



Northshore Hamilton Priority Development Area

Draft Development Charges and Offset Plan

Department of State Development, Infrastructure, Local Government and Planning

OCTOBER 2021

The Department of State Development, Infrastructure, Local Government and Planning connects industries, businesses, communities and government (at all levels) to create place-based solutions that leverage regional strengths and unlock sustainable growth.

Copyright

This publication is protected by the Copyright Act 1968.

Creative Commons 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, the Department of State Development, Infrastructure, Local Government and Planning, October 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.

Translating and interpreting service



If you have difficulty understanding a document and need an interpreter, we provide access to a translating and interpreting service. You will not be charged for this service. To contact the Translating and Interpreting Service, telephone 131 450 and ask them to telephone the Department of State Development, Infrastructure, Local Government and Planning on +61 7 3328 4811 .

Disclaimer

While every care has been taken 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.statedevelopment.qld.gov.au and further copies are available upon request.

Economic Development Queensland

13 QGOV (13 74 68)
edq@dildgp.qld.gov.au
www.statedevelopment.qld.gov.au
GPO Box 2202, Brisbane, Queensland 4002
1 William Street, Brisbane 4000

Contents

1	Preliminary.....	2	
1.1	Economic Development Act.....	2	
1.2	Northshore Hamilton Priority Development Area.....	2	
1.3	Application of the Development Charges and Offset Plan 2		
1.4	Purpose of the DCOP	2	
1.5	Transitional arrangements: the Infrastructure Funding Framework to the DCOP.....	3	
2	Development charges.....	5	
2.1	Charge categories	5	
2.2	Development charge rates for reconfiguring a lot or material change of use.....	5	
2.3	Calculating a development charge	8	
2.4	Calculating an infrastructure charge	8	
2.5	Calculating a value uplift charge.....	9	
2.6	Value uplift transitional provisions	9	
2.7	Credits for infrastructure charges.....	11	
2.8	Development exempt from development charges	11	
2.9	Delayed development charges	11	
2.10	Interim use development charges.....	12	
2.11	Indexation of development charges.....	12	
2.12	Payment of development charges	12	
3	Infrastructure offsets and refunds	14	
3.1	Application of an offset.....	14	
3.2	Infrastructure works contribution – cost estimate.....	14	
3.3	Infrastructure land contribution – cost estimate	15	
3.4	Provisional offset claim	15	
3.5	Final offset claim	16	
3.6	Refunds	17	
4	Trunk infrastructure plans	18	
4.1	Schedules of works.....	18	
4.2	Trunk infrastructure maps.....	18	
5	Definitions	29	

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 Northshore Hamilton PDA (the PDA).

1.2 Northshore Hamilton Priority Development Area

The PDA was declared by regulation⁶ on 27 March 2008.

The PDA is approximately 304 hectares of land in the northern suburbs of Hamilton. The PDA is bounded by the Brisbane River to the south, Kingsford Smith Drive to the north and the Gateway

Motorway and Southern Cross Motorway to the east. The boundaries of the PDA are shown on map 1.

1.3 Application of the Development Charges and Offset Plan

The Northshore Hamilton 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 [date that the DCOP comes into effect].

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. water supply
 - b. sewerage
 - c. stormwater
 - d. transport
 - e. parks and community facilities
- ii. the trunk infrastructure plans and schedules of works, and

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.

- 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 PDA.

On and from the date the DCOP takes effect, the Infrastructure Funding Framework has no application for the 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:

- 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 Transitional arrangements: the Infrastructure Funding Framework to the DCOP

This DCOP applies to PDA development approvals issued in accordance with the Northshore Hamilton PDA Development Scheme in effect as of [date that the Northshore Hamilton Development Scheme amendment No.1 comes into effect]. PDA development approvals issued prior to [date that the Northshore Hamilton Development Scheme amendment No.1 comes into effect] cannot be amended to include the DCOP charges without first undergoing a new development assessment process against the Northshore Hamilton PDA Development Scheme in effect as of [date that the Northshore Hamilton Development Scheme amendment No.1 comes into effect].

Map 1: PDA boundary



© Copyright the State of Queensland (Department of State Development, Manufacturing, Infrastructure and Planning) 2020. No liability accepted for any loss or damage which may arise from the use or reliance upon this information.

Path: 0:\Projects\EDQ\Northshore_Hamilton\20191115_DCOP\MXD\20191115_NSH_PDA_Boundary_A3L.mxd

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	Caretaker's accommodation, Dual occupancy, Dwelling house, Multiple dwelling, Dwelling unit
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

Column 1 Charge category	Column 2 Use type under the PDA development scheme
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

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, and
- ii. value uplift charges.

Development charges are payable for the following development:

- i. Reconfiguring a lot - The development charge rates for reconfiguring a lot are set out in Table 2.
- ii. Material change of use - The development 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)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Lot	29,998.45	0

Table 3: Infrastructure 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	21,427.49	105.87
	3 or more bedroom dwelling	29,998.45	105.87
Dual occupancy	1 or 2 bedroom dwelling	21,427.49	105.87
	3 or more bedroom dwelling	29,998.45	105.87
Caretaker's accommodation	1 or 2 bedroom dwelling	21,427.49	105.87
	3 or more bedroom dwelling	29,998.45	105.87
Multiple dwelling	1 or 2 bedroom dwelling	21,427.49	105.87
	3 or more bedroom dwelling	29,998.45	105.87
Dwelling unit	1 or 2 bedroom dwelling	21,427.49	105.87
	3 or more bedroom dwelling	29,998.45	105.87

Residential use	Demand unit	Infrastructure charge rates (\$ per demand unit)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Accommodation (short-term) charge category			
Hotel (residential component)	Suite with 1 or 2 bedrooms	10,713.72	52.93
	Suite with 3 or more bedrooms	14,999.23	52.93
	Bedroom that is not part of a suite	10,713.72	52.93
Short-term accommodation	Suite with 1 or 2 bedrooms	10,713.72	52.93
	Suite with 3 or more bedrooms	14,999.23	52.93
	Bedroom that is not part of a suite	10,713.72	52.93
Accommodation (long-term) charge category			
Community residence	Suite with 1 or 2 bedrooms	21,427.49	105.87
	Suite with 3 or more bedrooms	29,998.45	105.87
	Bedroom that is not part of a suite	21,427.49	105.87
Hostel	Suite with 1 or 2 bedrooms	21,427.49	105.87
	Suite with 3 or more bedrooms	29,998.45	105.87
	Bedroom that is not part of a suite	21,427.49	105.87
Retirement facility	Suite with 1 or 2 bedrooms	21,427.49	105.87
	Suite with 3 or more bedrooms	29,998.45	105.87
	Bedroom that is not part of a suite	21,427.49	105.87
Rooming accommodation	Suite with 1 or 2 bedrooms	21,427.49	105.87
	Suite with 3 or more bedrooms	29,998.45	105.87
	Bedroom that is not part of a suite	21,427.49	105.87

