



Roma Street

Cross River Rail Priority Development Area
Draft Development Charges and Offset Plan
February 2021
Not Government Policy

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

Copyright

This publication is protected by the *Copyright Act 1968*.

Licence

This work, except as identified below, is licensed by the Department of State Development, Infrastructure, Local Government and Planning under a Creative Commons Attribution (CC BY) 4.0 Australia licence. To view a copy of this licence, visit: <http://creativecommons.org.au/>.

You are free to copy, communicate and adapt this publication, as long as you attribute it as follows:

© State of Queensland, Department of State Development, Infrastructure, Local Government and Planning, February 2021.

Third party material that is not licensed under a Creative Commons licence is referenced within this document. All content not licensed under a Creative Commons licence is all rights reserved. Please contact the Department of State Development, Infrastructure, Local Government and Planning / the copyright owner if you wish to use this material.

The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on 13 14 50 and ask them to contact the Department of State Development, Infrastructure, Local Government and Planning on 07 3452 7100.

Disclaimer

While every care has been taken in preparing this publication, to the extent permitted by law, the State of Queensland accepts no responsibility and disclaims all liability (including without limitation, liability in negligence) for all expenses, losses (including direct and indirect loss), damages and costs incurred as a result of decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

Any references to legislation are not an interpretation of the law. They are to be used as a guide only. The information in this publication is general and does not take into account individual circumstances or situations. Where appropriate, independent legal advice should be sought.

Copies of this publication are available on our website at www.dsdmip.qld.gov.au and further copies are available upon request to:

Cross River Rail Delivery Authority

PO Box 15476, Brisbane City East, QLD 4002

Phone: 1800 010 875

Email: info@crossriverrail.qld.gov.au

Web: www.crossriverrail.qld.gov.au

Economic Development Queensland

Department of State Development, Infrastructure, Local Government and Planning
GPO Box 2202, Brisbane Queensland 4002.

1 William Street Brisbane Qld 4000 (Australia)

Phone: 13 QGOV (13 74 68)

Email: edq@dsdmip.qld.gov.au

Web: www.edq.qld.gov.au

Table of contents

1. Preliminary	1
1.1 Economic Development Act	1
1.2 Roma Street Cross River Rail Priority Development Area	1
1.3 Application of the Development Charges and Offset Plan	1
1.4 Purpose of the DCOP	1
1.5 Review of the DCOP	2
2. Development charges	3
2.1 Charge categories	3
2.2 Development charge rates for reconfiguring a lot or material change of use	4
2.3 Calculating a development charge	7
2.4 Calculating an infrastructure charge	7
2.5 Credits for infrastructure charges	7
2.6 Development exempt from development charges	8
2.7 Indexation of development charges	8
2.8 Payment of development charges	8
3. Infrastructure offsets and refunds	9
3.1 Application of an offset	9
3.2 Requesting a provisional trunk infrastructure offset	9
3.3 Works contribution – cost estimate	9
3.4 Land contribution – cost estimate	10
3.5 Determining a request for a provisional trunk infrastructure offset	10
3.6 Timing of a final trunk infrastructure offset	11
3.7 Application for a final trunk infrastructure offset	11
3.8 Deciding a final trunk infrastructure offset	11
3.9 Trunk infrastructure refunds	12
3.10 Entitlement to a refund	12
3.11 Determining a request for a refund	12
4. Trunk infrastructure plans	13
4.1 Schedules of works	13
4.2 Trunk infrastructure maps	15
5. Definitions	21
More information	22

1. Preliminary

1.1 Economic Development Act

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

The main purpose of the ED Act² is to facilitate economic development, and development for community purposes, in the state. The ED 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).

The ED Act⁴ provides for the MEDQ to fix charges and other terms for the provision of infrastructure in PDAs.

This document is the Development Charges and Offset Plan (DCOP) made by the MEDQ⁵ for the Roma Street Cross River Rail PDA.

1.2 Roma Street Cross River Rail Priority Development Area

The Roma Street Cross River Rail PDA (PDA) was declared by regulation⁶ on 13 December 2019.

The PDA is approximately 32 hectares of land in the north-western edge of Brisbane's city centre. The PDA contains the Roma Street Railway Station, railyards, and busway, and is generally defined by Countess Street, Roma Street, Albert Street, College Road and Parkland Boulevard. The PDA also includes land on the southern side of Roma Street between Makerston and May Streets, and State Government (emergency services) land on the western side of Countess Street. The boundaries of the PDA are shown on Image 1.

1.3 Application of the Development Charges and Offset Plan

The Roma Street Cross River Rail PDA DCOP is made by the MEDQ and is applicable to all development on land and water within the boundaries of the PDA.

The DCOP became effective on [◀Insert date▶](#).

1.4 Purpose of the DCOP

The DCOP is a policy document which is intended to provide guidance to the MEDQ on infrastructure matters for a development application and states the following for the PDA:

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

Development charges will contribute to funding the cost of trunk infrastructure which is proposed to service development within the PDA.

On and from the date the DCOP takes effect, the Infrastructure Funding Framework has no application for the Roma Street Cross River Rail 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:

¹ See section 8 of the ED Act.

² See section 3 of the ED Act.

³ See section 4 of the ED Act.

⁴ See section 10 of the ED Act.

⁵ See section 10 of the ED Act.

⁶ See section 37 of the ED Act.

