

Roma Street 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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Table of Contents

1 Preliminary	4
1.1 Economic Development Act	4
1.2 Roma Street Cross River Rail Priority Development Area	4
1.3 Application of the Development Charges and Offset Plan	6
1.4 Purpose of the DCOP	6
1.5 Review of the DCOP	6
2 Development Charges	7
2.1 Charge categories	7
2.2 Base Development Charges for reconfiguring a lot or material change of use	8
2.3 Calculating a development charge	11
2.4 Calculating a development charge	11
2.5 Credits for development charges	11
2.6 Deferred development charges	12
2.7 Development exempt from development charges	13
2.8 Interim Use Charges	13
2.9 Indexation	13
2.10 Payment of development charges	14
3 Infrastructure Offsets and Refunds	15
3.1 Application of an offset	15
3.2 Requesting a provisional trunk infrastructure offset	15
3.3 Works contribution – cost estimate	16
3.4 Land contribution – cost estimate	17
3.5 Determining a request for a provisional trunk infrastructure offset	17
3.6 Timing of a final trunk infrastructure offset	17
3.7 Application for a final trunk infrastructure offset	18
3.8 Deciding a final trunk infrastructure offset	18
3.9 Trunk infrastructure refunds	19
3.10 Entitlement to a refund	19
3.11 Determining a request for a refund	19
4 Trunk Infrastructure Plans	20
4.1 Schedules of works	20
4.2 Trunk infrastructure maps	23
5 Definitions	28



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 Roma Street Cross River Rail PDA.

#

1.2 Roma Street Cross River Rail Priority Development Area

The Roma Street Cross River Rail PDA (the 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 See section 8 of the Act.

² See section 3 of the Act.

³ See section 4 of the Act.

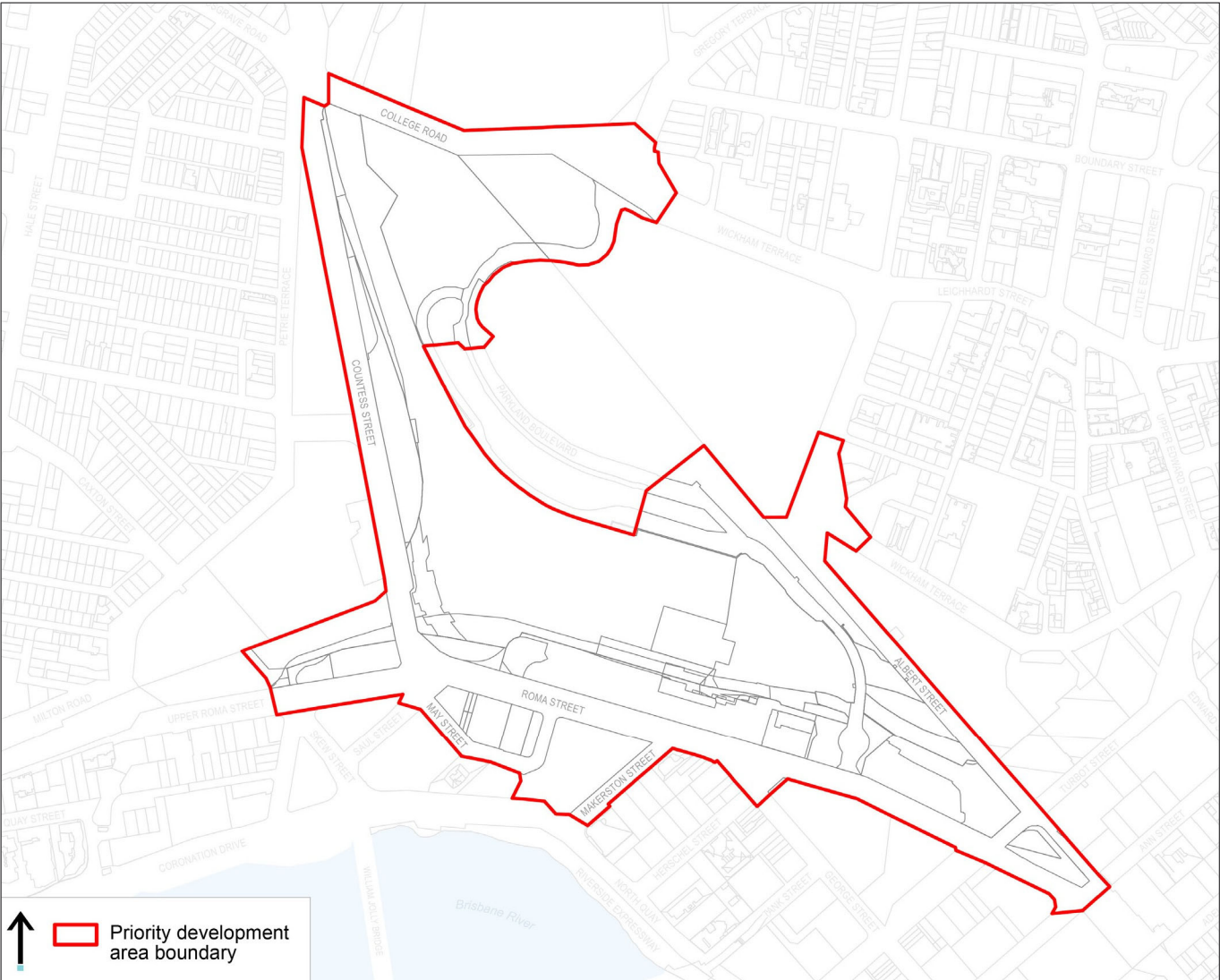
⁴ See section 10 of the Act.

