



Roma Street

Cross River Rail Priority Development Area

Development Charges and Offset Plan

July 2023

Acknowledgement of Country

We acknowledge the Traditional Owners of the land on which we live and work

We pay our respects to the Elders, past and present

Throughout time, Brisbane, the land by the river, has been a path of transport for all people

A place of connection, a place of many tracks

The Ancestors and Elders travelled this terrain long ago

Following tracks that we follow today

We recognise their connection to this country, the waterways and community

As we build this path through Country

While we tunnel deep beneath our river

Laying tracks for greater connection, creating new places for the future

We acknowledge the rich traditions and stories of the past

At the many places we are working to bring this Project to life

Across Brisbane, the Gold Coast, and greater South-East Queensland

With an open heart and mind, we hope to learn from the traditions, stories, customs and practices of Australia's First Nations people

Together, as we build this track for the future.

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.

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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 regulation^{6, 7} 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 30 July 2021.

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:

1. 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
2. the trunk infrastructure plans and schedules of works
3. 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.

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.

⁷ At the time of declaration, the MEDQ delegated certain functions and powers to the Cross River Rail Delivery Authority for plan preparation and development assessment, including the administration of the DCOP.

The DCOP prevails over other EDQ instruments concerning charges, credits, offsets and refunds, including, without limitation the following EDQ guidelines or practice notes:

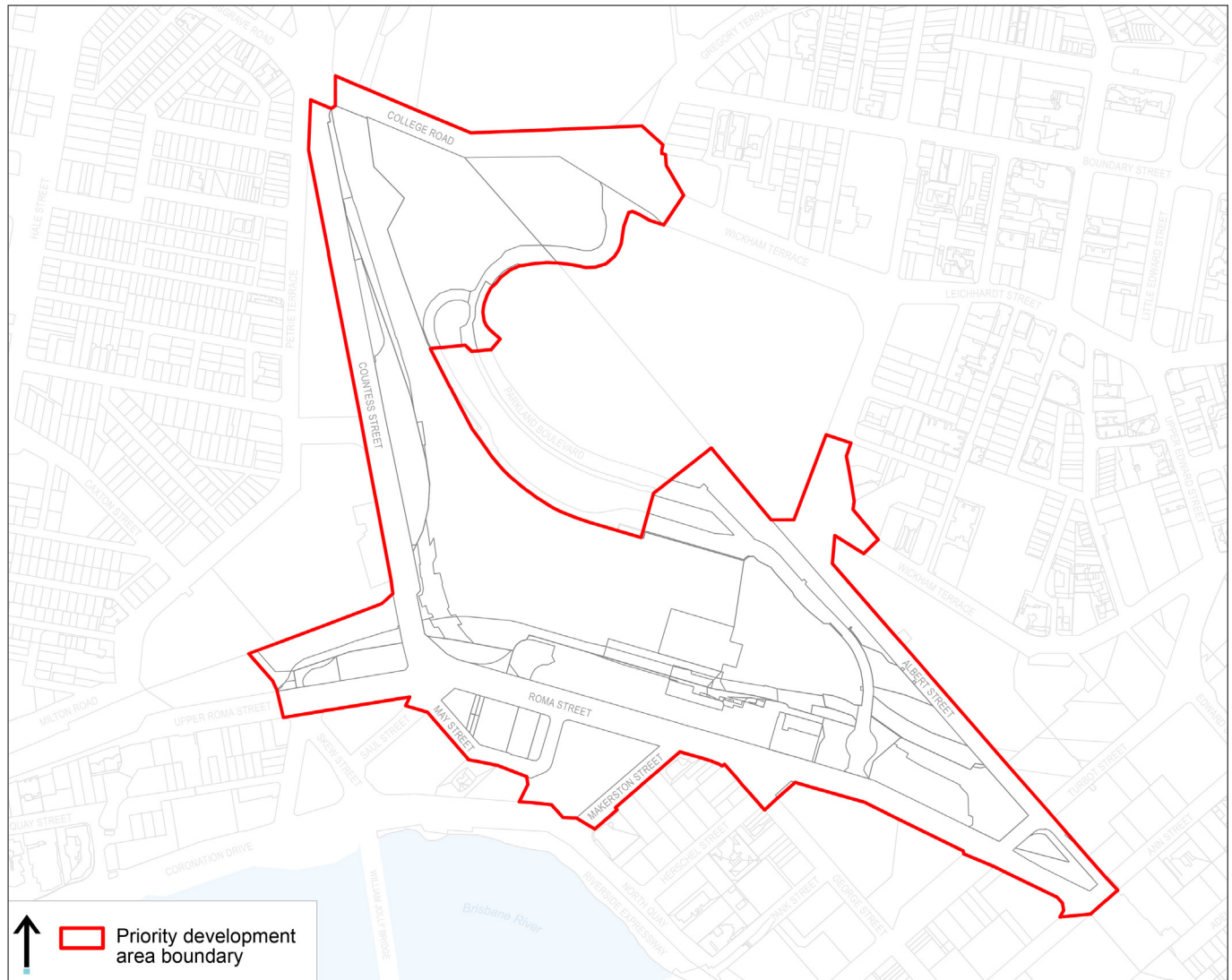
1. Practice Note 16 Calculation of offsets for affordable and diverse housing, and
2. Practice Note 17 Calculation of offsets for ecologically sustainable design.