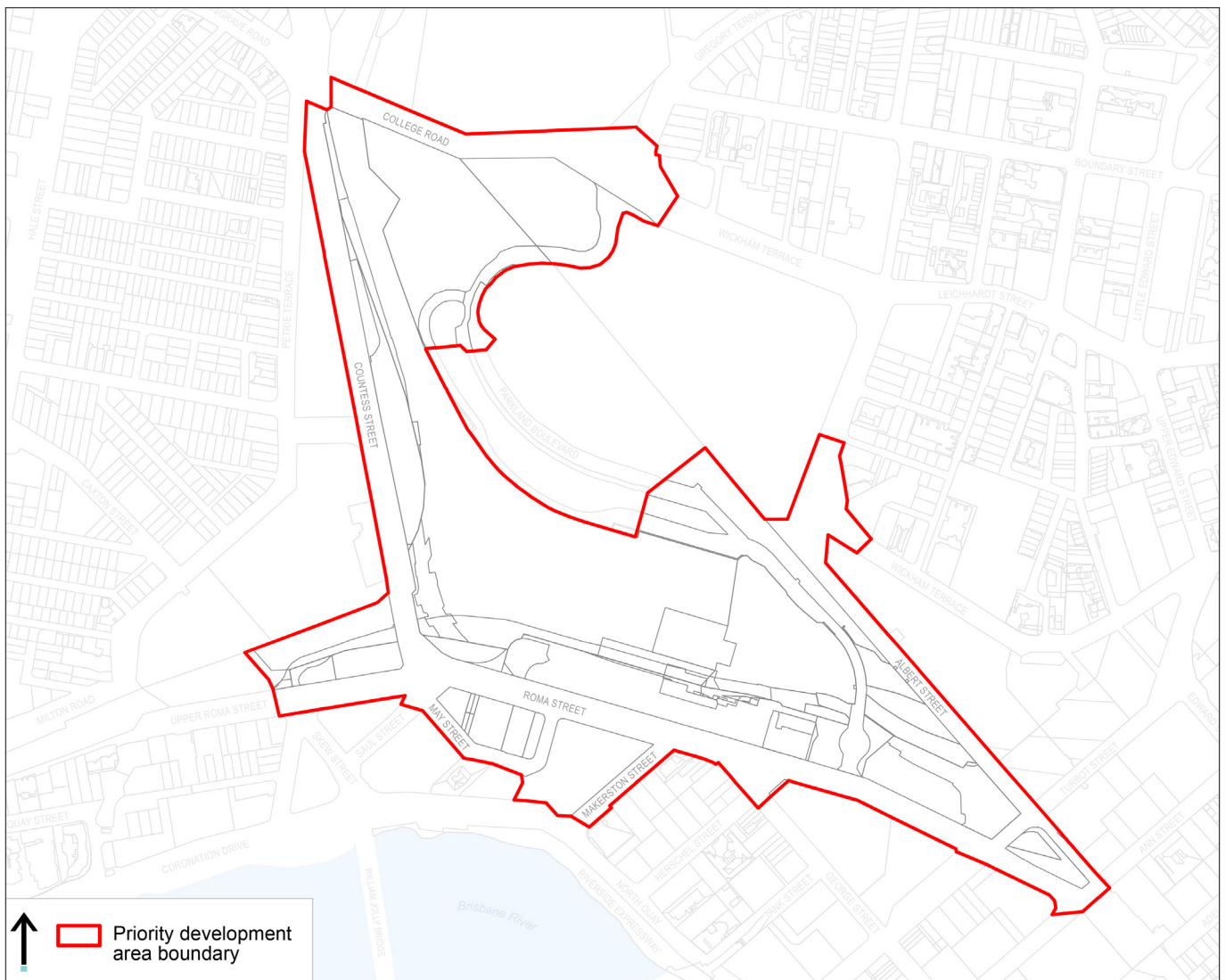
- i. Practice Note 16 Calculation of offsets for affordable and diverse housing, and
- ii. Practice Note 17 Calculation of offsets for ecologically sustainable design.

1.5 Review of the DCOP

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

The aim of the review is to ensure that the purpose of the DCOP remains relevant and that the charges collected still cover the construction costs for the infrastructure as identified in this document. It is understood that some key infrastructure networks may vary to provide better efficiency in infrastructure delivery.

Image 1: Roma Street CRR PDA boundary



This map is for illustration purposes and is not to scale.

2. Development charges

2.1 Charge categories

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

Where a “use” is not listed in column 2 of Table 1 (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 1: Charge categories and uses

Column 1 Charge category	Column 2 Use type under the PDA development scheme
Residential development	
Residential	Dwelling house, Dual occupancy, Caretaker’s accommodation, Multiple dwelling, Dwelling unit
Accommodation (long-term)	Community residence, Relocatable home park, Retirement facility, Rooming accommodation (boarding house, community dwelling, hostel, orphanage, children’s home)
Accommodation (short-term)	Hotel (areas for providing accommodation), Short-term accommodation, Tourist park, Resort complex
Non-residential development	
Places of assembly	Club, Community use, Function facility, Funeral parlour, Place of worship
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, Bar, Service industry, Service station, Shop, Shopping centre
Commercial (office)	Office, Sales office
Education facility	Childcare centre, Community care centre, Educational establishment
Entertainment	Hotel (non-residential component), Nightclub entertainment facility, Resort complex, Theatre
Indoor sport and recreational facility	Indoor sport and recreation (sports centre, gymnasium, snooker and pool centre, athletics)
Other industry	Low impact industry, Medium impact industry, Research and technology industry, Rural industry, Warehouse, Marine industry, Transport depot
High impact industry or Special industry	High impact industry, Special industry
Essential services	Correctional facility, Emergency services, Health care services, Hospital, Residential care facility, Veterinary services
Other uses	Air service, Animal keeping, Parking station, Crematorium, Extractive industry, Motor sport facility, Non-resident workforce accommodation, Outdoor sport and recreation, Port service, Tourist attraction, Utility installation, Brothel, Car wash, Environment facility, Major electricity infrastructure, Nature-based tourism, outstation, substation
Minor uses	Advertising device, Cemetery, Home-based business, Landing, Market, Outdoor lighting, Park, Roadside stall, Telecommunications facility, Temporary use
Specialised uses	Major sport, recreation, and entertainment facility

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:

- i. infrastructure charges.

Infrastructure charges are payable for the following development:

- i. reconfiguring a lot – the infrastructure charge rates for reconfiguring a lot are set out in Table 2
- ii. material change of use – the infrastructure charge rates for a material change of use are set out in Table 3.

