

Boggo Road Cross River Rail Priority Development Area Development Charges and Offset Plan

July 2024

Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper



 **CROSSRIVER RAIL**



**Queensland
Government**

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1 Preliminary

1.1 Economic Development Act

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

The main purpose of the Act² is to facilitate economic development, development for community purposes, the provision of diverse housing including social and affordable housing and provision of premises for commercial or industrial uses. One of the ways the Act³ seeks to achieve this is by providing for a streamlined planning and development framework for particular parts of the state declared as priority development areas (PDAs).

The 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 Boggo Road Cross River Rail PDA.

1.2 Boggo Road Cross River Rail Priority Development Area

The Boggo Road Cross River Rail PDA (the PDA) was declared by regulation^{6/7} on 2 October 2020.

The PDA is approximately 39 hectares of land and is generally bounded by Burke Street to the north, Cornwall Street to the south, Annerley Road to the west, and Ipswich Road to the east. The PDA does not include Dutton Park State Primary School or the new Brisbane South State Secondary College (Inner City South State Secondary College) although these facilities have an important relationship to the health, science, innovation, research, and education focus of the PDA.

The boundaries of the PDA are shown on Figure 1.

¹ See section 8 of the Act.

² See section 3 of the Act.

³ See section 4 of the Act.

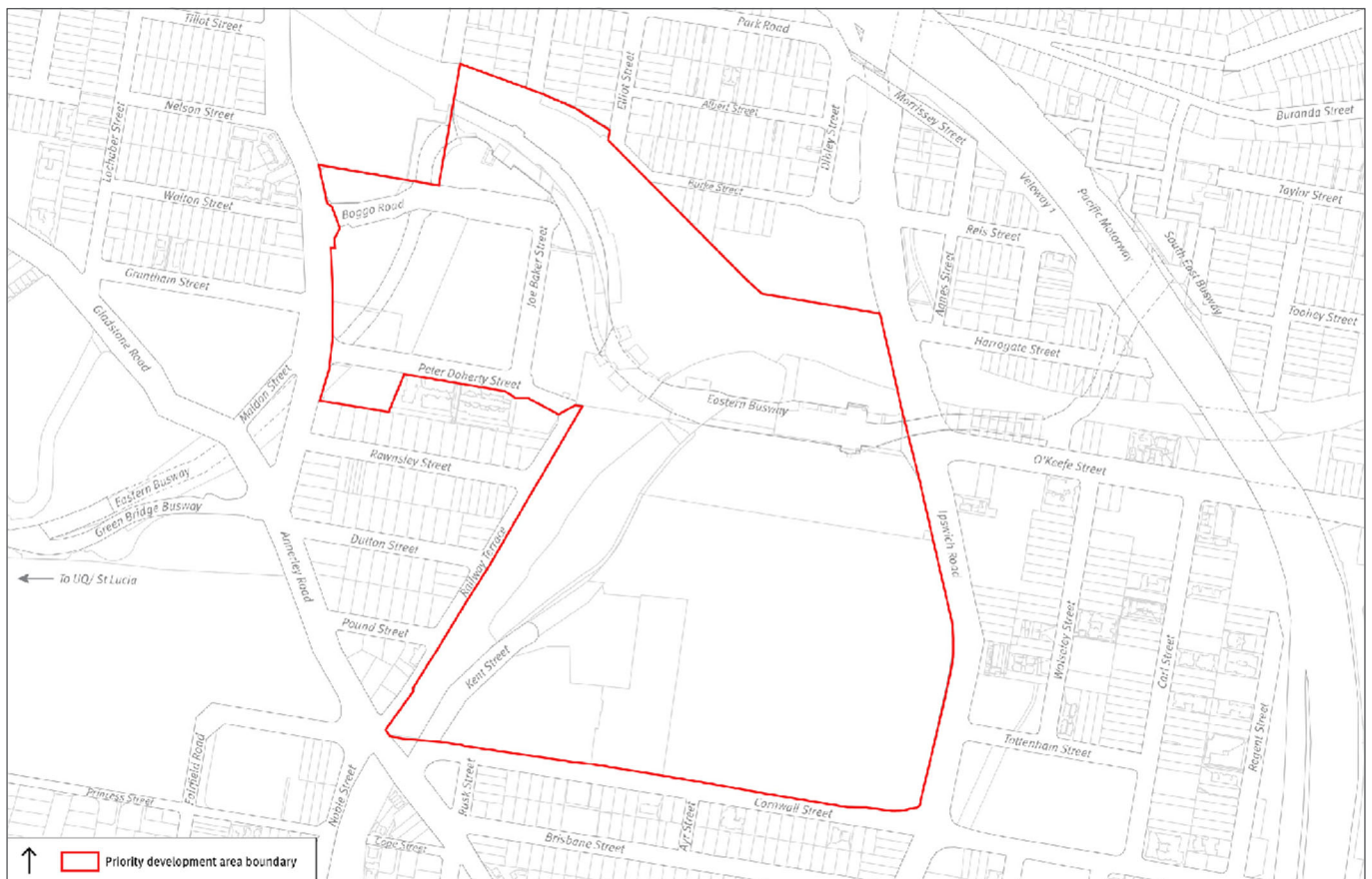
⁴ See section 10 of the Act.

