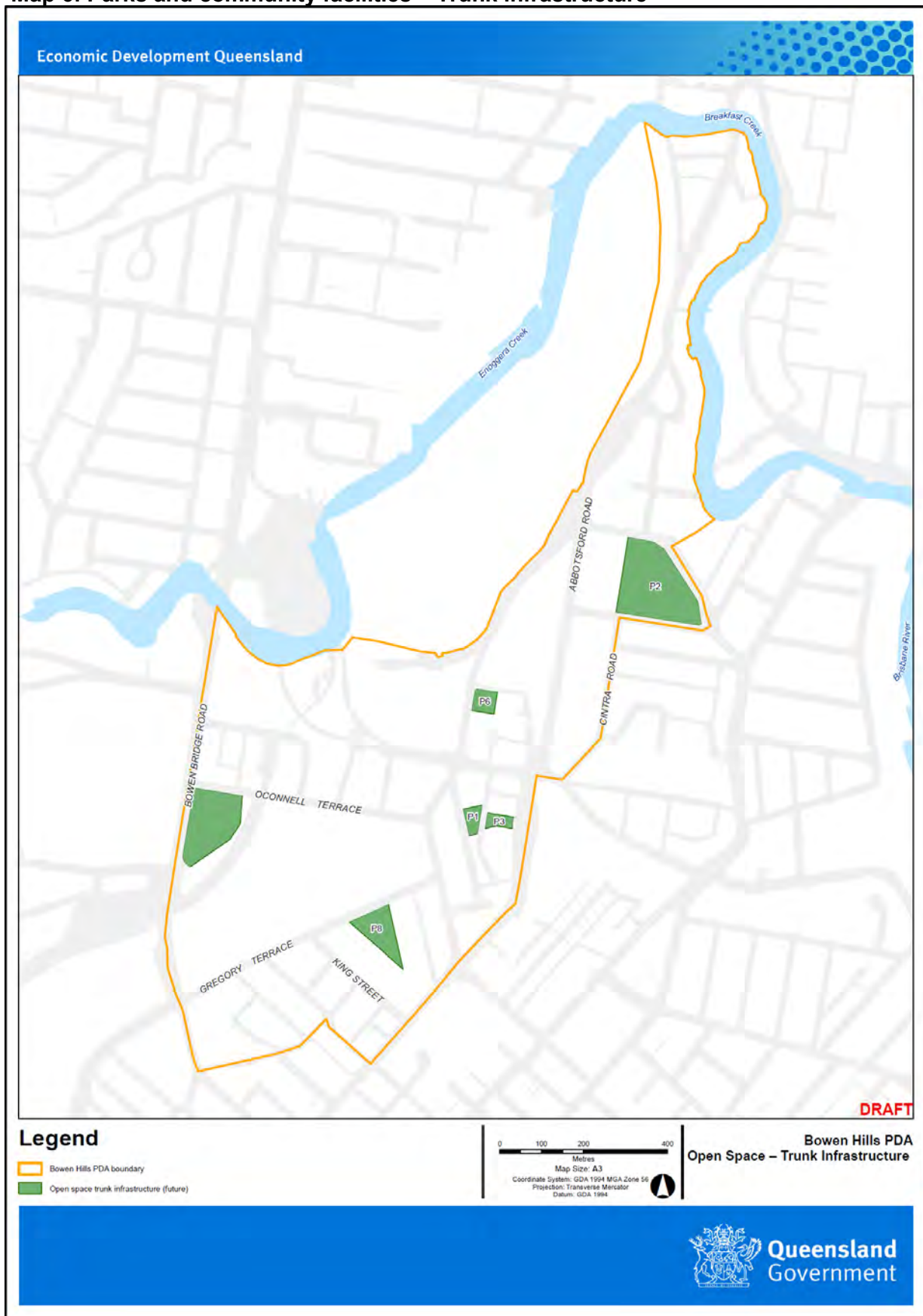
Map 4: Sewer – Trunk infrastructure



Map 5: Transport – Trunk infrastructure



Map 6: Parks and community facilities – Trunk infrastructure



12. Definitions and charges categories

12.1 Definitions

Unless otherwise expressly stated, a term used in this DCOP has the meaning given to it by:

- a) Table 8 of this DCOP
- b) if not defined in this DCOP, the Act
- c) if not defined in the Act, the Bowen Hills PDA Development Scheme
- d) if not defined in any of the above documents, the *Planning Act 2016*, or the *South-East Queensland Water (Distribution and Retail Restructuring Act) 2009*.