Table 2: Infrastructure charge rates for reconfiguring a lot

Demand unit	Infrastructure charge rates (per lot created)
Lot	\$29,339.55

Table 3: Infrastructure charge rates for material change of use

Residential use	Demand unit	Infrastructure charge rates (\$ per demand unit)
Residential charge category		
Dwelling house	1 or 2 bedroom dwelling	20,956.80
	3 or more bedroom dwelling	29,339.55
Dual occupancy	1 or 2 bedroom dwelling	20,956.80
	3 or more bedroom dwelling	29,339.55
Caretaker's accommodation	1 or 2 bedroom dwelling	20,956.80
	3 or more bedroom dwelling	29,339.55
Multiple dwelling	1 or 2 bedroom dwelling	20,956.80
	3 or more bedroom dwelling	29,339.55
Dwelling unit	1 or 2 bedroom dwelling	20,956.80
	3 or more bedroom dwelling	29,339.55
Accommodation (short-term) charge category		
Hotel (residential component)	Suite with 1 or 2 bedrooms	10,478.40
	Suite with 3 or more bedrooms	14,669.75
	Bedroom that is not part of a suite	10,478.40
Short-term accommodation	Suite with 1 or 2 bedrooms	10,478.40
	Suite with 3 or more bedrooms	14,669.75
	Bedroom that is not part of a suite	10,478.40
Accommodation (long-term) charge category		
Community residence	Suite with 1 or 2 bedrooms	20,956.80
	Suite with 3 or more bedrooms	29,339.55
	Bedroom that is not part of a suite	20,956.80

Residential use	Demand unit	Infrastructure charge rates (\$ per demand unit)
Hostel	Suite with 1 or 2 bedrooms	20,956.80
	Suite with 3 or more bedrooms	20,956.80
	Bedroom that is not part of a suite	20,956.80
Retirement facility	Suite with 1 or 2 bedrooms	20,956.80
	Suite with 3 or more bedrooms	29,339.55
	Bedroom that is not part of a suite	20,956.80
Rooming accommodation	Suite with 1 or 2 bedrooms	20,956.80
	Suite with 3 or more bedrooms	29,339.55
	Bedroom that is not part of a suite	20,956.80

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)
Places of assembly charge category	
Function facility	73.35
Club	73.35
Community use	73.35
Funeral parlour	73.35
Place of worship	73.35
Commercial (bulk goods) charge category	
Agricultural supplies store	146.70
Bulk landscape supplies	146.70
Garden centre	146.70
Hardware and trade supplies	146.70
Outdoor sales	146.70
Showroom	146.70
Commercial (retail) charge category	
Adult store	188.60
Food and drink outlet	188.60
Service industry	188.60
Service station	188.60
Shop	188.60
Shopping centre	188.60
Commercial (office) charge category	
Office	146.70
Sales office	146.70

Non-residential use		Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m² of GFA)
Educational facility charge category		
Childcare centre		146.70
Community care centre		146.70
Educational establishment		146.70
Entertainment charge category		
Hotel (non-residential component)		209.55
Nightclub entertainment facility		209.55
Theatre		209.55
Resort complex		209.55
Indoor sport and recreational facility charge category		
Indoor sport and recreation facility		209.55
		20.90 for court areas
Industry charge category		
Low impact industry		52.40
Research and technology industry		52.40
Warehouse		52.40
Essential services charge category		
Emergency services		146.70
Health care services		146.70
Residential care facility		146.70
Veterinary services		146.70
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.
Special uses charge category		
Uses in the special uses charge category		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.

2.3 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:

$$DC = IC$$

Where:

DC = Development charge

IC = Infrastructure charge

2.4 Calculating an infrastructure charge

An infrastructure charge will be calculated by:

- i. multiplying the proposed development demand by the infrastructure charge rate in accordance with section 2.2; and then
- ii. subtracting from it the applicable credit calculated in accordance with section 2.5, as follows:

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

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.

2.5 Credits for infrastructure charges

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

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

- i. the infrastructure charge for each existing lot, calculated using Table 2
- ii. 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 3
- iii. 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 3.

However, a credit is not available where:

- i. the existing lawful use or previous lawful use commenced since the declaration of the PDA as accepted development, and charges were not levied
- ii. 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.

2.6 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:

- i. education
- ii. emergency services, and
- iii. health care services.

2.7 Indexation of development charges

Development charges will be subject to indexation. Development charges are indexed on 1 July each year. Indexation rates are calculated in accordance with the following formula:

$$= \left(1 + \left[\frac{x-y}{y}\right]\right)^{\left(\frac{3}{100}\right)} - 1$$

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.

2.8 Payment of development charges

A development charge is payable at the following time:

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

3. Infrastructure offsets and refunds

3.1 Application of an offset

This section applies where an applicant:

- i. is required to provide a trunk infrastructure contribution in accordance with conditions of a PDA development approval issued under the *ED Act*⁷, and
- ii. 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 development charge.

3.2 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:

- i. the DCOP identification as per the schedule of works in section 4.1
- ii. a detailed scope of works
- iii. a plan showing the spatial extent of the infrastructure contribution
- iv. preliminary engineering or landscape plans for the infrastructure contribution
- v. a statement as to when the infrastructure contribution is required to be provided
- vi. a cost estimate for the infrastructure contribution which:
 - a. for a works contribution, is to be determined in accordance with the parameters in section 3.3
 - b. for a land contribution, is to be determined in accordance with the parameters in section 3.4.

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.

3.3 Works contribution – cost estimate

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

- i. 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 tenders⁸
- ii. 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:

- i. the construction cost for the work
- ii. construction on-costs for the work which do not exceed a total of 13 per cent of the construction cost for the following:
 - a. survey for the work
 - b. geotechnical investigations for the work
 - c. detailed design for the work
 - d. project management, procurement and contract administration
 - e. environmental investigations for the work
 - f. portable long service leave payment for a construction contract for the work
- iii. 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.

⁷ See section 94 of the *ED Act*.

⁸ 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.

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

- i. master planning of the work
- ii. carrying out temporary infrastructure works unless it is an agreed part of the works contribution
- iii. carrying out other infrastructure works which is not part of the agreed works contribution
- iv. decommissioning, removal and rehabilitation of infrastructure identified in ii and iii, unless it is an agreed part of the works
- v. part of the works contribution provided by another party
- vi. the cost of GST to the extent that GST is payable and an input tax credit can be claimed for the work
- vii. 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
- viii. a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant
- ix. 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
- x. a cost of carrying out trunk infrastructure works which relates to another infrastructure network
- xi. the cost involved in a redesign, where that redesign is a result of failing by the applicant or a person engaged by the applicant
- xii. a cost of carrying out infrastructure works in excess of the standard of service for the network of development infrastructure in the infrastructure plan
- xiii. a cost of maintaining an infrastructure asset where required by a condition of approval.

3.4 Land contribution – cost estimate

No land in private ownership has been identified as being required to deliver the trunk infrastructure necessary to support future development within the Roma Street Cross River Rail PDA.

As such, a trunk infrastructure offset is not available for land within the PDA or required to deliver PDA-associated infrastructure that was owned by the Queensland Government on the date the PDA was declared (13 December 2019).