⁵ See section 10 of the 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.

Figure 1: Boggo Road Cross River Rail PDA boundary



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

1.3 Application of the Development Charges and Offset Plan

The Boggo Road 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 4 November 2022.

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
- iii. matters relevant to calculating a Credit, Infrastructure Offset or Infrastructure 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.

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.

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 apply the charge rate for another similar charge category listed in Table 1.

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 Base Development Charges 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:

- a. Reconfiguring a lot - The Base infrastructure charge rates for reconfiguring a lot are set out in Table 2. Section 2.4 details the method for calculating the applicable charges for reconfiguring a lot.
- b. Material change of use – The Base infrastructure charge rates for a material change of use are set out in Table 3. Section 2.4 details the method for calculating the applicable charges for material change of use.

Table 2: Base Development Charge Rates for reconfiguring a lot (FY 2023/24)

Demand unit	Base Development Charge Rates (\$ per lot created)
Lot	31,936.99

Table 3: Base Development Charge Rates for material change of use – Residential (FY 2023/24)

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
	Suite with 1 or 2 bedrooms	22,812.13

Hostel	Suite with 3 or more bedrooms	31,936.99
	Bedroom that is not part of a suite	22,812.13
Accommodation (long-term) charge category		
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

Table 4 – Base Development Charge Rates for material change of use – Non-residential (FY 2023/24)

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m² of impervious area)
Places of assembly charge category		
Function facility	79.88	11.41
Club	79.88	11.41
Community use	79.88	11.41
Funeral parlour	79.88	11.41
Place of worship	79.88	11.41
Commercial (bulk goods) charge category		
Agricultural supplies store	159.70	11.41
Bulk landscape supplies	159.70	11.41
Garden centre	159.70	11.41
Hardware and trade supplies	159.70	11.41
Outdoor sales	159.70	11.41
Showroom	159.70	11.41
Commercial (retail) charge category		
Adult store	205.29	11.41
Food and drink outlet	205.29	11.41
Bar	205.29	11.41
Service industry	205.29	11.41
Service station	205.29	11.41
Shop	205.29	11.41
Shopping centre	205.29	11.41

Non-residential use	Infrastructure charge rates for trunk infrastructure networks other than stormwater (\$ per demand unit of m² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m² of impervious area)
Commercial (office) charge category		
Office	159.70	11.41
Sales office	159.70	11.41
Educational facility charge category		
Childcare centre	159.70	11.41
Community care centre	159.70	11.41
Educational establishment	159.70	11.41
Entertainment charge category		
Hotel (non-residential component)	228.12	11.41
Nightclub entertainment facility	228.12	11.41
Theatre	228.12	11.41
Resort complex	228.12	11.41
Indoor sport and recreational facility charge category		
Indoor sport and recreation facility	228.12	11.41
	22.77 for court areas	11.41
Industry charge category		
Low impact industry	57.06	11.41
Medium impact industry	57.06	11.41
Research and technology industry	57.06	11.41
Warehouse	57.06	11.41
High impact industry	79.88	11.41
Special industry	79.88	11.41
Essential services charge category		
Emergency services	159.70	11.41
Health care services	159.70	11.41
Hospital	159.70	11.41
Residential care facility	159.70	11.41
Veterinary services	159.70	11.41
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 a development charge

The development charge rate for each use type is equal to the sum of the indexed base development charge rates for the use type. Base development charge rates are indexed in accordance with section 2.8.