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Places of assembly charge category			
Function facility	75.01	10.69	158.80
Club	75.01	10.69	158.80
Community use	75.01	10.69	158.80
Funeral parlour	75.01	10.69	158.80
Place of worship	75.01	10.69	158.80
Commercial (bulk goods) charge category			
Agricultural supplies store	149.96	10.69	158.80
Bulk landscape supplies	149.96	10.69	158.80
Garden centre	149.96	10.69	158.80
Hardware and trade supplies	149.96	10.69	158.80
Outdoor sales	149.96	10.69	158.80
Showroom	149.96	10.69	158.80
Commercial (retail) charge category			
Adult store	192.84	10.69	158.80
Food and drink outlet	192.84	10.69	158.80
Service industry	192.84	10.69	158.80
Service station	192.84	10.69	158.80

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Shop	192.84	10.69	158.80
Shopping centre	192.84	10.69	158.80
Commercial (office) charge category			
Office	149.96	10.69	158.80
Sales office	149.96	10.69	158.80
Educational facility charge category			
Childcare centre	149.96	10.69	158.80
Community care centre	149.96	10.69	158.80
Educational establishment	149.96	10.69	158.80
Entertainment charge category			
Hotel (non-residential component)	214.28	10.69	158.80
Nightclub entertainment facility	214.28	10.69	158.80
Theatre	214.28	10.69	158.80
Resort complex	214.28	10.69	158.80
Indoor sport and recreational facility charge category			
Indoor sport and recreation facility	214.28 (excludes court areas)	10.69	158.80
	21.39 (for court areas)	10.69	0.00

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m ² of impervious area)	Value uplift charge rates (\$ per demand unit of m ² of uplift GFA)
Industry charge category			
Low impact industry	53.57	10.69	0.00
Research and technology industry	149.96	10.69	0.00
Warehouse	53.57	10.69	0.00
Essential services charge category			
Emergency services	149.96	10.69	0.00
Health care services	149.96	10.69	0.00
Residential care facility	149.96	10.69	105.87
Veterinary services	149.96	10.69	158.80
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.		

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:

$$DC = IC + VUC$$

Where:

DC = Development charge

IC = Infrastructure charge

VUC = Value uplift charge

2.4 Calculating an infrastructure charge

An infrastructure charge will be calculated by:

- multiplying the proposed development demand by the infrastructure charge rate set in section 2.2; and then
- subtracting from it the applicable credit calculated in accordance with section 2.7, 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 of lots, dwellings, GFA and/or impervious area).

ICR is the applicable infrastructure charge rate.

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

2.5 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.

$$\text{VUC} = (\text{DD} \times \text{VUCR})$$

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) that is greater than would generally be allowable under the City Plan in force in March 2008 as per Map 2.

VUCR is the applicable value uplift charge rate.

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 area⁷.

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.

2.6 Value uplift transitional provisions

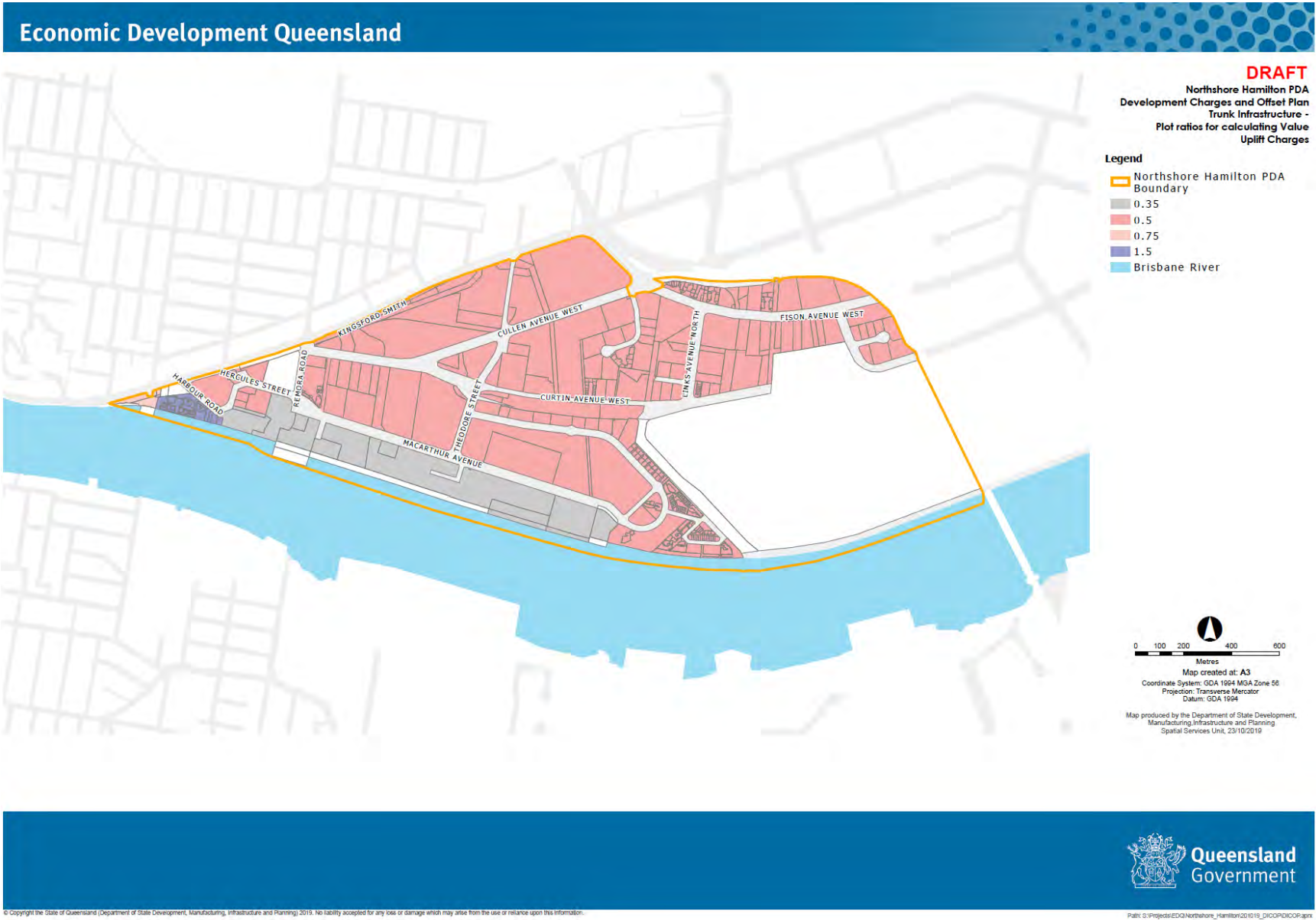
For the purposes of calculating a value uplift charge, a higher plot ratio than that shown in map 2 may be accepted where a landowner purchased a property in the PDA prior to 27 March 2008. The higher plot ratio may be accepted on the basis of a reasonable expectation that a higher development yield 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 27 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 2.5.