If it is identified that land that was privately owned on the date the PDA was declared is required for PDA trunk infrastructure, and a land value is required to provide an offset value for trunk infrastructure, the value is to be based on the Valuer-General's annual valuation rate (rate per m² basis) (in accordance with the *Land Valuation Act 2010*) that is current at the time the offset is granted.

3.5 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 section 3.2. In deciding the request, the MEDQ shall:

- i. determine whether a trunk infrastructure offset will be given for the trunk infrastructure contribution against infrastructure charges
- ii. 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 4, or on the basis of the applicant's cost estimate pursuant to section 3.3, whichever is the lesser
- iii. for a land contribution, determine the provisional land offset value to be offset against infrastructure charges with reference to the process outlined in section 3.4 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:

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

3.6 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:

- i. for a works contribution:
 - a. for a complete works contribution, when the works have been accepted as on-maintenance
 - b. 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
- ii. for a land contribution, when the trunk infrastructure contribution has been provided in accordance with the relevant PDA development approval.

3.7 Application for a final trunk infrastructure offset

A final trunk infrastructure offset request must include the following:

- i. a copy of the notice(s) issued by the MEDQ under section 3.5
- ii. evidence:
 - a. for a works contribution:
 - i. that the works have been accepted as on-maintenance
 - ii. that an uncompleted works bond has been accepted by the MEDQ
 - iii. 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
 - iv. 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
 - b. for a land contribution, that the land contribution has been provided in accordance with the relevant PDA development approval.

3.8 Deciding a final trunk infrastructure offset

Within 30 business days of receiving a complete request for a final trunk infrastructure offset under section 3.7, the MEDQ shall issue a notice advising the applicant:

Where an applicant's request has been accepted:

- i. for a works contribution:
 - a. the final works offset value, which will be equal to the lesser of the provisional works offset or the certified actual costs
 - b. the balance of any relevant infrastructure charges which are payable and the time that this payment must be made
 - c. the amount of any unused offset
- ii. for a land contribution:
 - a. the final land offset value, which will be equal to the lesser of the provisional land value determined in accordance with section 3.4 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
 - b. the balance of any relevant infrastructure charges which are payable and the timing of this payment, and
 - c. the amount of any unused offset

Where an applicant's request has not been accepted, the reasons for rejecting the applicant's request.

3.9 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 3.8 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:

- i. that the trunk infrastructure contribution has been lawfully completed
- ii. that the applicant seeks a refund of the unused trunk infrastructure offset
- iii. 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.

3.10 Entitlement to a refund

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

- i. the refund is not to exceed the value of the unused trunk infrastructure offset
- ii. 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
- iii. the trunk infrastructure refund may be made over a series of payments
- iv. an Infrastructure Agreement may be negotiated and entered into with the MEDQ if a refund is requested by an applicant.

3.11 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 3.9 and shall issue a notice advising the applicant:

- i. whether a refund is available or not
- i. if a trunk infrastructure refund is not available, the reason
- ii. 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.

4. Trunk infrastructure plans

4.1 Schedules of works

The schedule of works⁹ outlines future trunk land and works which are required to service the projected development within the PDA.

Table 4: Schedule of future trunk infrastructure works – Wastewater

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost	PDA apportioned cost (trunk)
RMA-SM-1a	Map 2	Gravity Main	Augmentation of Makerston Street Sewer (inside PDA)	2026 to 2031	\$1,820,704	\$1,820,704
RMA-SM-1b	Map 2	Gravity Main	Augmentation of Makerston Street Sewer (outside PDA)	2026 to 2031	\$261,801	\$261,801
RMA-SM-2	Map 2	Gravity Main	Augmentation of North Quay Sewer	2026 to 2031	\$3,986,509	\$3,986,509
TOTALS					\$6,069,014	\$6,069,014

Notes:

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

2 – All costs are expressed in current cost terms as at the base date (FY 2020/21).

Table 5: Schedule of future trunk infrastructure works – Stormwater

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost	PDA apportioned cost (trunk)
RMA-SW-U1	Map 3	Culvert	Trunk main under Roma Street	2026 to 2031	\$27,849	TBC
RMA-SW-U2	Map 3	Culvert	Trunk main under Roma Street	2026 to 2031	\$1,258,253	TBC
RMA-SW-U3	Map 3	Pipe	Drainage system under Garrick Street and May Street	2031 to 2036	\$119,932	TBC
RMA-SW-U4	Map 3	Pipe	Drainage system under Garrick Street and May Street	2031 to 2036	\$208,582	TBC
TOTALS					\$1,614,616	TBC

Notes:

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

2 – All costs are expressed in current cost terms as at the base date (FY 2020/21).

3 – TBC – To be confirmed.

⁹ 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 6: Schedule of future trunk infrastructure works – Transport

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost	PDA apportioned cost (trunk)
Intersections						
RMA-INT-01	Map 4a	Intersection Works	Upgrades/new signalised intersection to Roma Street/ Garrick Street (realigned)/ FOSD (I01)	2031 to 2036	\$1,721,652	\$1,721,652
RMA-INT-06	Map 4a	Intersection Works	Upgrades to Wickham Terrace/ College Avenue/ Gregory Terrace/ Parkland Boulevard (I06)	2031 to 2036	\$2,205,270	TBC
Active Transport						
RMA-SB-03	Map 4b	Pathway Bridge	A new pedestrian and cyclist skyway spanning over Roma Street Rail Line	2026 to 2031	\$23,166,000	\$23,166,000
RMA-SB-09	Map 4b	Pathway Bridge	A new pedestrian and cyclists bridge from Roma Street Parkland spanning over Countess Street	2031 to 2036	TBC	TBC
RMA-SP-01	Map 4b	Shared Pathway	Normanby Cycleway upgraded as a separated route for pedestrians	2031 to 2036	\$1,179,079	TBC
RMA-SP-03	Map 4b	On-Road Facilities	Parkland Boulevard – On-Road Facilities – Cycle Street upgrade	2031 to 2036	\$126,922	TBC
TOTALS					TBC	TBC

Notes:

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

2 – All costs are expressed in current cost terms as at the base date (FY 2020/21).

3 – TBC – To be confirmed.