A development charge will be calculated by:

1. multiplying the proposed development demand by the development charge rate; and then
2. subtracting from it the applicable credit calculated in accordance with section 2.5, as follows:

$$DC = (DD \times DCR) - C$$

Where:

DC is the development 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).

DCR is the applicable development charge rate.

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

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

2.5 Credits for development charges

A credit may be applied to the calculation of a development charge.

A credit for a development charges is an amount which is the greater of the following:

1. the charge for each existing lot, calculated using in accordance with section 2.4
2. if the premises are subject to an existing lawful use and is serviced by trunk infrastructure, the charge for the existing lawful use calculated in accordance with section 2.4, or
3. if the premises were subject to a previous lawful use and is serviced by trunk infrastructure, the charge for the previous lawful use calculated in accordance with section 2.4.

However, a credit is not available where:

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

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

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

2.6 Development exempt from development charges

Development charges do not apply to the following development:

1. Development undertaken by the State, or another entity representing the State, for the following purposes:
 - a. education
 - b. emergency services, and
 - c. health care services.
2. Development of the former Boggo Road Gaol: No2 Division complex of buildings for community uses.

2.7 Interim Use 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:

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 section 2 of this 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 section 2 of this document.

2.8 Indexation

Base Development Charge Rates, Development Charges, Trunk Infrastructure estimated costs and Unused Infrastructure Offsets will be subject to indexation. Indexation occurs on 1 July each year. Indexation is to be calculated in accordance with the below indexation rates. Values should be indexed from the base rate for every period up to the current FY.

Table 4: Indexation rates

FY	Development Charge	Value Capture Charge
FY22/23	1.013115	1.03000
FY23/24	1.042905	1.03000
FY24/25	1.062911	1.03000

The indexation rate in Table 5 is the 3-yearly PPI average variance from March of the current calendar year to March of the previous 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](#).

2.9 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.

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 Act⁹, and
3. requests the value of a trunk infrastructure contribution to be offset against development charges (a trunk infrastructure offset).

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 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, and
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.

⁹ See section 94 of the ED Act.

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 tenders¹⁰, or
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:

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

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

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

¹⁰ 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.

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 Boggo Road 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 (2 October 2020).

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 development 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 4.1, 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 development 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:

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

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, or
 - ii. that an uncompleted works bond has been accepted by the MEDQ, and
 - 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. any final works offset value that remains unused.
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. any final land offset value that remains unused.

Where an applicant's request has not been accepted, the reasons for rejecting the applicant's request will be provided in writing.

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 development charges have been collected by the MEDQ for the infrastructure item which is the subject of the trunk infrastructure refund, and
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.
- 5.

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, and
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 works¹¹ 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 – Water Supply – Base Rate Costs as at July 2021 (FY21/22)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
BGO-WAT-01	2	Water Main	Annerley Rd Water Main Upgrade – 215m of DN250mm Water Main replacing existing DN150mm Water Main	2026-2031	\$1,306,160
BGO-WAT-02	2	Water Main	Railway Tce Water Main Upgrade – 112m of DN180mm Water Main replacing existing 100mm Water Main	2026-2031	\$513,840

Table 6: Schedule of future trunk infrastructure works – Stormwater – Base Rate Costs as at July 2021 (FY21/22)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
BGO-STW-04	N/A	Stormwater Harvesting	Stormwater harvesting and water balancing with wider catchment benefits	2027-2031	\$1,345,500

Table 7: Schedule of future trunk infrastructure works – Transport (Active) – Base Rate Costs as at July 2021 (FY21/22)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
BGO-AT-03	3	Separated Path	Peter Doherty Street separated path	2020-2025	\$218,206
BGO-AT-06a	3	Separated Path	Laundry Drive ultimate separated path improvements	2027-2031	\$179,624
BGO-AT-05a	3	Separated Path	Kent Street interim active transport improvements	2027-2031	TBC
BGO-AT-07b	3	Elevated Pedestrian Connection	Elevated pedestrian connection over Kent Street (extended option)	2027-2031	\$4,689,068

Notes:

i – All costs are expressed in current cost terms as at the base date (FY 2021/22).

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

¹¹ The Schedule of Works may be updated from time to time as information regarding infrastructure upgrades which are required to service the PDA is reviewed and/or becomes available.