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.

Image 1: Roma Street 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 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. water supply
 - b. sewerage
 - c. stormwater
 - d. transport
 - e. parks and community facilities.
2. the Trunk Infrastructure plans and schedules of works, and
3. 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 (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

Residential use	Demand unit	Infrastructure charge rates (\$ per demand unit)
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
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
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 m ² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m ² 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 m ² of GFA)	Infrastructure charge rates for stormwater trunk infrastructure network (\$ per demand unit of m ² 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:

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

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).

ICR is the applicable development charge rate.

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

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:

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.

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

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 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 5: Base deferrable development charges rates as at FY 2023/24

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.

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.

2.7 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', 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.

2.9 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 6: 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](#).

2.10 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.

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 Act¹⁰, and
3. requests the value of a trunk infrastructure contribution to be offset against development 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 11.

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.

¹⁰ 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 tenders¹¹, 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:
 - a. survey for the work
 - b. geotechnical investigations for the work
 - c. detailed design for the work
 - d. project management, procurement and contract administration
 - e. environmental investigations for the work, and
 - f. 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:

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, and
13. a cost of maintaining an infrastructure asset where required by a condition of approval.

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.

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 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 works¹² outlines future trunk land and works which are required to service the projected development within the PDA.

Table 7: Schedule of future trunk infrastructure works – Wastewater – Base Rate Costs as at July 2020 (FY 20/21)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
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

Table 8: Schedule of future trunk infrastructure works – Stormwater – Base Rate Costs as at July 2020 (FY 20/21)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
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:

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

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

¹² 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 9: Schedule of future trunk infrastructure works – Transport – Base Rate Costs as at July 2020 (FY 20/21)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
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 ⁱⁱⁱ	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:

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

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

ⁱⁱⁱ – 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 10: Schedule of future trunk infrastructure works – Parks and community facilities – Base Rate Costs as at July 2020 (FY 20/21)

DCOP ID	Map no.	Infrastructure type	Infrastructure description	Estimated timing	Trunk establishment cost ^{i ii}
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:

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

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

Table 11: Schedule of future trunk infrastructure works – Priority Infrastructure / External Contributions* – Base Rate Costs as at July 2020 (FY 20/21)

Infrastructure type	Infrastructure description	Trunk establishment cost/contribution ^{i ii}
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:

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

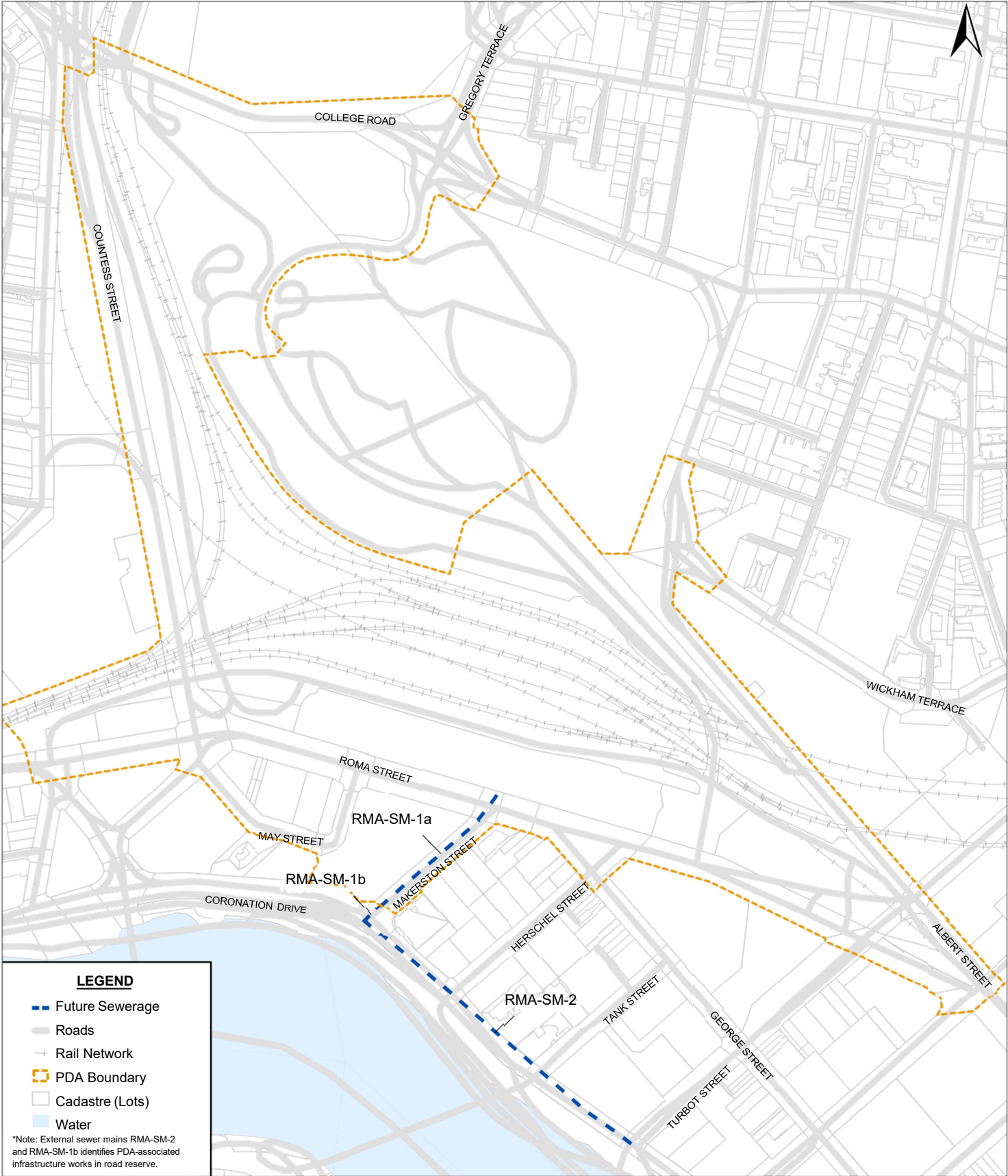
ⁱⁱ – The Trunk establishment cost is the sum of the following: construction cost, construction on costs and construction contingency.