⁷ 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: Northshore Hamilton PDA plot ratios for determining allowable GFA



2.7 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, or
- 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:

- i. where the existing lawful use or previous lawful use commenced since the declaration of the PDA as accepted development, and charges were not levied
- ii. where the existing lawful use or previous lawful use was an interim use approved by the MEDQ and charges were not levied, or
- iii. for the impervious area component of an existing or previous lawful use that commenced prior to the declaration of the PDA, except within the industrial zone.

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.

2.8 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
- iii. health care services.

2.9 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* (Commonwealth) 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 prepared⁸ 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:

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

2.10 Interim use development charges

Where a PDA development approval includes a use, which is deemed to be an 'interim use', development charges will be applied in accordance with the following principles:

- i. where the approval is for an interim use that has a duration of less than six years, charges will not be levied
- ii. where the approval is for an interim use that has a duration of more than six years, charges are applicable and calculated in accordance with section 2.4, and

- iii. where the approval is an extension of an interim use duration period and the total duration of the use is more than six years, charges are applicable and calculated in accordance with section 2.4.

2.11 Indexation of development charges

Development charges will be subject to indexation. Development charges are indexed on 1 July 2022 and then subsequently on 1st of July in each following year. Indexation rates are calculated in accordance with the following formula:

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

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.

2.12 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:

⁸ 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.

- 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 land or works contribution in accordance with conditions of a PDA development approval issued under the ED Act⁹, and
- ii. requests the value of that trunk infrastructure land or works contribution to be offset against infrastructure charges (a trunk infrastructure offset).

An applicant may lodge an application with the MEDQ for the following types of offset claim:

- i. Provisional offset (section 3.4), or
- ii. Final offset (section 3.5).

3.2 Infrastructure works contribution – cost estimate

The value of a planned trunk infrastructure works contribution for is established in Section 4.1. An offset claim for a works contribution may include the following:

- i. the construction cost for the works

- 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. detailed design for the work including but not limited to RPEQ certification, survey, geotechnical, architectural, environmental and landscape design
 - b. project management fees including but not limited to procurement and contract administration, and
 - c. portable long service leave payment for a construction contract for the work.
- iii. for a Provisional offset, the contingency percentage established in the Infrastructure Planning Background Report for the relevant infrastructure item.

An offset claim for 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. additional costs for the trunk infrastructure that have not been previously agreed with EDQ

⁹ See section 94 of the ED Act.

- vi. part of the works contribution provided by another party
- vii. the cost of GST to the extent that GST is payable, and an input tax credit can be claimed for the work
- viii. 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
- ix. a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant
- x. 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
- xi. a cost of carrying out trunk infrastructure works which relates to another infrastructure network
- xii. the cost involved in a redesign, where that redesign is a result of failing by the applicant or a person engaged by the applicant
- xiii. 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
- xiv. a cost of maintaining an infrastructure asset where required by a condition of approval.

3.3 Infrastructure land contribution – cost estimate

The value of a land contribution for planned trunk infrastructure is established in Section 4.1.

To determine the value of 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.

3.4 Provisional offset claim

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 contribution which is the subject of the offset request), an applicant may submit a provisional offset claim for MEDQ assessment and decision.

The MEDQ will require the applicant to provide all relevant information that will assist in deciding provisional offset claim. The applicant must comply with any request for further information from the MEDQ.

A provisional offset claim is required where an applicant seeks to vary the scope, timing or cost of infrastructure land and works listed in Section 4.1.

In assessing the provisional offset claim the MEDQ shall:

- i. determine whether an offset will be given for the contribution against development charges
- ii. for a works contribution, determine the provisional works offset value at the lesser of either:

- a. the schedule cost (or its proportion) in the schedule of works in section 4, or
 - b. on the basis of the applicant's cost of works contribution pursuant to section 3.3.
- 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 offset will be given for the contribution
- ii. if a provisional offset is to be given:
 - a. the provisional works offset value, or
 - b. the provisional land offset value.

A Provisional Offset has a currency period of 2 years from the date of decision.

The MEDQ will not accept and apply an approved provisional offset claim against development charges which are levied upon a PDA development approval.

3.5 Final offset claim

An applicant may submit a final offset claim for MEDQ assessment and decision at the following times:

- i. for an infrastructure works contribution:
 - a. for a complete works contribution, when the works have been accepted as on-maintenance, or

- 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.

The maximum offset that may be claimed is equal to or less than development charges that are applicable to a PDA development approval.

In assessing the final offset claim the MEDQ shall:

- i. determine whether an offset will be given for the contribution against development charges
- ii. determine the final offset value which will be equal to the lesser of:
 - a. an approved provisional offset claim; or
 - b. the value listed in the schedule of works in section 4 where no Provisional Offset was given; or
 - c. for an infrastructure works contribution, the certified actual costs;
 - d. for a land contribution, 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

- iii. the balance of any relevant development charges which are payable and the time that this payment must be made, and
- iv. the amount of any unused offset.

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

- i. whether a final offset will be given for the contribution
- ii. if a final offset is to be given:
 - a. the infrastructure works offset value,
 - b. the infrastructure land offset value, or
- iii. Where an applicant's offset claim has not been accepted, the MEDQ will provide written notice of reasons for rejecting the applicant's request.

3.6 Refunds

Where the value of a Final offset for infrastructure land or works exceeds the value of applicable Development Charges, an applicant may be entitled 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 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 refund, and
- iii. the refund may be made over a series of payments.

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 infrastructure offset, and
- iii. the value of the unused 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.

The MEDQ shall decide within 30 business days of receiving a properly made application for a refund or upon receiving the further information requested. The MEDQ shall issue a notice advising the applicant:

- i. whether a refund is available or not
- ii. if an infrastructure refund is not available, the reason, and
- iii. if an infrastructure refund is available, the value of the refund, including indexation and details of the timing for payment of the refund.

4 Trunk infrastructure plans

4.1 Schedules of works

The schedule of works¹⁰ set out in Tables 4, 5, 6, 7 and 8 outline future trunk land and works which are required to service the projected development within the PDA.