Table 8: Schedule of future trunk infrastructure works – Parks and community facilities – Base Rate Costs as at July 2021 (FY21/22)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
BGO-PP-02 (A) / BGO-PP-02 (B)	4	Local Recreation Park	Embellishment of Outlook Park	2025-2026	\$1,092,487.50
BGO-PP-03	4	Local Recreation Park	Embellishment of Boggo Road Goal Park	2025-2026	\$2,806,808.06

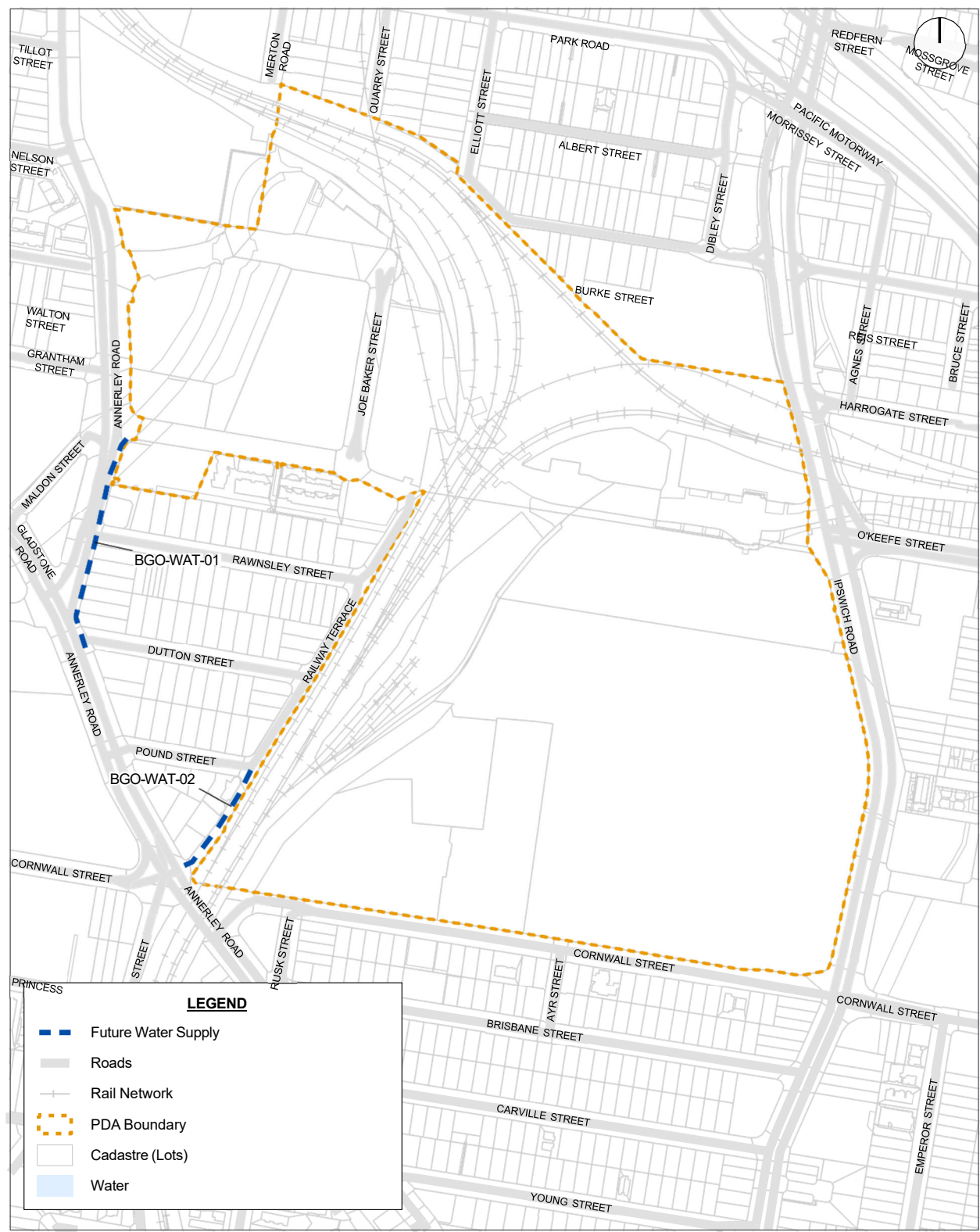
Notes:

ⁱ – All costs are expressed in current cost terms as at the base date (FY 2021/22).