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, Major sport, recreation, and entertainment facility
Minor uses	Advertising device, Cemetery, Home-based business, Landing, Market, Outdoor lighting, Park, Roadside stall, 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:

1. infrastructure charges.

Infrastructure charges are payable for the following development:

1. reconfiguring a lot – the infrastructure charge rates for reconfiguring a lot are set out in Table 2
2. 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	\$31,936.99

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	22,812.13
	3 or more bedroom dwelling	31,936.99
Dual occupancy	1 or 2 bedroom dwelling	22,812.13
	3 or more bedroom dwelling	31,936.99
Caretaker's accommodation	1 or 2 bedroom dwelling	22,812.13
	3 or more bedroom dwelling	31,936.99
Multiple dwelling	1 or 2 bedroom dwelling	22,812.13
	3 or more bedroom dwelling	31,936.99
Dwelling unit	1 or 2 bedroom dwelling	22,812.13
	3 or more bedroom dwelling	31,936.99
Accommodation (short-term) charge category		
Hotel (residential component)	Suite with 1 or 2 bedrooms	11,406.01
	Suite with 3 or more bedrooms	15,968.44
	Bedroom that is not part of a suite	11,406.01
Short-term accommodation	Suite with 1 or 2 bedrooms	11,406.01
	Suite with 3 or more bedrooms	15,968.44
	Bedroom that is not part of a suite	11,406.01
Accommodation (long-term) charge category		
Community residence	Suite with 1 or 2 bedrooms	22,812.13
	Suite with 3 or more bedrooms	31,936.99
	Bedroom that is not part of a suite	22,812.13

Residential use	Demand unit	Infrastructure charge rates (\$ per demand unit)
Hostel	Suite with 1 or 2 bedrooms	22,812.13
	Suite with 3 or more bedrooms	31,936.99
	Bedroom that is not part of a suite	22,812.13
Retirement facility	Suite with 1 or 2 bedrooms	22,812.13
	Suite with 3 or more bedrooms	31,936.99
	Bedroom that is not part of a suite	22,812.13
Rooming accommodation	Suite with 1 or 2 bedrooms	22,812.13
	Suite with 3 or more bedrooms	31,936.99
	Bedroom that is not part of a suite	22,812.13
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		79.88
Club		79.88
Community use		79.88
Funeral parlour		79.88
Place of worship		79.88
Commercial (bulk goods) charge category		
Agricultural supplies store		159.70
Bulk landscape supplies		159.70
Garden centre		159.70
Hardware and trade supplies		159.70
Outdoor sales		159.70
Showroom		159.70
Commercial (retail) charge category		
Adult store		205.29
Food and drink outlet		205.29
Service industry		205.29
Service station		205.29
Shop		205.29
Shopping centre		205.29
Commercial (office) charge category		
Office		159.70
Sales office		159.70
Educational facility charge category		
Childcare centre		159.70

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m ² of GFA)
Community care centre	159.70
Educational establishment	159.70
Entertainment charge category	
Hotel (non-residential component)	228.12
Nightclub entertainment facility	228.12
Theatre	228.12
Resort complex	228.12
Indoor sport and recreational facility charge category	
Indoor sport and recreation facility	228.12
	22.77 for court areas
Industry charge category	
Low impact industry	57.06
Research and technology industry	57.06
Warehouse	57.06
High impact industry or special industry charge category	
High impact industry	79.88
Special industry	79.88
Essential services charge category	
Emergency services	159.70
Health care services	159.70
Residential care facility	159.70
Veterinary services	159.70
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.

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 charge⁸

2.4 Calculating an infrastructure charge

An infrastructure charge will be calculated by:

1. multiplying the proposed development demand by the infrastructure charge rate in accordance with section 2.2; and then
2. 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:

1. the infrastructure charge for each existing lot, calculated using Table 2
2. 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
3. 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:

1. the existing lawful use or previous lawful use commenced since the declaration of the PDA as accepted development, and charges were not levied
2. 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.

⁸ The Roma Street Cross River Rail PDA DCOP does not apply a value uplift charge to development.

2.6 Deferred development charges

On application, the MEDQ may defer a portion of development charges deemed payable, where development meets the criteria identified in Table 4.