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

** Also identified in Table 5.

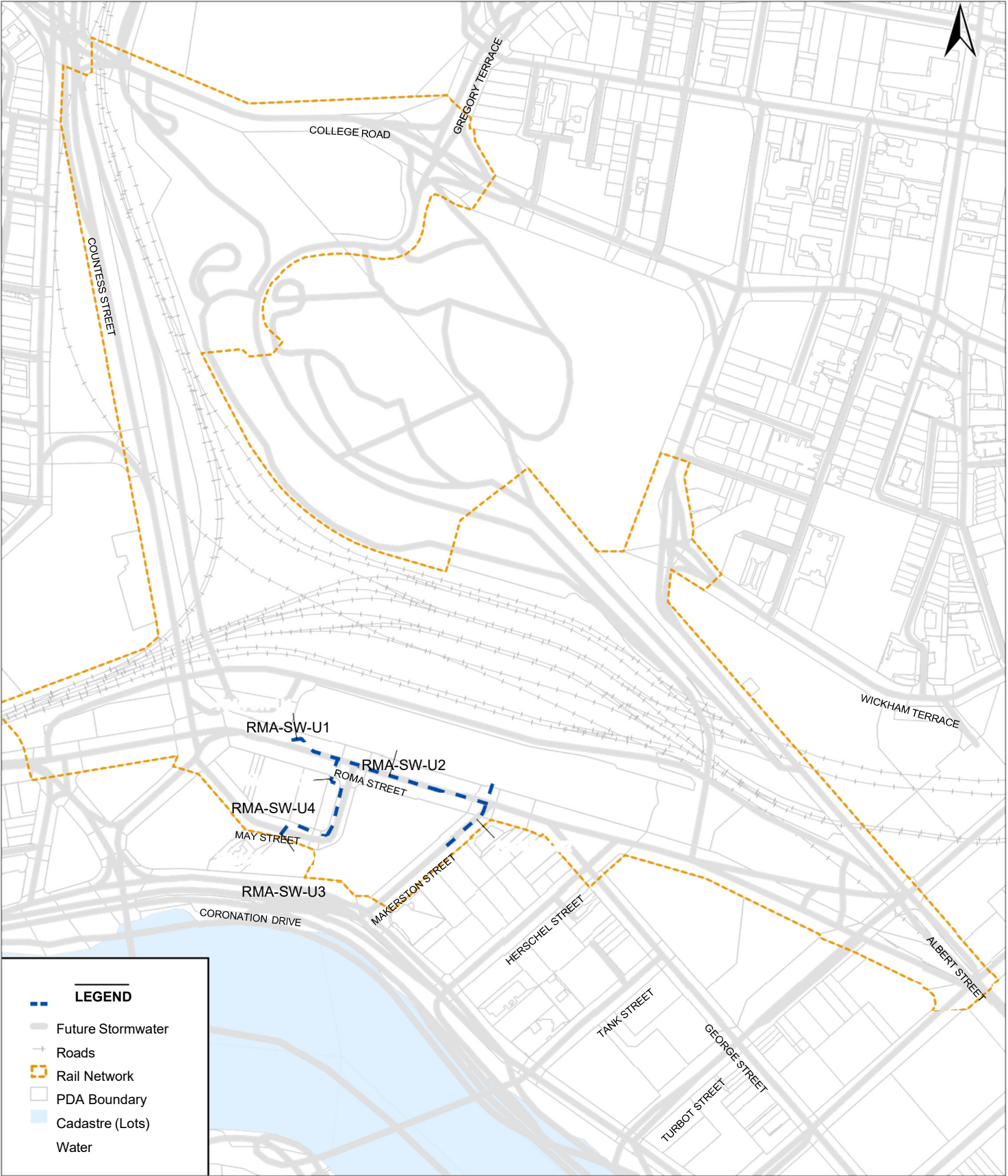
4.2 Trunk infrastructure maps