4.2 Trunk infrastructure maps

Trunk infrastructure networks set out in Maps 3, 4, 5, 6, 7 and 8 outline future trunk land and works which are required to service the projected development within the PDA.

¹⁰ 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.
Draft Northshore Hamilton PDA DCOP – OCTOBER 2021

Table 4: Schedule of future trunk infrastructure works - Transport

Map ref	Infrastructure type	Infrastructure description	Estimated timing	Land cost ¹	Total works cost ²	Estimated cost ³
I03	Unsignalised intersection	Macarthur Avenue / Cycle Street / Riverfront Lane	2022 to 2026	\$0	\$614,070	\$614,070
I06	Unsignalised intersection	Macarthur Avenue / Cycle Street / Riverfront Lane	2027 to 2031	\$0	\$773,245	\$773,245
I08	Unsignalised intersection	Macarthur Avenue / Cycle Street / Riverfront Lane	2019 to 2021	\$0	\$549,597	\$549,597
I09	Unsignalised intersection	Macarthur Avenue / Cycle Street / Riverfront Lane	2019 to 2021	\$0	\$518,501	\$518,501
R01	Road upgrade	Remora Road, Northshore Way and Macarthur Avenue Road Project	2019 to 2021	\$0	\$21,436,748	\$21,436,748
R03	Road upgrade	Macarthur Avenue (between Cycle Street & Brett Street)	2022 to 2026	\$0	\$2,343,980	\$2,343,980
R04	Road upgrade	Macarthur Avenue (between Brett Street & Theodore Street)	2027 to 2031	\$0	\$2,176,260	\$2,176,260
R05	Road upgrade	Macarthur Avenue (between Brett Street & Theodore Street)	2027 to 2031	\$0	\$2,176,260	\$2,176,260
R06	Road upgrade	Macarthur Avenue (between Theodore Street & Cycle Street)	2027 to 2031	\$0	\$2,949,134	\$2,949,134
R07	Road upgrade	Macarthur Avenue (between Cycle Street & Cycle Street)	2027 to 2031	\$0	\$2,384,547	\$2,384,547
R08	Road upgrade	Macarthur Avenue (between Cycle Street & Cycle Street)	2027 to 2031	\$0	\$2,417,918	\$2,417,918
R09	Road upgrade	Macarthur Avenue (between Cycle Street & Cycle Street)	2019 to 2021	\$0	\$2,217,060	\$2,217,060
R10	Road upgrade	Macarthur Avenue (between Cycle Street & Angora Road)	2019 to 2021	\$888,070	\$2,253,503	\$3,141,573
SP01	Shared path	Macarthur Avenue Nth Shared Path	2027 to 2031	\$0	\$448,539	\$448,539
PT01	Bus stop	Macarthur Avenue (Between Theodore Street & Brett Street)	2027 to 2031	\$0	\$141,250	\$141,250
PT02	Bus stop	Macarthur Avenue (Between Theodore Street & Brett Street)	2027 to 2031	\$0	\$141,250	\$141,250
TOTAL				\$888,070	\$43,541,862	\$44,429,932

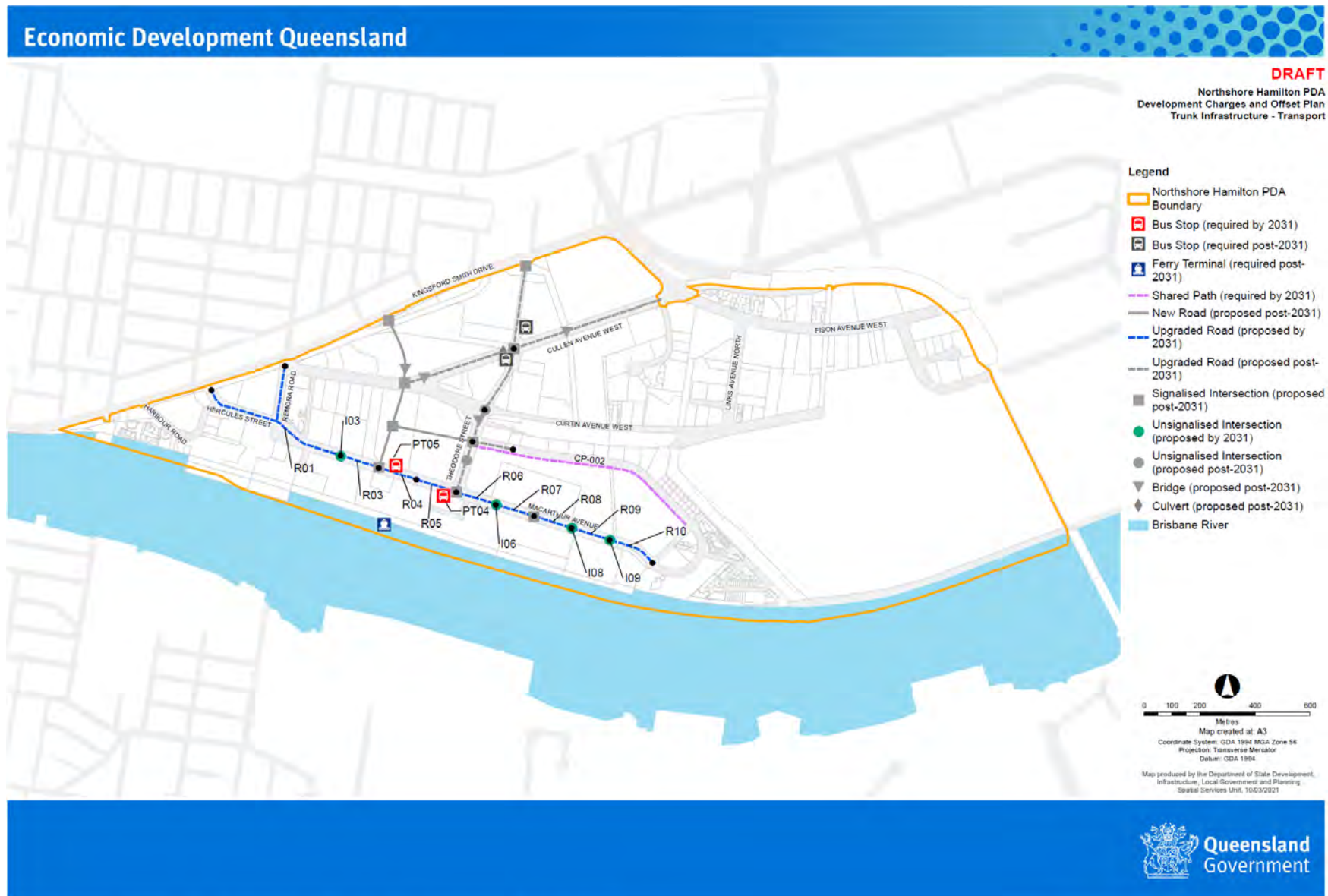
Notes:

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 2018/19).