Table 4: Deferrable development charge rates for specific development

Residential Use	Demand unit	Applicable criteria*	Deferrable development charges \$ per dwelling	Maximum deferral dwellings total dwellings
Multiple dwelling	1 or 2 bedroom dwelling	Affordable housing	11,406.07	400
Multiple dwelling	3 or more bedroom dwelling	Affordable housing	15,968.49	
Multiple dwelling	1 or 2 bedroom dwelling	Social housing	11,406.07	
Multiple dwelling	3 or more bedroom dwelling	Social housing	15,968.49	

*Refer to the Roma Street Cross River Rail PDA Development Scheme and CRR PDA Affordable and Social Housing Guideline.

For clarity, the maximum number of dwellings eligible for the deferral amount for the PDA is 400, as identified in Table 4, unless otherwise agreed by the MEDQ.

If the MEDQ determines that a development meets the necessary criteria, an infrastructure agreement may be prepared⁹ 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:

1. the development ceases to meet the criteria in Table 4; or
2. the property is transferred or otherwise disposed of.

2.7 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:

1. education
2. emergency services, and
3. health care services.

2.8 Interim use charges

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

1. where the approval is for an interim use that has a duration of less than six years, charges will not be levied
2. where the approval is for an interim use that has a duration of more than six years, charges are applicable in accordance with the relevant charges document, and
3. 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 in accordance with the relevant charges document.

⁹ The requirements set out in section 2.6 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.

2.9 Indexation of development charges, trunk infrastructure estimated cost and unused infrastructure offsets

Development charges, trunk infrastructure estimated costs and unused offsets will be subject to indexation. Indexation is applicable on 1 July each year. Indexation rates are calculated in accordance with the following formula:

$$= \frac{x}{y} - 1$$

Where:

x is the 3-yearly PPI average index value for March in the current calendar year.

y is the 3-yearly PPI average index value for the March which is three years prior to the March in the current calendar year.

The 3-yearly PPI average has the meaning given to it by the *Planning Act 2016*. A PPI calculation spreadsheet is available on the Queensland Government's planning website.

2.10 Payment of development charges

A development charge is payable at the following time:

1. if the charge applies for development that is reconfiguring a lot, prior to the MEDQ approving the plan of subdivision
2. 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.

Any portion of the development charge deferred under section 2.6 will be subject to the terms and timeframes set-out in a relevant Infrastructure Agreement.

3. Infrastructure offsets and refunds

3.1 Application of an offset

This section applies where an applicant:

1. proposes to provide a trunk infrastructure contribution, or
2. is required to provide a trunk infrastructure contribution in accordance with conditions of a PDA development approval issued under the *ED Act*¹⁰, and
3. 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 60% of the development charge, unless otherwise agreed by the MEDQ. This requirement is necessary to ensure that an appropriate level of development charges are received to fund the Priority Infrastructure and External Contributions included within Table 9.

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:

1. information about whether the trunk infrastructure contribution subject to the offset request is trunk infrastructure identified in section 4.1. If not identified in section 4.1, reasons why the infrastructure should be given a trunk infrastructure offset
2. a detailed scope of works
3. a plan showing the spatial extent of the infrastructure contribution
4. preliminary engineering or landscape plans for the infrastructure contribution
5. a statement as to when the infrastructure contribution is required to be provided
6. 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:

1. 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 tenders¹¹
2. 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:

1. the construction cost for the work
2. 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

¹⁰ See section 94 of the *ED Act*.

¹¹ 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.

- 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
3. risk and contingencies which do not exceed 10 per cent of the cost of that part of the work in a construction contract which is subject to a contingency.

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

1. master planning of the work
2. carrying out temporary infrastructure works unless it is an agreed part of the works contribution
3. carrying out other infrastructure works which is not part of the agreed works contribution
4. decommissioning, removal and rehabilitation of infrastructure identified in ii and iii, unless it is an agreed part of the works
5. part of the works contribution provided by another party
6. the cost of GST to the extent that GST is payable and an input tax credit can be claimed for the work
7. 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
8. a cost caused or contributed to by a negligent or wilful act or omission by the applicant or a person engaged by the applicant
9. 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
10. a cost of carrying out trunk infrastructure works which relates to another infrastructure network
11. the cost involved in a redesign, where that redesign is a result of failing by the applicant or a person engaged by the applicant
12. a cost of carrying out infrastructure works in excess of the standard of service for the network of development infrastructure in the infrastructure plan
13. 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:

1. determine whether a trunk infrastructure offset will be given for the trunk infrastructure contribution against infrastructure charges
2. 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
3. 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:

1. whether a provisional trunk infrastructure offset will be given for the infrastructure contribution
2. 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:

1. for a 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.
2. 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:

1. a copy of the notice(s) issued by the MEDQ under section 3.5
2. 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:

1. 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, and
 - c. the amount of any unused offset.
2. 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:

1. that the trunk infrastructure contribution has been lawfully completed
2. that the applicant seeks a refund of the unused trunk infrastructure offset, and
3. 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:

1. the refund is not to exceed the value of the unused trunk infrastructure offset
2. 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
3. the trunk infrastructure refund may be made over a series of payments
4. 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:

1. whether a refund is available or not
2. if a trunk infrastructure refund is not available, the reason
3. 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 works¹² outlines future trunk land and works which are required to service the projected development within the PDA.