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

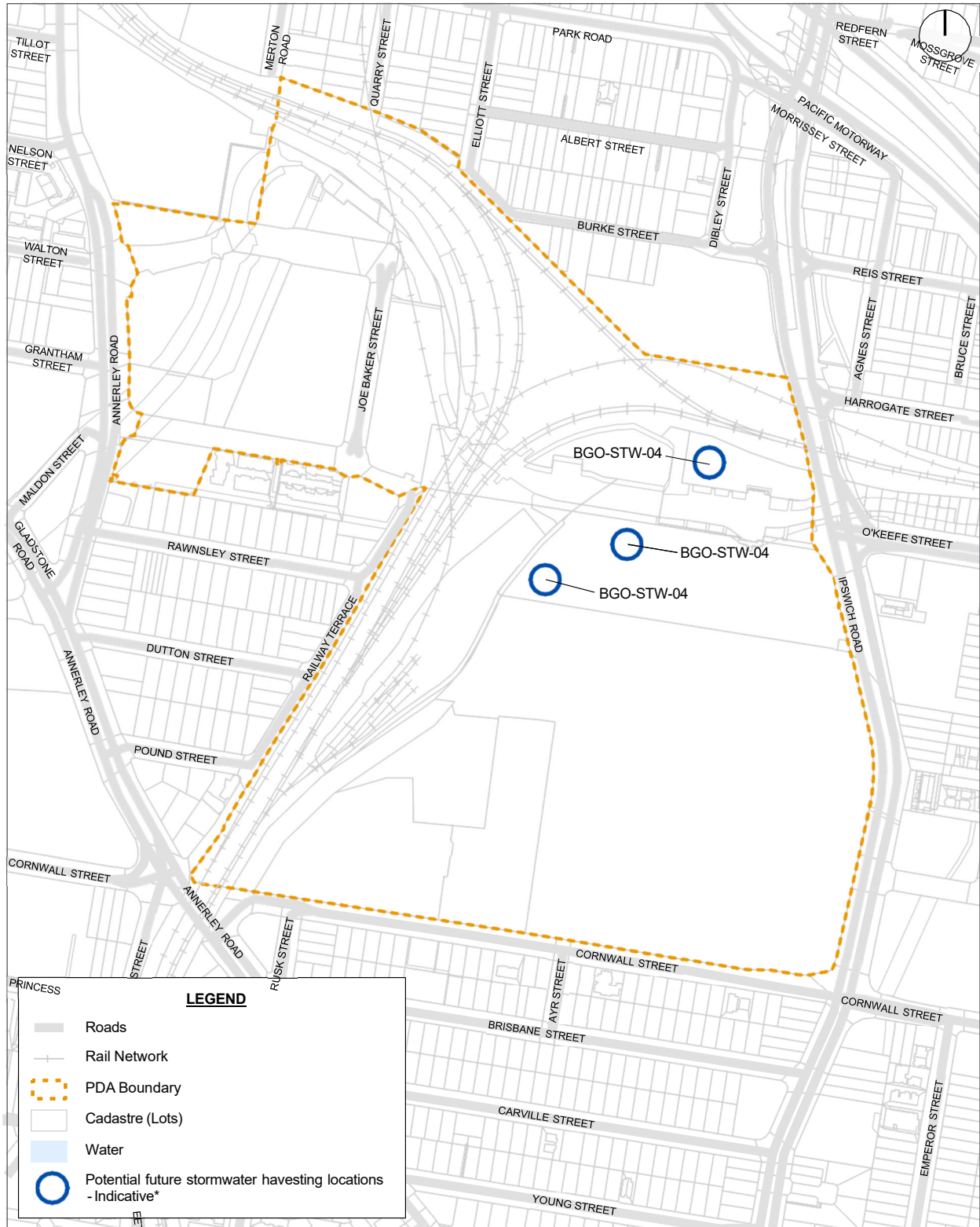
4.2 Trunk infrastructure maps

Map 1: Water supply future trunk infrastructure plan



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