3 – Items identified within the 2019 to 2021 timeframe are known costs and therefore do not have on-costs or contingencies applied.

Map 3: Trunk infrastructure – Transport



© Copyright the State of Queensland (Department of State Development, Infrastructure, Local Government and Planning) 2021. No liability accepted for any loss or damage which may arise from the use or reliance upon this information.

File: S:\P\res\2020\Northshore_Hamilton\DCOP\402019113_NSH_PDA_Roads_A3_v6.mxd

Table 5: Schedule of future trunk infrastructure works - Parks and community facilities

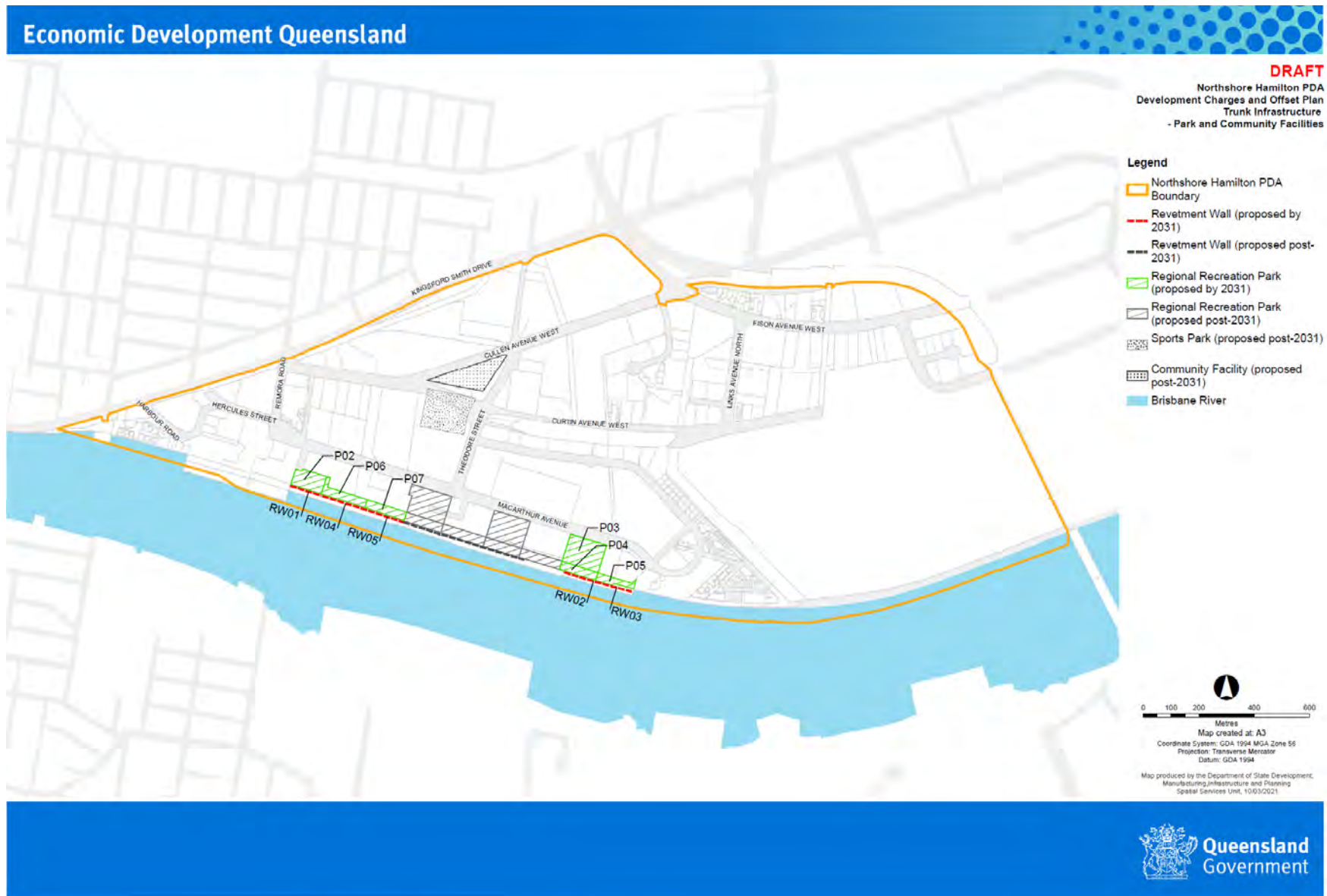
Map ref	Infrastructure type	Infrastructure description	Area (m ²) or Length (m)	Estimated timing	Land cost	Total works cost ¹	Estimated cost ²
P02	Regional recreation park (metropolitan level)	Stage A – Land acquisition & partial embellishment	7,335	2027 to 2031	\$4,300,000	\$1,336,521	\$5,636,521
P03	Regional recreation park (metropolitan level)	Stage A – Land acquisition & partial embellishment	13,964	2022 to 2026	\$6,579,584	\$2,544,397	\$9,123,981
P03	Regional recreation park (metropolitan level)	Stage B - Partial embellishment	13,964	2027 to 2031	\$0	\$2,544,397	\$2,544,397
P04	Regional recreation park (metropolitan level)	Stage A – Land acquisition & partial embellishment	4,135	2022 to 2026	\$2,492,296	\$753,372	\$3,245,668
P04	Regional recreation park (metropolitan level)	Stage B - Partial embellishment	4,135	2027 to 2031	\$0	\$753,372	\$753,372
P05	Regional recreation park (metropolitan level)	Stage A – Land acquisition & partial embellishment	3,308	2022 to 2026	\$2,110,000	\$602,744	\$2,712,744
P05	Regional recreation park (metropolitan level)	Stage B - Partial embellishment	3,308	2027 to 2031	\$0	\$602,744	\$602,744
P06	Regional recreation park (metropolitan level)	Stage A – Land acquisition & partial embellishment	5,478	2027 to 2031	\$3,280,000	\$998,240	\$4,278,240
P07	Regional recreation park (metropolitan level)	Stage A – Land acquisition & partial embellishment	4,640	2027 to 2031	\$2,700,000	\$845,457	\$3,545,457
RW01	Revetment wall	Frontage to park P02	120	2027 to 2031	\$0	\$2,682,006	\$2,682,006
RW02	Revetment wall	Frontage to park P04	120	2022 to 2026	\$0	\$2,660,095	\$2,660,095
RW03	Revetment wall	Frontage to park P05	150	2022 to 2026	\$0	\$3,272,608	\$3,272,608
RW04	Revetment wall	Frontage to park P06	160	2027 to 2031	\$0	\$3,837,517	\$3,837,517
RW05	Revetment wall	Frontage to P07	150	2027 to 2031	\$0	3,463,822	3,463,822
TOTAL					\$21,461,880	\$26,897,292	\$48,359,172

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 2018/19).