Table 5: Schedule of future trunk infrastructure works – Wastewater

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost
RMA-SM-1a	Map 1	Gravity Main	Augmentation of Makerston Street Sewer (inside PDA)	2026 to 2031	\$3,355,165
RMA-SM-1b	Map 1	Gravity Main	Augmentation of Makerston Street Sewer (outside PDA)	2026 to 2031	\$701,734
RMA-SM-2	Map 1	Gravity Main	Augmentation of North Quay Sewer	2026 to 2031	\$7,797,068
TOTALS					\$11,853,967

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 6: Schedule of future trunk infrastructure works – Stormwater

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost
RMA-SW-U1	Map 2	Culvert	Trunk main under Roma Street	2026 to 2031	\$27,849
RMA-SW-U2	Map 2	Culvert	Trunk main under Roma Street	2026 to 2031	\$1,258,253
RMA-SW-U3	Map 2	Pipe	Drainage system under Garrick Street and May Street	2031 to 2036	\$119,932
RMA-SW-U4	Map 2	Pipe	Drainage system under Garrick Street and May Street	2031 to 2036	\$208,582
TOTALS					\$1,614,616

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).

¹² The schedule of works may be updated from time to time as information regarding infrastructure planned to service the PDA is reviewed and /or becomes available.

Table 7: Schedule of future trunk infrastructure works – Transport

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost
Intersections					
RMA-INT-01	Map 3a	Intersection Works	Upgrades/ new signalised intersection to Roma Street/ Garrick Street (realigned)/ FOSD (I01)	2031 to 2036	\$1,453,696
RMA-INT-06	Map 3a	Intersection Works	Upgrades to Wickham Terrace/ College Road/ Gregory Terrace/ Parkland Boulevard (I06)	2031 to 2036	\$1,862,044
Active Transport					
RMA-SB-03	Map 3b	Pathway Bridge	A new pedestrian and cyclist skyway spanning over Roma Street Rail Line	2026 to 2031	\$22,200,750
RMA-SB-09	Map 3b	Pathway Bridge	A new pedestrian skyway from Roma Street Future Over Station Development over Countess Street to 'The Barracks' development	2031 to 2036	TBC
RMA-SP-01	Map 3b	Separated Pathway	Normanby Cycleway upgraded as a separated route for pedestrians	2031 to 2036	\$1,129,951
RMA-VT-01	Map 3b	Vertical Transport	Wickham Terrace Connection Link – Bridge Connection and Lift (refer note 3)	2026 to 2031	\$2,120,508
RMA-SP-03	Map 3b	On-road facility	Parkland Boulevard – On-Road Facilities – Cycle Street upgrade	2031 to 2036	\$121,633
TOTALS					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 – RMA-VT-01 is to be offset to 50% of the total value for construction of the Bridge Connection and Lift infrastructure. The remainder of costs are to be borne by the developing entity. For clarity, the cost presented above reflects 50% of the total value for construction.

Table 8: Schedule of future trunk infrastructure works – Parks and community facilities

DCOP ID	Map ref	Infrastructure type	Infrastructure Description	Estimated timing	Trunk establishment cost
Public Realm					
RMA-PL-02	Map 4	Metropolitan Urban Common	Expanded Roma Street Station Arrival Plaza	2026 to 2031	\$1,140,108
Open Space					
RMA-PA-02	Map 4	Local Recreation Park	College Road Local Recreation Park	2031 to 2036	\$1,293,579
TOTALS					\$2,433,686

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 9: Schedule of future trunk infrastructure works – Priority Infrastructure / External Contributions*

Infrastructure type	Infrastructure description	Trunk establishment cost / contribution
Wastewater**	Augmentation of Makerston St Sewer and North Quay Sewer	\$11,853,967
Parks, Plazas and Active Transport	Contributions towards or delivery of solutions for Emma Miller Place Enhancements, including connectivity between Albert Street and Roma Street	TBC
External Contributions	Contributions towards external infrastructure to be provided by other Infrastructure Authorities	TBC
		TBC

Notes:

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

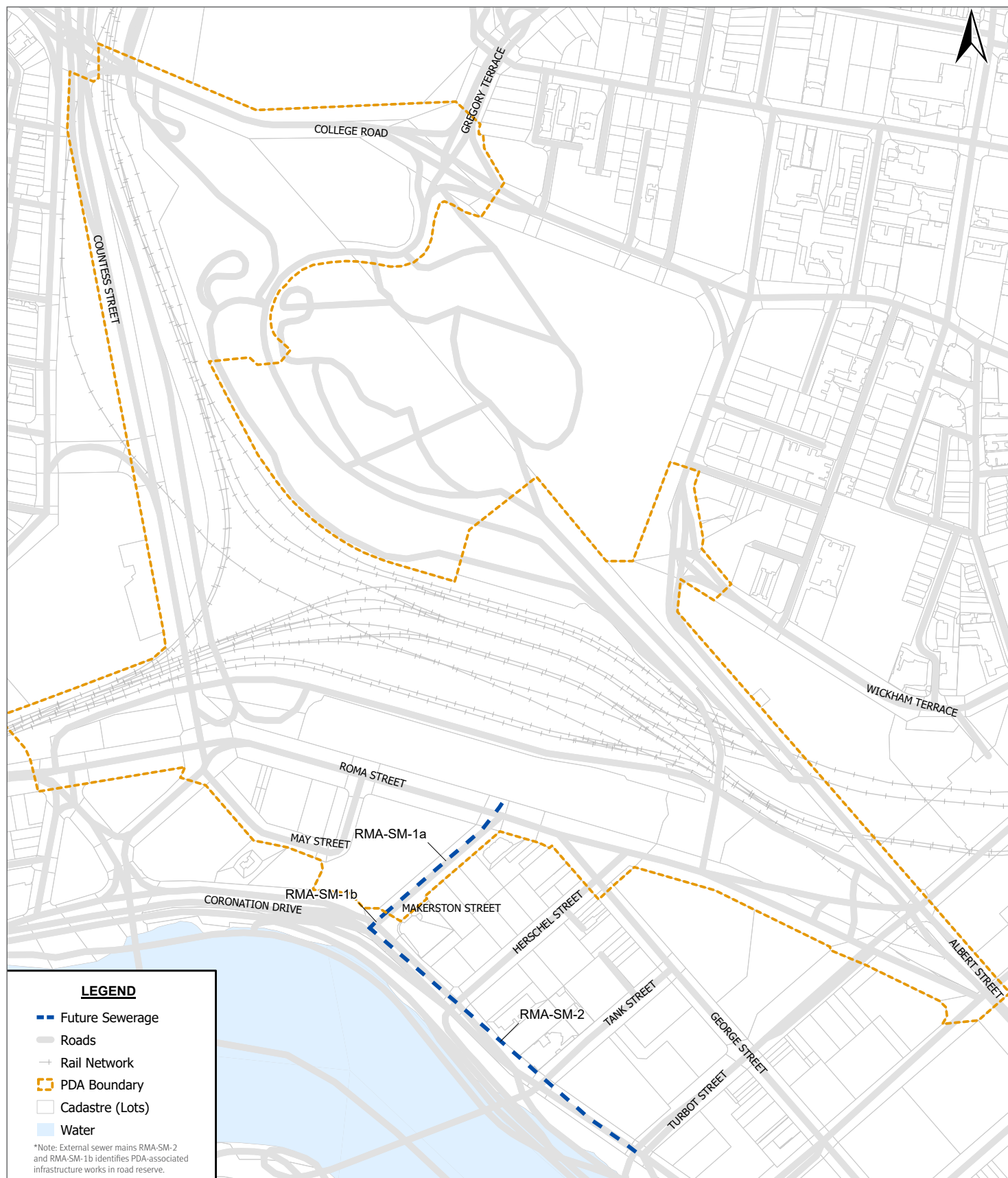
2 – All costs are expressed in current cost terms as at the base date (FY 2020/21).

3 – *Priority Infrastructure / External Contributions are as referred to in Section 3.1.

4 – ** Also identified in Table 5.