Table 7: Schedule of future trunk infrastructure works – Parks and community facilities

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost	PDA apportioned cost (trunk)
Public Realm						
RMA-PL-02	Map 5	Metropolitan Urban Common	Expanded Roma Street Station Arrival Plaza	2026 to 2031	\$1,334,439	TBC
Open Space						
RMA-CF-01	Map 5	Community Facility	Multi-purpose CF space for 20 year lease (location to be confirmed)	2026 to 2031	TBC	TBC
TOTALS					TBC	TBC

Notes:

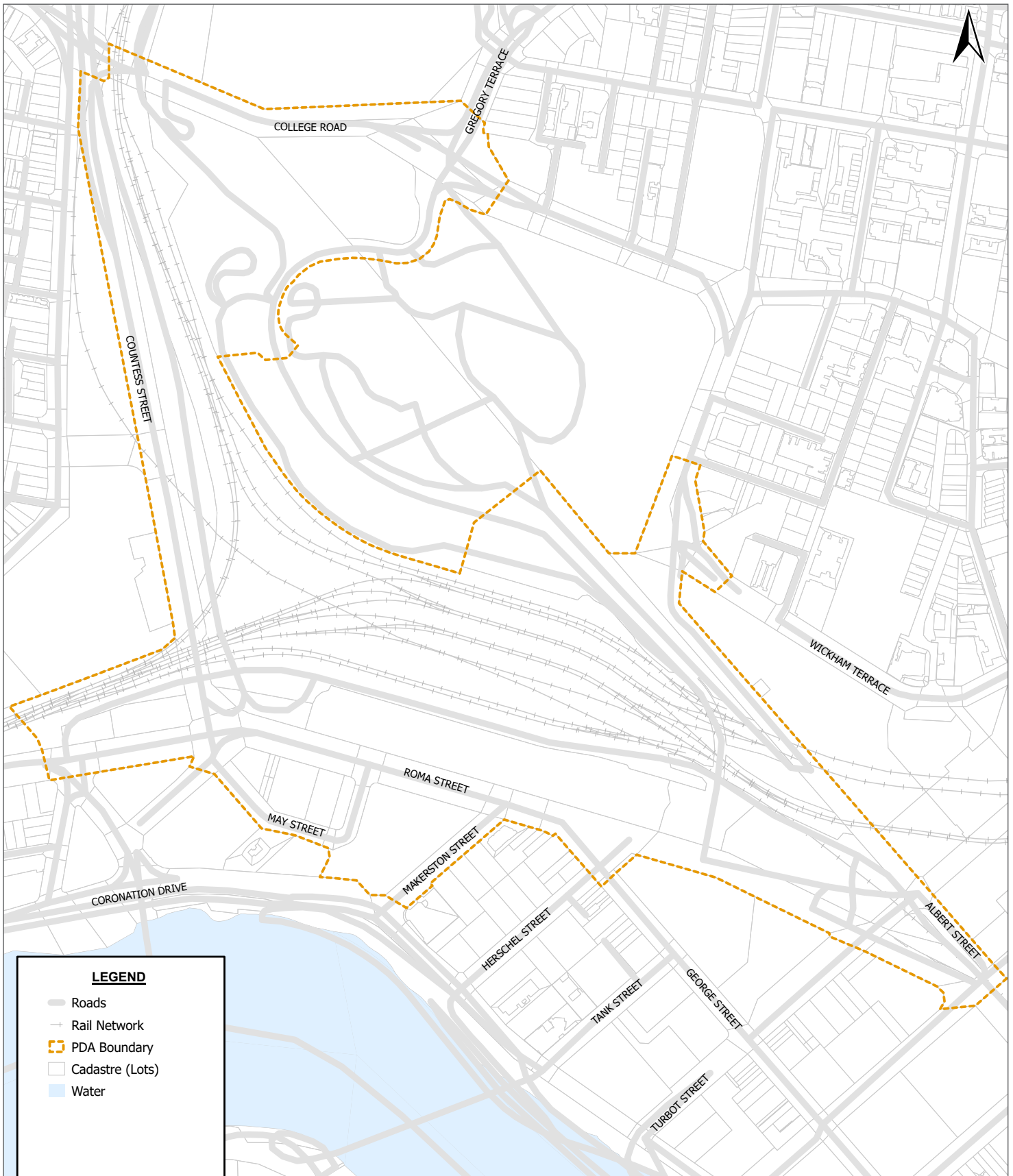
1 – The Trunk establishment cost is the sum of the following: construction cost, construction on costs and construction contingency.

2 – All costs are expressed in current cost terms as at the base date (FY 2020/21).