Map 4: Trunk infrastructure – Parks and community facilities



© Copyright the State of Queensland (Department of State Development, Manufacturing, Infrastructure and Planning) 2021. No liability accepted for any loss or damage which may arise from the use or reliance upon this information.

Path: D:\Projects\0210210113_NorthshoreHamiltonPDA\DCOP\Map\0210210113_NorthshoreHamiltonPDA_Parks_CommunityFacilities_A31_v0.mxd

Table 6: Schedule of future trunk infrastructure works – Stormwater

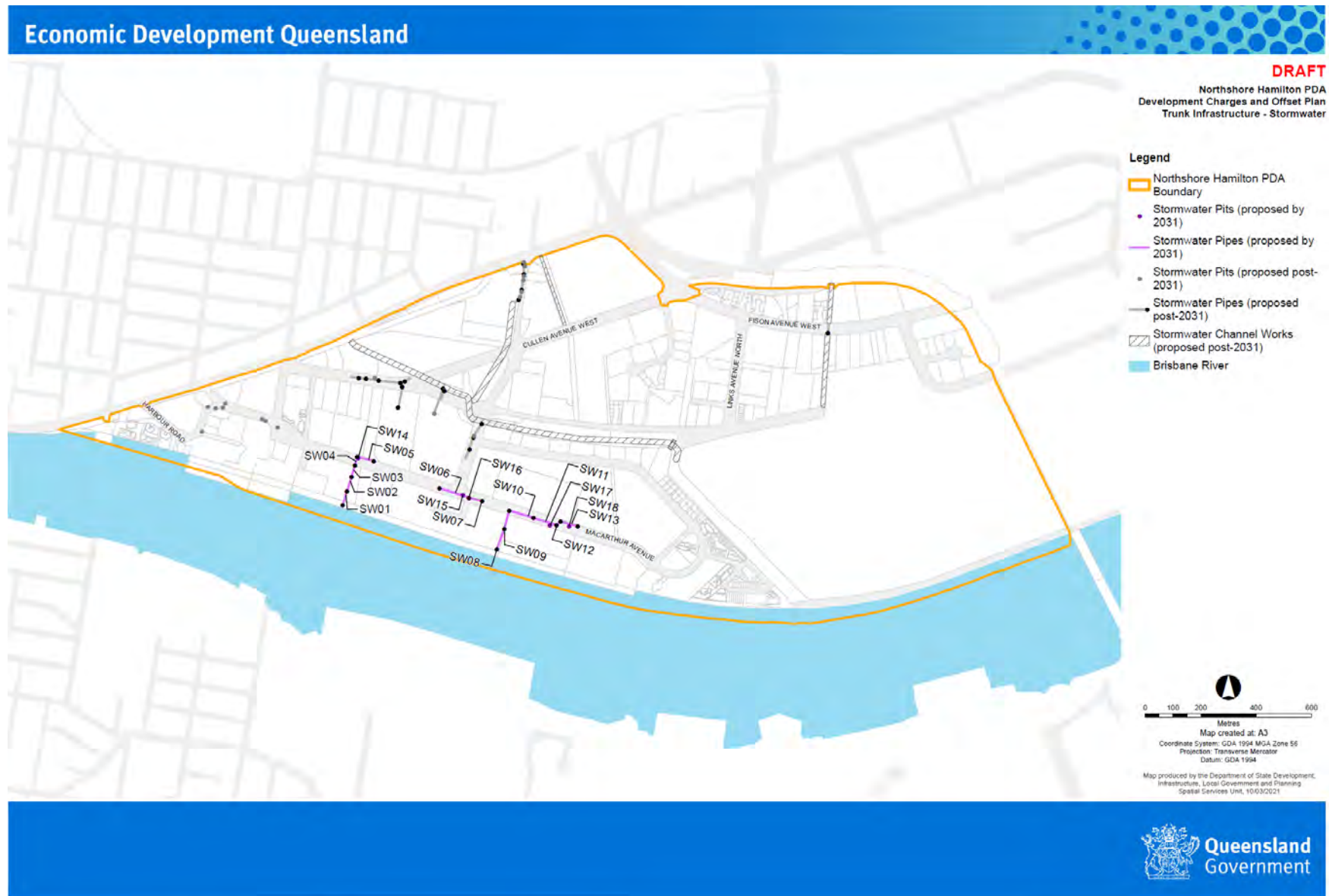
Map ref	Infrastructure type	Length (m) or Quantity	Diameter (mm)	Material	Estimated timing	Land cost ¹	Total works cost ²	Estimated cost ³
SW01	Stormwater pipe	52	1350	RCP	2022 to 2026	\$0	\$67,625	\$67,625
SW02	Stormwater pipe	55	1350	RCP	2022 to 2026	\$0	\$94,640	\$94,640
SW03	Stormwater pipe	42	1350	RCP	2022 to 2026	\$0	\$14,162	\$14,162
SW04	Stormwater pipe	32	1200	RCP	2022 to 2026	\$0	\$15,947	\$15,947
SW05	Stormwater pipe	60	1200	RCP	2022 to 2026	\$0	\$51,792	\$51,792
SW06	Stormwater pipe	112	1200	RCP	2027 to 2031	\$0	\$103,054	\$103,054
SW07	Stormwater pipe	49	750	RCP	2027 to 2031	\$0	\$30,639	\$30,639
SW08	Stormwater pipe	78	1500	RCP	2027 to 2031	\$0	\$103,209	\$103,209
SW09	Stormwater pipe	69	1500	RCP	2027 to 2031	\$0	\$144,555	\$144,555
SW10	Stormwater pipe	91	1500	RCP	2027 to 2031	\$0	\$169,072	\$169,072
SW11	Stormwater pipe	88	1200	RCP	2027 to 2031	\$0	\$66,508	\$66,508
SW12	Stormwater pipe	18	900	RCP	2027 to 2031	\$0	\$16,918	\$16,918
SW13	Stormwater pipe	65	900	RCP	2027 to 2031	\$0	\$43,112	\$43,112
SW14	Stormwater pit	7			2022 to 2026	\$0	\$74,102	\$74,102
SW15	Stormwater pit	4			2027 to 2031	\$0	\$42,344	\$42,344
SW16	Stormwater pit	2			2027 to 2031	\$0	\$21,172	\$21,172
SW17	Stormwater pit	2			2027 to 2031	\$0	\$21,172	\$21,172
SW18	Stormwater pit	8			2027 to 2031	\$0	\$84,688	\$84,688
TOTAL						\$0	\$1,164,711	\$1,164,711

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 2018/19).