Table 8 – Defined terms

Column 1 Term	Column 2 Definition
Act	means the <i>Economic Development Act 2012</i> .
credit	means the monetary amount used in the calculation of an infrastructure charge, which is determined in accordance with section 4.
detailed scope of works	means a detailed estimated breakdown of elements, materials and quantities required to deliver the infrastructure e.g. drainage, earthworks, landscaping, pavements, relocation of services, retaining walls, signalling, structures.
development charge	means the monetary amount of the charge for development in the PDA or PDA-associated development calculated in accordance with section 3.
existing lawful use	means an existing use which is lawful and already taking place on premises.
land contribution	means a trunk infrastructure contribution that is land referred to in section 9.
final land offset value	means the offset value for a land contribution issued by notice from MEDQ to an applicant in accordance with section 9.
final works offset value	means the offset value for a works contribution stated in a notice from MEDQ to an applicant in accordance with section 9.8.
MEDQ	means the Minister for Economic Development Queensland as defined in the Act.
previous lawful use	means a previous use which was lawful at the time it was carried out and is no longer taking place on premises.
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

Column 1	Column 2
Term	Definition
	Queensland published by the Australian Bureau of Statistics. If this index ceases to be published – another similar index.
provisional land offset value	means the offset value for a land contribution stated in a notice from MEDQ to an applicant in accordance with section 9.5
provisional works offset value	means the estimated offset value for a works contribution stated in a notice from the MEDQ to an applicant in accordance with section 9.5.
reduction	means the monetary amount used in the calculation of the development charge, which is determined in accordance with section 5.
trunk infrastructure	means infrastructure which the MEDQ has identified in sections 10 & 11.
trunk infrastructure contribution	means land contribution or works contribution for trunk infrastructure which is required to be provided in accordance with the conditions of a PDA developer.
trunk infrastructure offset	means an offset for a trunk infrastructure contribution referred to in section 9.
trunk infrastructure refund	means a refund for a trunk infrastructure contribution referred to in section 9.
works contribution	means a trunk infrastructure contribution which is works referred to in section 9.
works offset value	means the offset value for a works contribution determined by the MEDQ in accordance with the process in section 9.
Valuer-General's valuation	land valuations for all rateable properties provided by the Valuer-General in accordance with the <i>Land Valuation Act 2010</i> .

12.2 Charge categories

This DCOP categorises the uses defined in the PDA development scheme stated in column 2, per the charge categories stated in column 1 of Table 9.

Where a “use” is not listed in column 2 of Table 9 (including where a “use” is unknown because the PDA development application does not specify a proposed “use” or where a “use” is undefined in the PDA development scheme), the MEDQ will determine the appropriate charge category to apply based on an assessment of the “use” and the demand placed upon the trunk infrastructure networks by the development.

Table 9 - Charge categories and uses

Column 1	Column 2
Charge category	Use type under the PDA development scheme
Residential development	
Residential	Caretaker's accommodation, Dual occupancy, Dwelling house, Multiple dwelling, Dwelling unit

Column 1 Charge category	Column 2 Use type under the PDA development scheme
Accommodation (long-term)	Community residence, Retirement facility, Rooming accommodation (boarding house, hostel, monastery), Non-resident workforce accommodation, Rural workers' accommodation
Accommodation (short-term)	Hotel (residential component), Short-term accommodation
Non-residential development	
Commercial (bulk goods)	Agricultural supplies store, Bulk landscape supplies, Garden centre, Hardware and trade supplies, Outdoor sales, Showroom
Commercial (retail)	Adult store, Food and drink outlet, Service industry, Service station, Shop, Shopping centre
Commercial (office)	Office, Sales office
Education facility	Child care centre, Community care centre, Educational establishment
Entertainment	Hotel (non-residential component), Nightclub Entertainment facility,
Essential services	Emergency services, Health care services, Residential care facility, Veterinary services
Indoor sport and recreational facility	Indoor sport and recreation
Industry	Low impact industry, Research and technology industry, Warehouse,
Places of assembly	Club, Community use, Function facility, Funeral parlour, Place of worship
Other uses	Air services, Animal keeping, Car wash, Crematorium, Environment facility Undefined use
Minor uses	Home based business, Landing, Market, Park, Roadside stall, Substation, Telecommunications facility, Temporary use



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