3 – TBC – To be confirmed

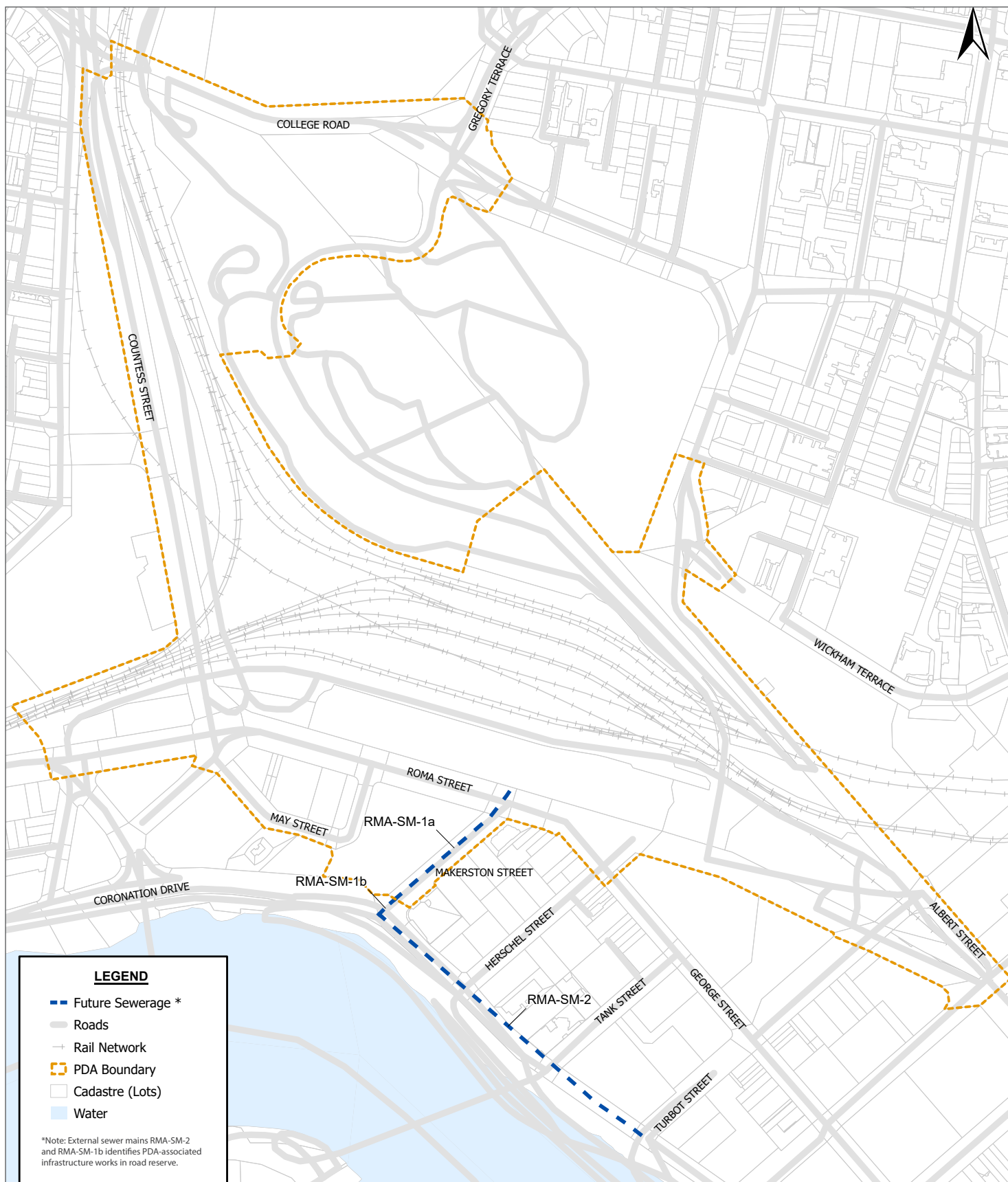
4.2 Trunk infrastructure maps

Map 1: Water supply – Future trunk infrastructure plan



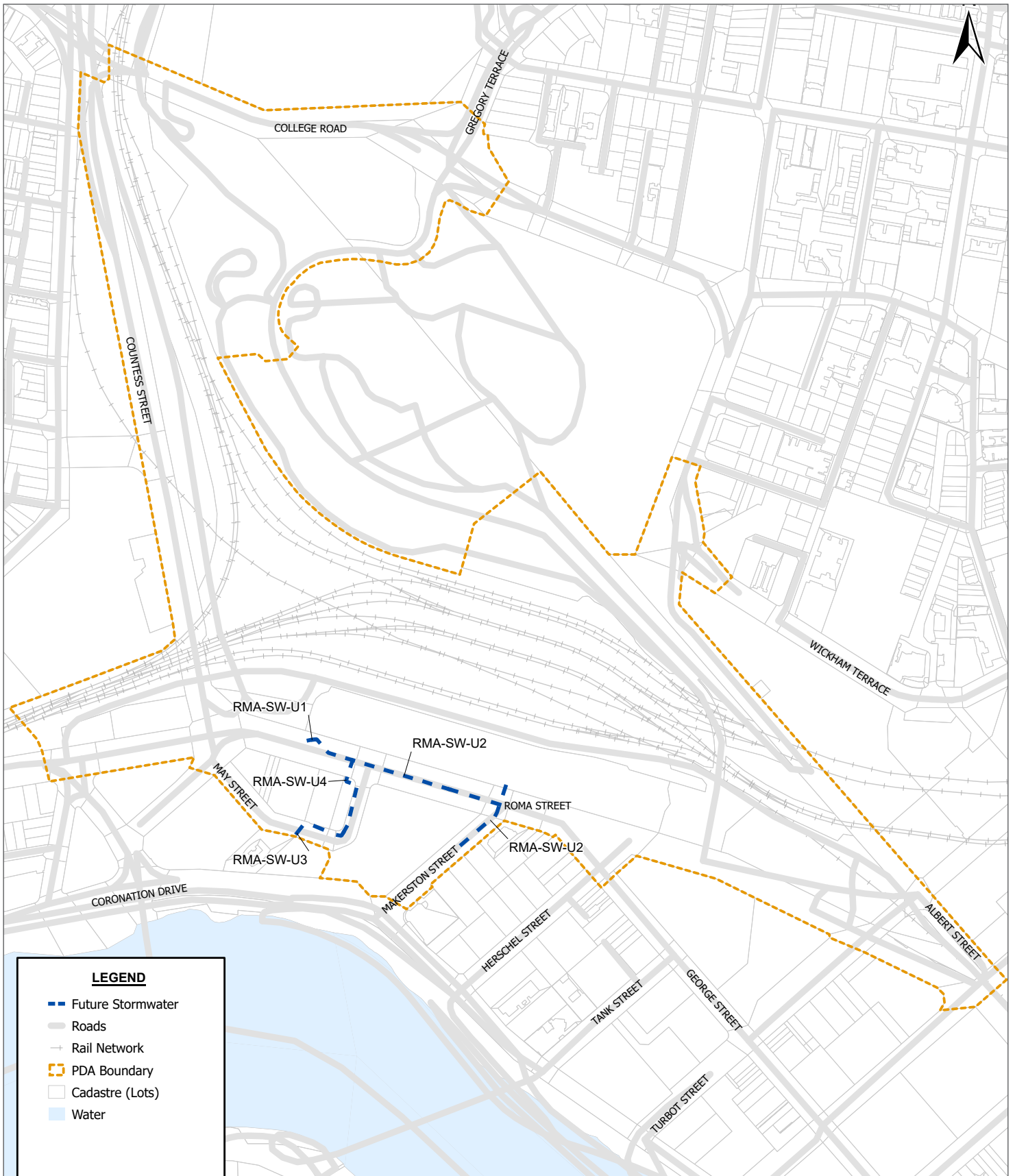
This map is for illustration purposes and is not to scale.