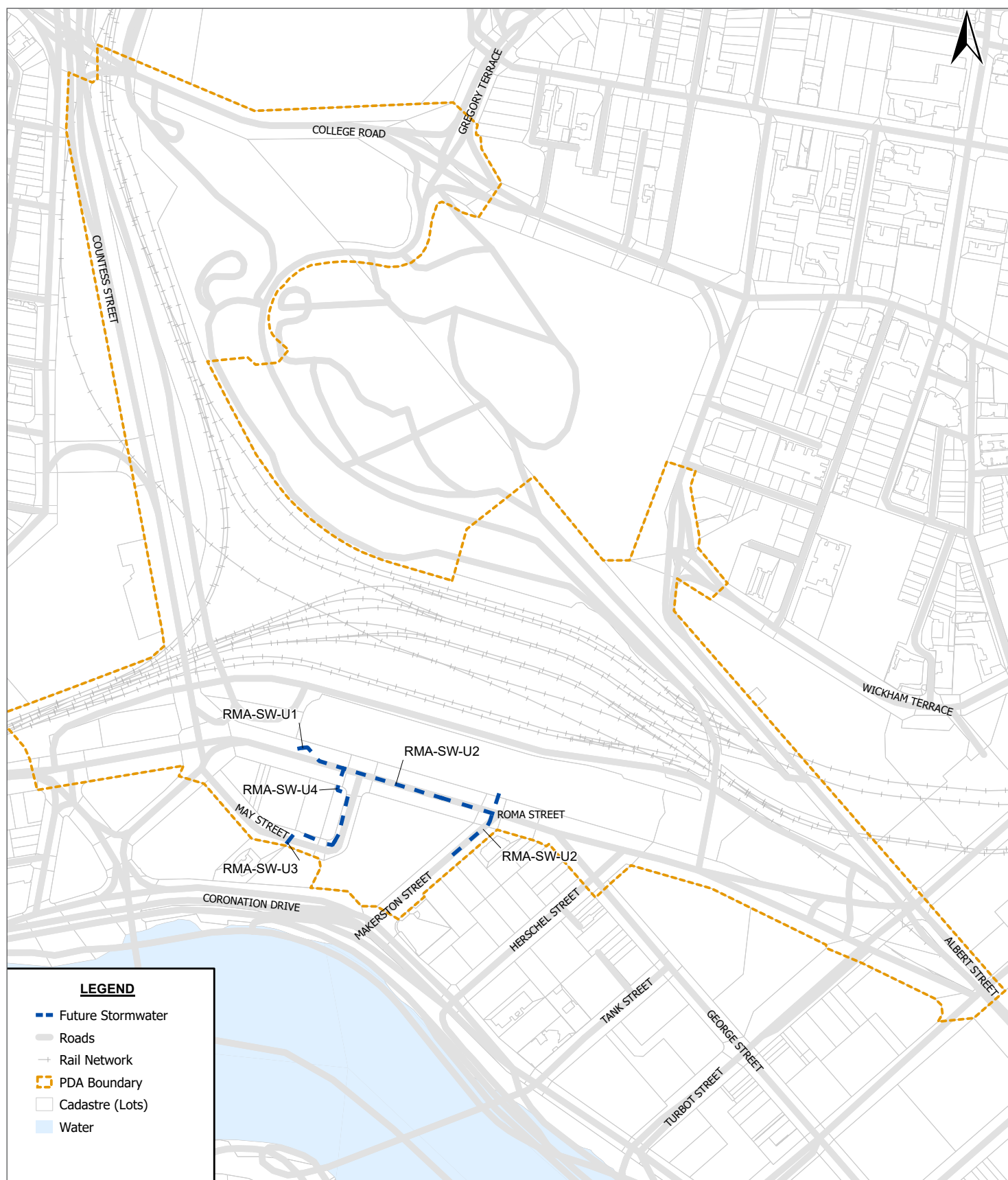
4.2 Trunk infrastructure maps

Map 1: Wastewater – Future trunk infrastructure plan



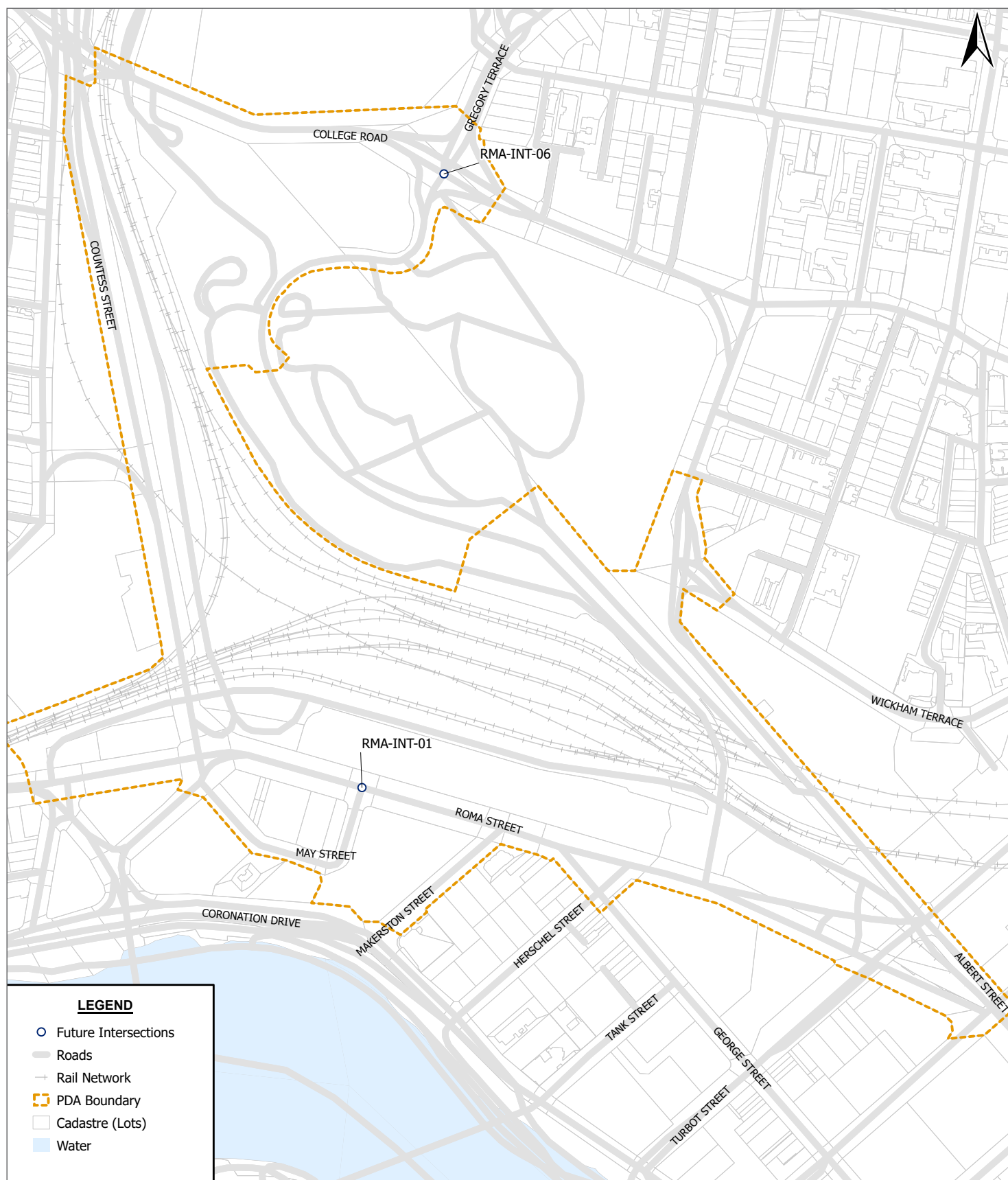
This map is for illustration purposes and is not to scale.