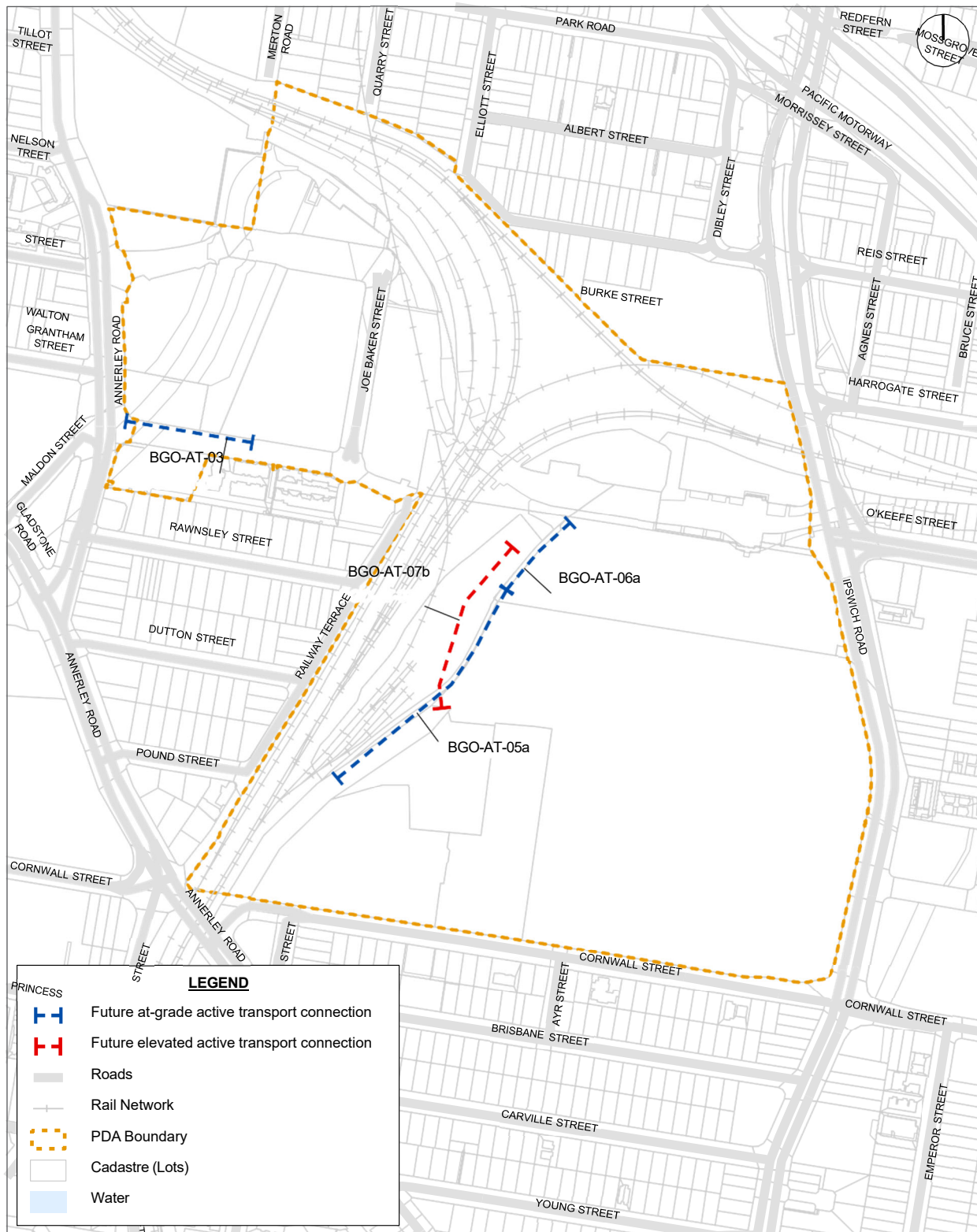
Map 2: Stormwater future trunk infrastructure plan



*Note: The provision of BGO-STW-04 (stormwater harvesting device) may incorporate one, multiple, or all of the locations identified above.