Map 2: Wastewater – Future trunk infrastructure plan



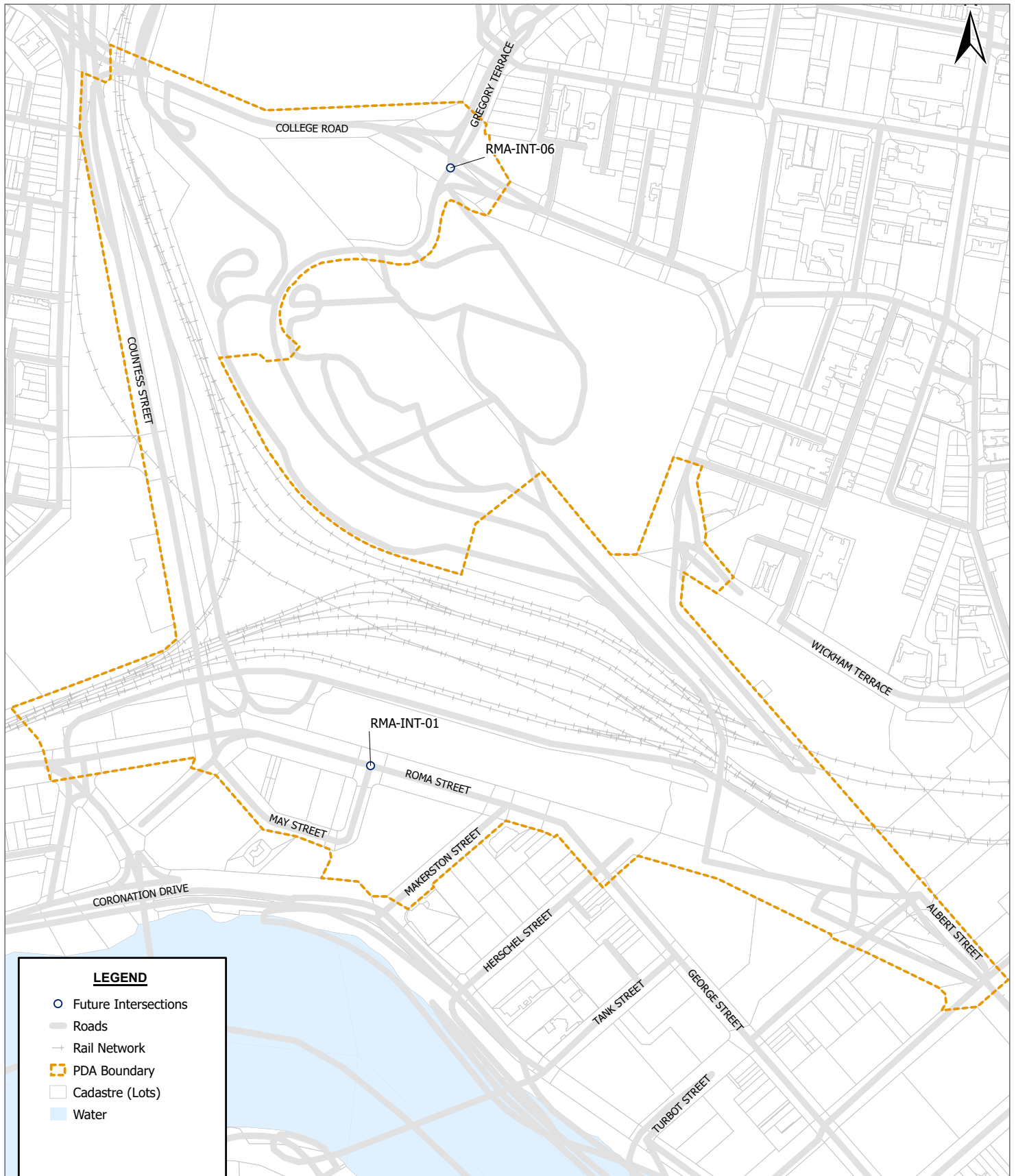
This map is for illustration purposes and is not to scale.

Map 3: Stormwater – Future trunk infrastructure plan



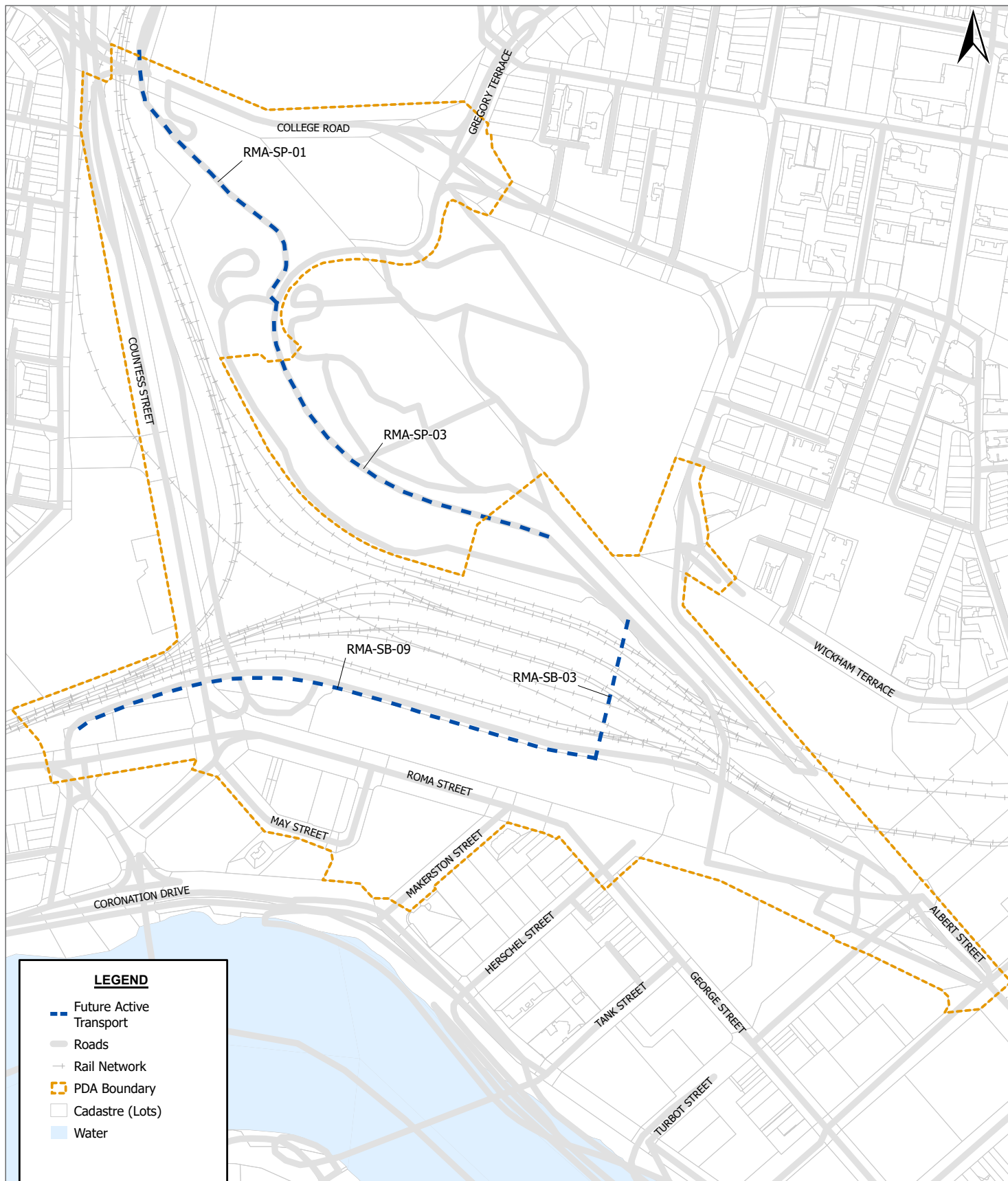
This map is for illustration purposes and is not to scale.