Map 2: Stormwater – Future trunk infrastructure plan



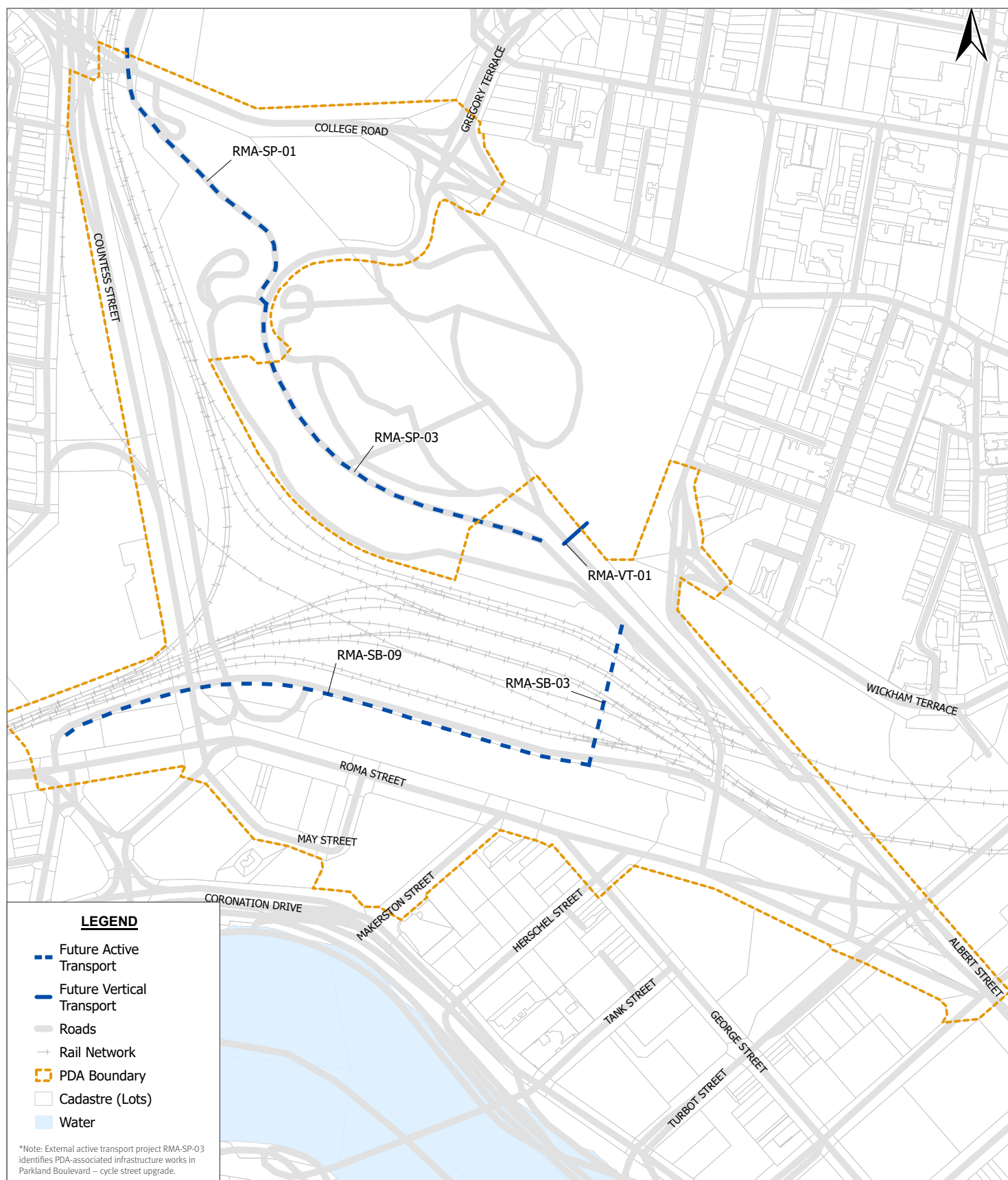
This map is for illustration purposes and is not to scale.