Map 5: Trunk infrastructure – Stormwater



© Copyright the State of Queensland (Department of State Development, Infrastructure, Local Government and Planning) 2021. No liability accepted for any loss or damage which may arise from the use or reliance upon this information.

Path: S:\p\map\EDQ\Northshore_Hamilton\201018_21DCOPM\20210315_NSH_HSA_Storm_Water_A3_v3.mxd

Table 7: Schedule of future trunk infrastructure works – Water supply

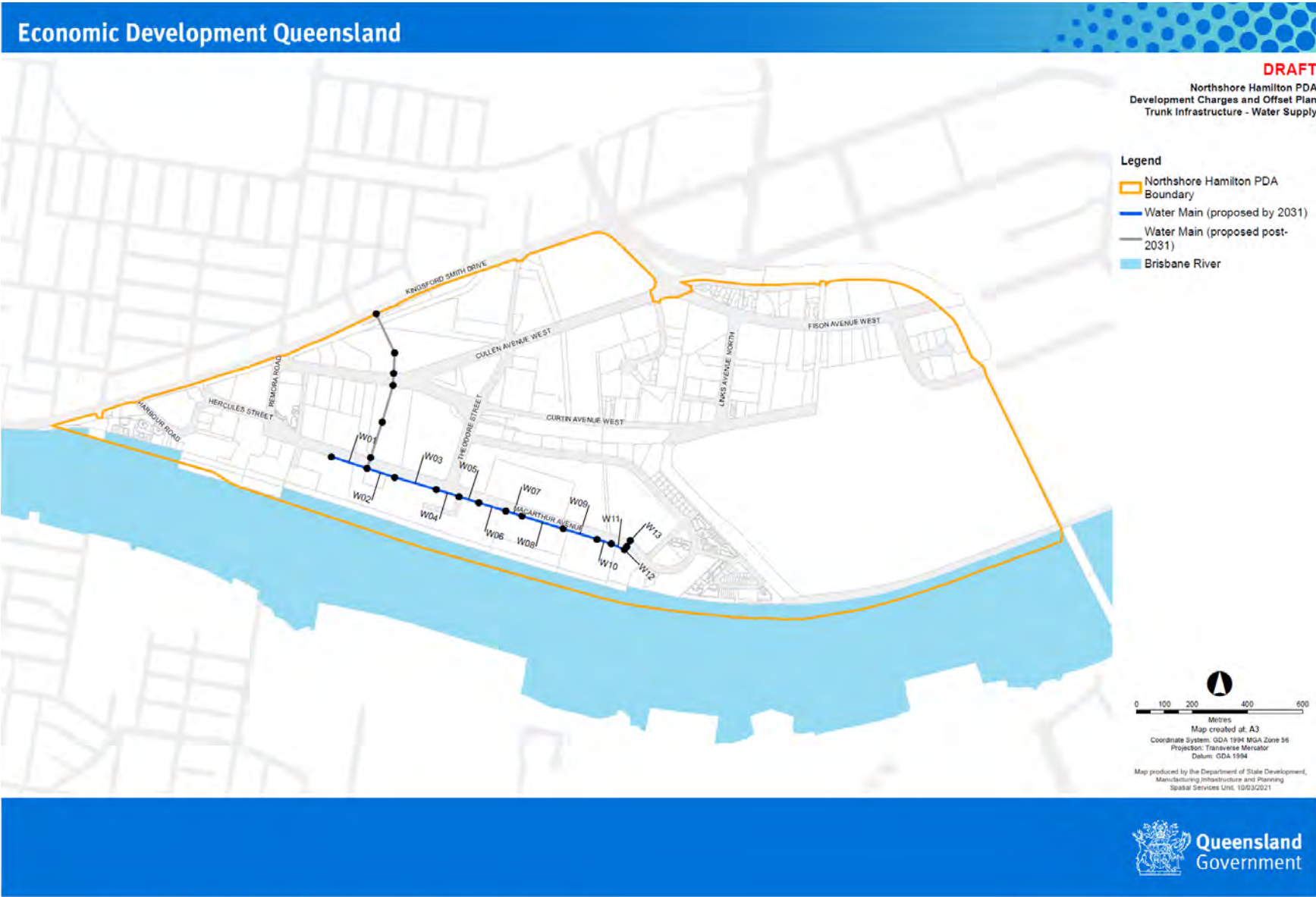
Map ref	Infrastructure type	Pipe diameter (mm)	Pipe length (m)	Cost Factor	Estimated timing	Land cost	Total works cost ¹	Estimated cost ²
W01	Watermain (PE)	355	135	2.28	2022 to 2026	\$0	\$313,476	\$313,476
W02	Watermain (PE)	315	105	2.28	2027 to 2031	\$0	\$243,843	\$243,843
W03	Watermain (PE)	315	157	2.28	2027 to 2031	\$0	\$363,399	\$363,399
W04	Watermain (PE)	315	85	2.28	2027 to 2031	\$0	\$197,255	\$197,255
W05	Watermain (PE)	315	75	2.28	2027 to 2031	\$0	\$174,341	\$174,341
W06	Watermain (PE)	315	103	2.28	2027 to 2031	\$0	\$237,314	\$237,314
W07	Watermain (PE)	315	62	2.28	2027 to 2031	\$0	\$142,348	\$142,348
W08	Watermain (PE)	315	157	2.28	2027 to 2031	\$0	\$362,628	\$362,628
W09	Watermain (PE)	355	127	2.28	2019 to 2021	\$0	\$292,802	\$292,802
W10	Watermain (PE)	355	55	2.28	2019 to 2021	\$0	\$126,337	\$126,337
W11	Watermain (PE)	315	52	2.28	2019 to 2021	\$0	\$120,082	\$120,082
W12	Watermain (PE)	315	14	2.28	2019 to 2021	\$0	\$33,418	\$33,418
W13	Watermain (PE)	315	24	2.28	2019 to 2021	\$0	\$56,687	\$56,687
TOTAL						\$0	\$2,663,930	\$2,663,930

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 2018/19).

Map 6: Trunk infrastructure – Water



© Copyright the State of Queensland (Department of State Development, Manufacturing Infrastructure and Planning) 2021. No liability accepted for any loss or damage which may arise from the use or reliance upon this information.