Map 4a: Transport (Road) – Future trunk infrastructure plan



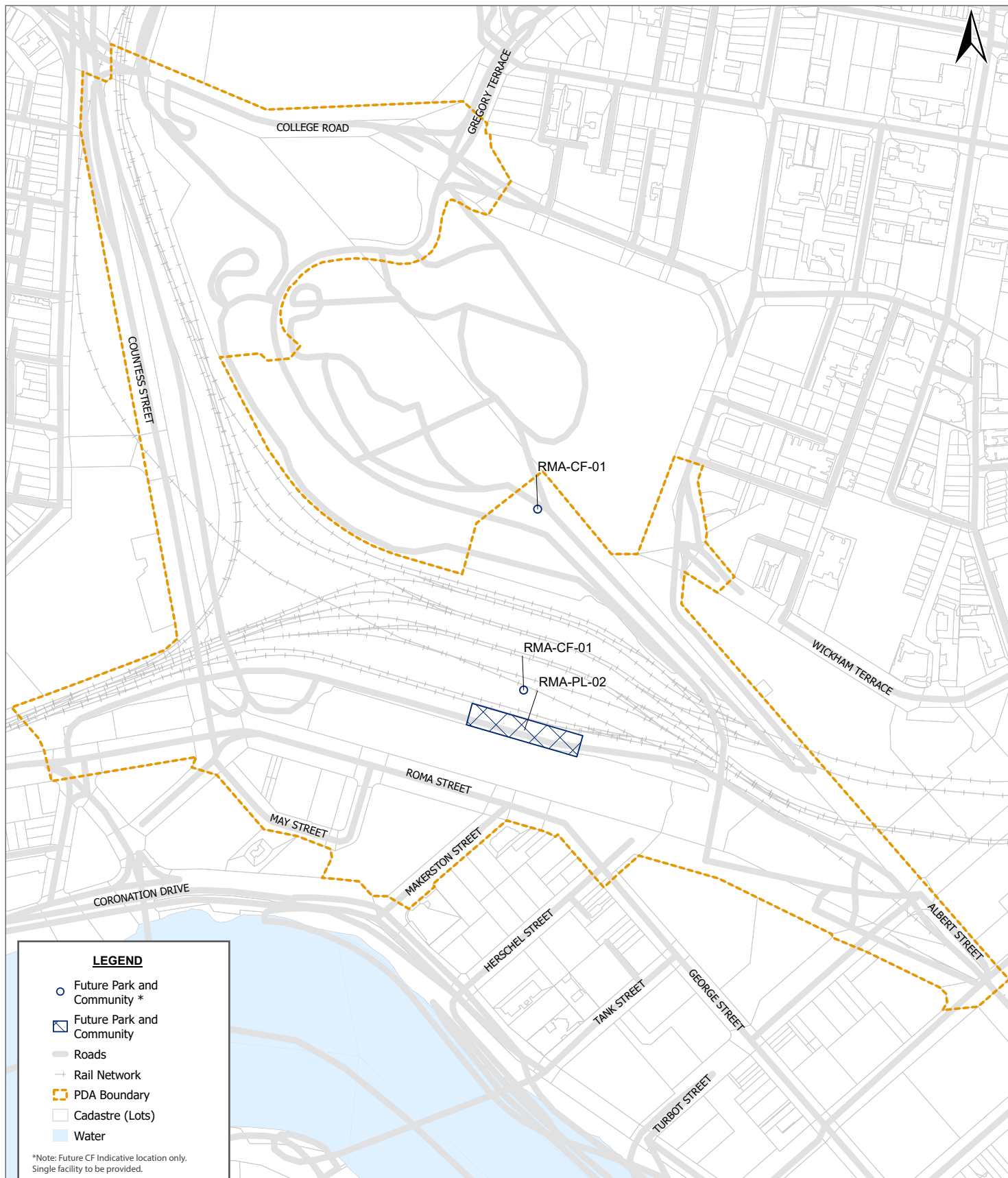
This map is for illustration purposes and is not to scale.

Map 4b: Transport (Active) – Future trunk infrastructure plan



This map is for illustration purposes and is not to scale.

Map 5: Parks and community – Future trunk infrastructure plan



This map is for illustration purposes and is not to scale.

5. Definitions

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

- i. Table 6 of this DCOP
- ii. if not defined in this DCOP, the *ED Act*
- iii. if not defined in the *ED Act*, the Roma Street Cross River Rail PDA Development Scheme
- iv. 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 2.6.
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 2.
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 3.8.
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 3.8.
MEDQ	means the Minister for Economic Development Queensland as defined in the <i>ED Act</i> .
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 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 3.5.
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 3.5.
reduction	means the monetary amount used in the calculation of the development charge, which is determined in accordance with section 2.7.
trunk infrastructure	means infrastructure which the MEDQ has identified in section 4.
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 3.
trunk infrastructure refund	means a refund for a trunk infrastructure contribution referred to in section 3.
works contribution	means a trunk infrastructure contribution which is works referred to in section 3.
works offset value	means the offset value for a works contribution determined by the MEDQ in accordance with the process in section 3.
Valuer-General’s valuation	means valuations for all rateable properties provided by the Valuer-General in accordance with the <i>Land Valuation Act 2010</i> .

More information

Further information can be obtained from Cross River Rail Delivery Authority via:

- Website: <http://www.crossrailand.gov.au/>
- Email: info@crossrailand.gov.au.

Further information can be obtained from EDQ via:

- Website: <http://www.edq.qld.gov.au/>
- Email: edq@dsmip.qld.gov.au.