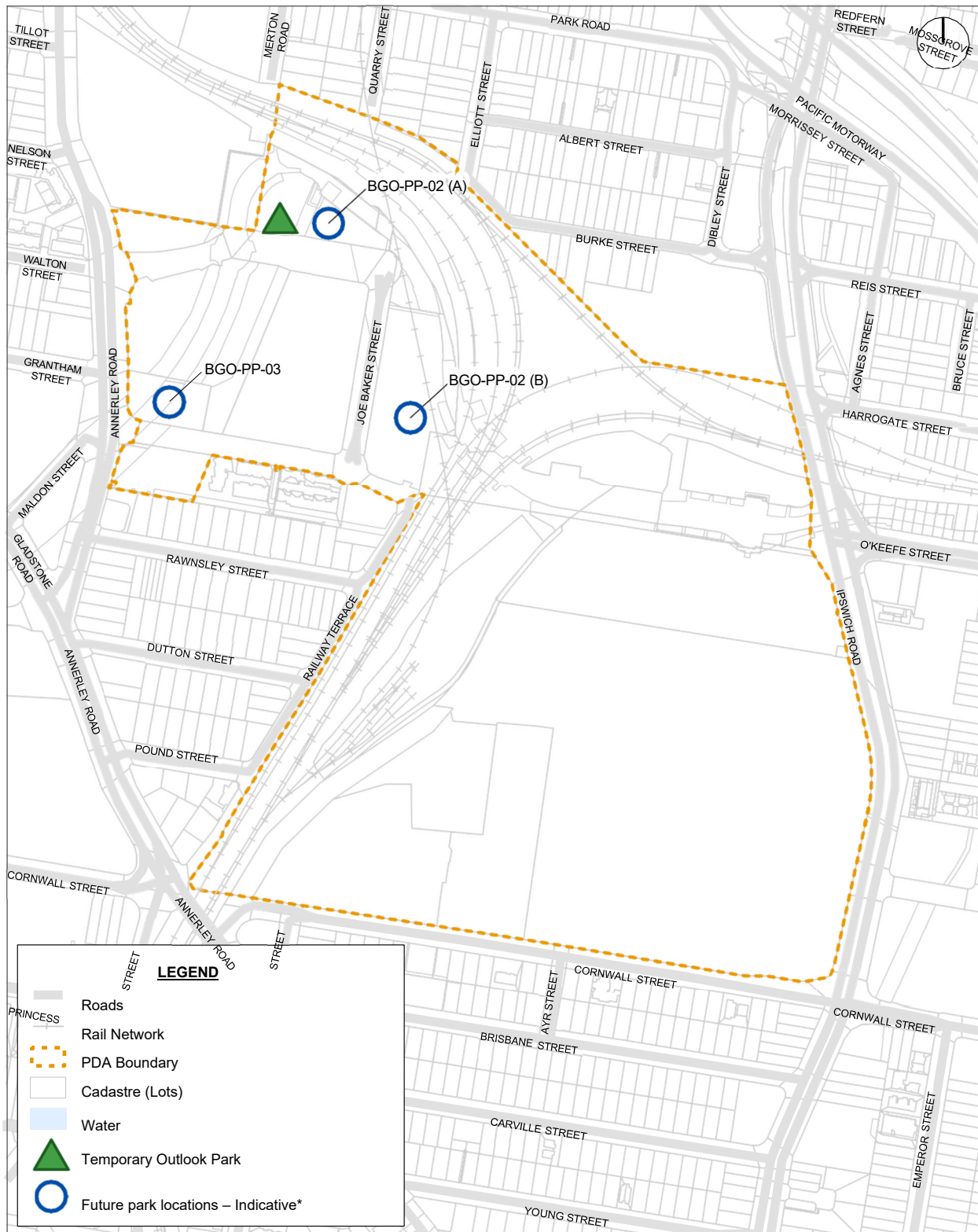
This map is for illustration purposes and is not to scale.

Map 3: Transport (Active) future trunk infrastructure plan



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

Map 4: Parks and community facilities future trunk infrastructure



*Note: BGO-PP-02 (A) and BGO-PP-02 (B) represent indicative location for one (1) replacement park to be provided. Section 2.6.1 Connectivity, access and public realm provision 10 of the Boggo Road CRR PDA Development Scheme requires the first stage of development within the Outlook Park opportunity area to provide a new permanent Outlook Park.

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

5 Definitions

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

- i. Table 8 of this DCOP
- ii. if not defined in this DCOP, the Act
- iii. if not defined in the Act, the Boggo Road Cross River Rail PDA Development Scheme
- iv. if not defined in any of the above documents, the *Planning Act 2016*, or the *South-East Queensland Water (Distribution and Retail Restructuring Act) 2009.p*

Table 8: Defined terms

Column 1 Term	Column 2 Definition
Act	means the <i>Economic Development Act 2012</i> .
credit	means the monetary amount used in the calculation of an development 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 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.
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: 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> .

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