Path: D:\Projects\EDQ\Northshore_Hamilton\201910_2102PMA\2021\10119_NSH_PDA_Water_Network_A3_01.mxd

Table 8: Schedule of future trunk infrastructure works – Sewerage

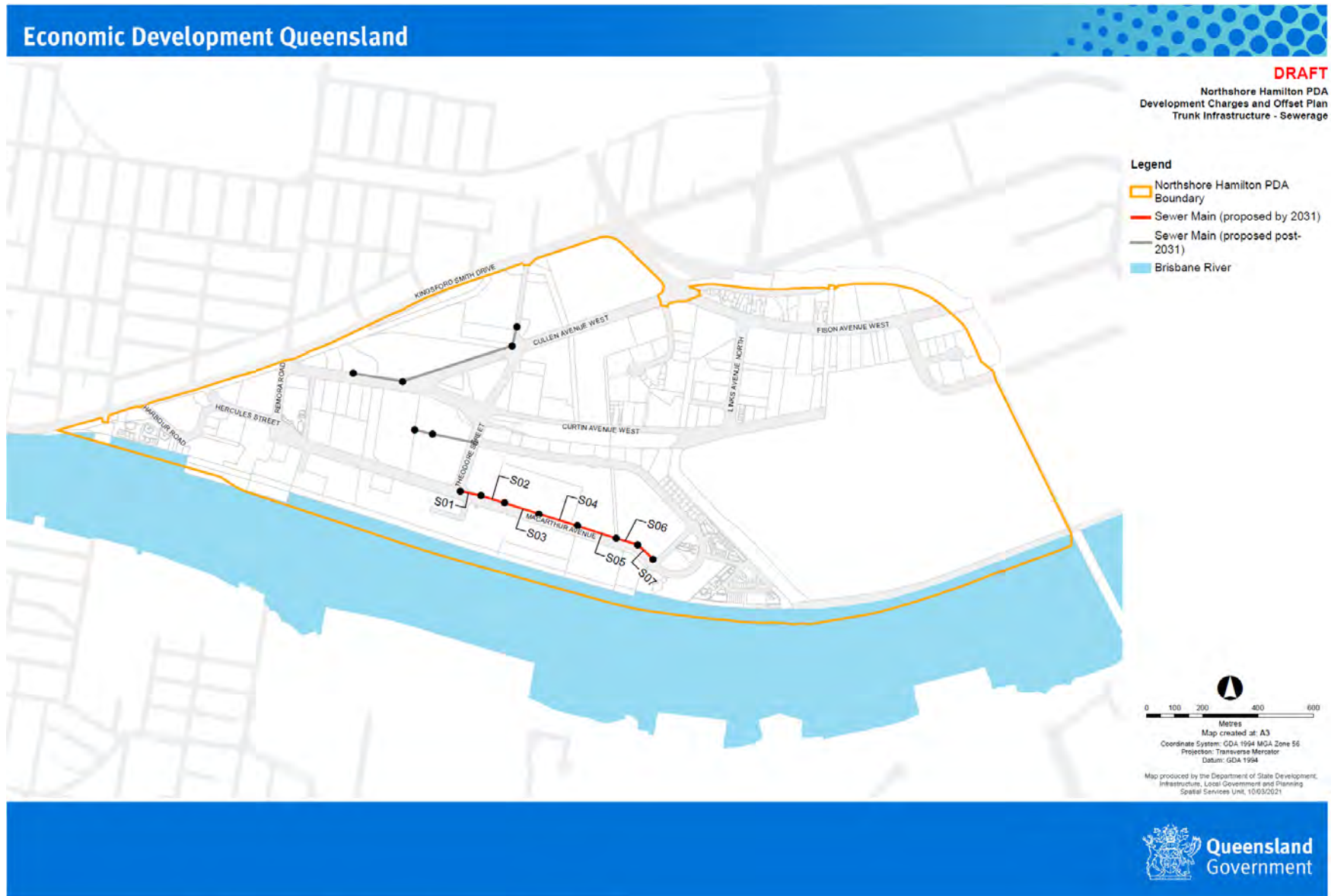
Map ref	Infrastructure type	Pipe diameter (mm)	Pipe length (m)	Depth (m)	Cost Factor	Estimated timing	Land cost	Total works cost ¹	Estimated cost ²
S01	Gravity main (PE)	500	76	3.4	2.5	2019 to 2021	\$0	\$382,649	\$382,649
S02	Gravity main (PE)	500	88	3.56	2.5	2019 to 2021	\$0	\$445,402	\$445,402
S03	Gravity main (PE)	400	131	3.52	2.5	2019 to 2021	\$0	\$503,251	\$503,251
S04	Gravity main (PE)	400	145	3.27	2.5	2019 to 2021	\$0	\$556,992	\$556,992
S05	Gravity main (PE)	315	147	3.51	2.5	2019 to 2021	\$0	\$403,733	\$403,733
S06	Gravity main (PE)	315	81	3.75	2.5	2019 to 2021	\$0	\$222,366	\$222,366
S07	Gravity main (PE)	315	75	3.63	2.5	2019 to 2021	\$0	\$206,818	\$206,818
TOTAL							\$0	\$2,721,211	\$2,721,211

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 2018/19).

Map 7: Trunk infrastructure – Sewer



© Copyright the State of Queensland (Department of State Development, Infrastructure, Local Government and Planning) 2021. No liability accepted for any loss or damage which may arise from the use or reliance upon this information.

PSN: S:\Project\EDQ\Northshore_Hamilton\031015_0303\PM\031015_NSH_PDA_Sewer_Network_A3L_v1.mxd

5 Definitions

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

- i. Table 9 of this DCOP
- ii. if not defined in this DCOP, the ED Act
- iii. if not defined in the ED Act, the Northshore Hamilton 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 9: Defined terms

Column 1 Term	Column 2 Definition
ED 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 2.7.
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.

Column 1 Term	Column 2 Definition
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 3.4.
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 ED 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 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.

Column 1 Term	Column 2 Definition
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	land valuations for all rateable properties provided by the Valuer-General in accordance with the <i>Land Valuation Act 2010</i> .

Contact Us

Contact Economic Development Queensland by:

Email: edq@dsdilgp.qld.gov.au

Phone: (07) 3452 7880

Post: Economic Development Queensland
Department of State Development,
Infrastructure, Local Government and Planning
GPO Box 2202
Brisbane Queensland 4001 Australia

The information contained herein does not represent Commonwealth, State or Local Government policy. Economic Development Queensland does not guarantee or make any representations as to its accuracy or completeness, nor will they accept any responsibility for any loss or damage arising from its use.