Map 3a: Transport (Road) – Future trunk infrastructure plan



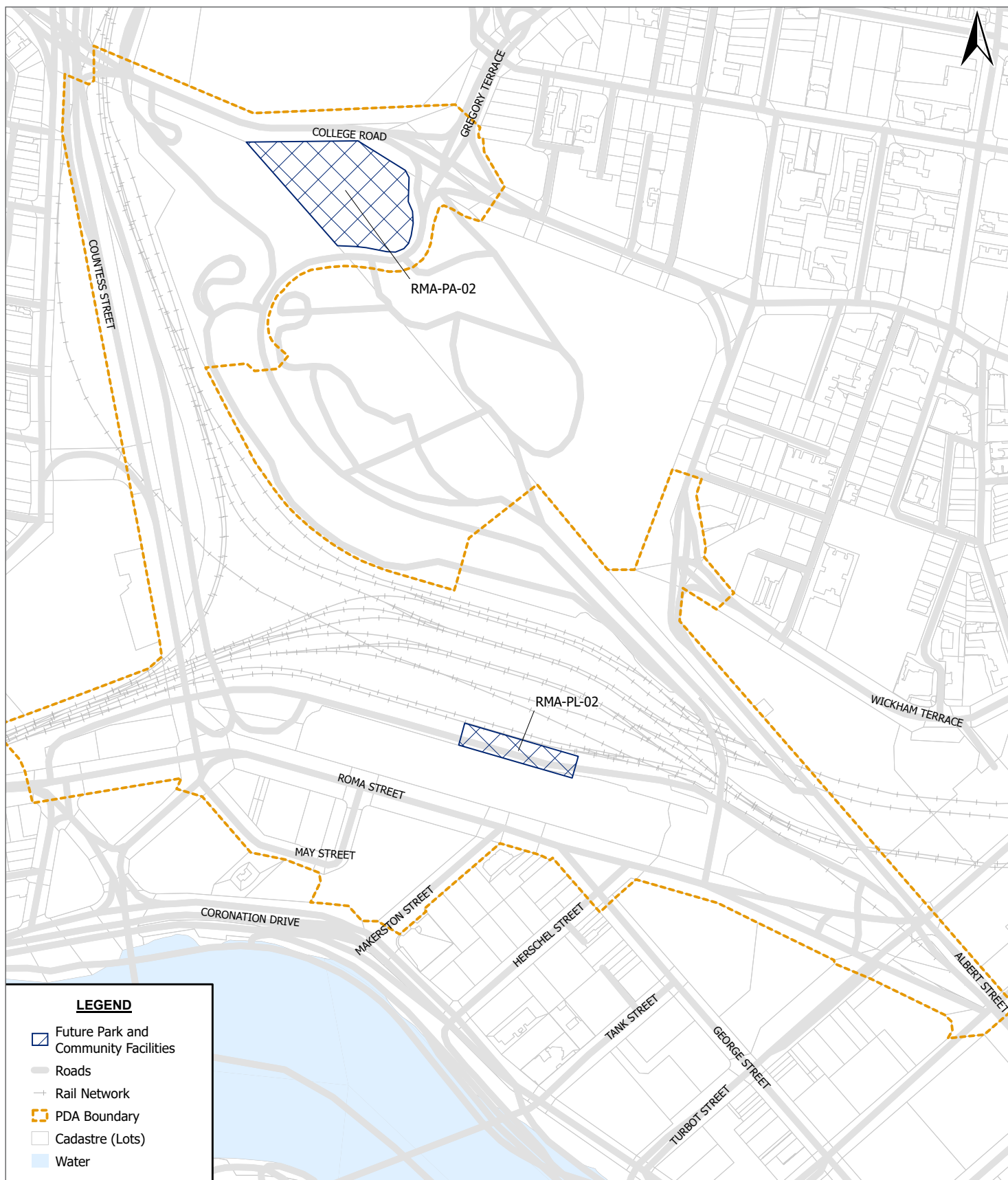
This map is for illustration purposes and is not to scale.

Map 3b: Transport (Active) – Future trunk infrastructure plan



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

Map 4: 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:

1. Table 10 of this DCOP
2. if not defined in this DCOP, the *ED Act*
3. if not defined in the *ED Act*, the Roma Street Cross River Rail PDA Development Scheme
4. 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 10: 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: <ol style="list-style-type: none"> a. identified in section 4; or b. agreed to give a trunk infrastructure offset for in accordance with section 3.5.
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 EDQ via:

- website: <http://www.edq.qld.gov.au/>
- email: edq@dsdilgp.qld.gov.au