Map 1: Wastewater future trunk infrastructure plan



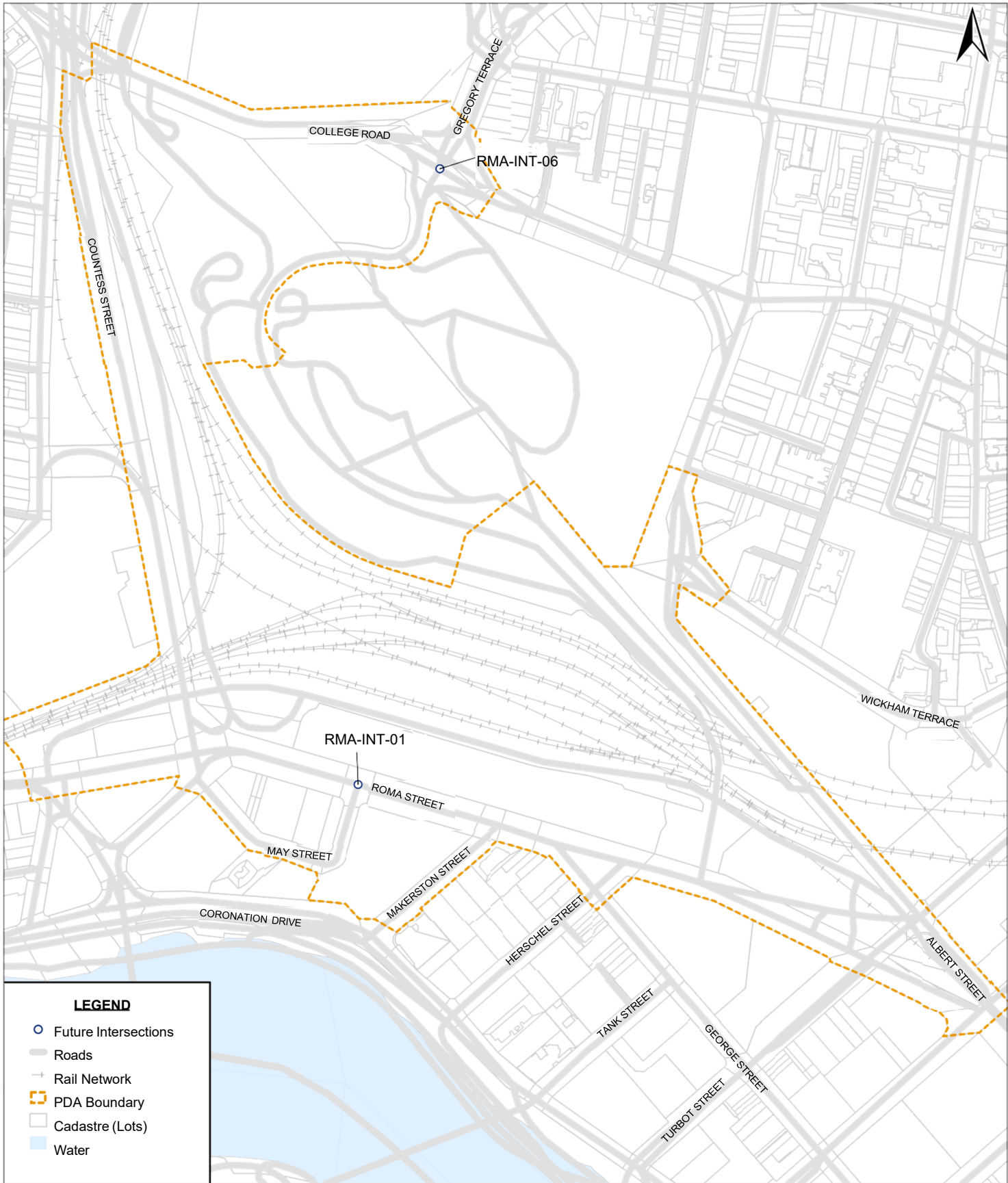
This map is for illustration purposes and is not to scale.

Map 2: Stormwater – Future trunk infrastructure plan



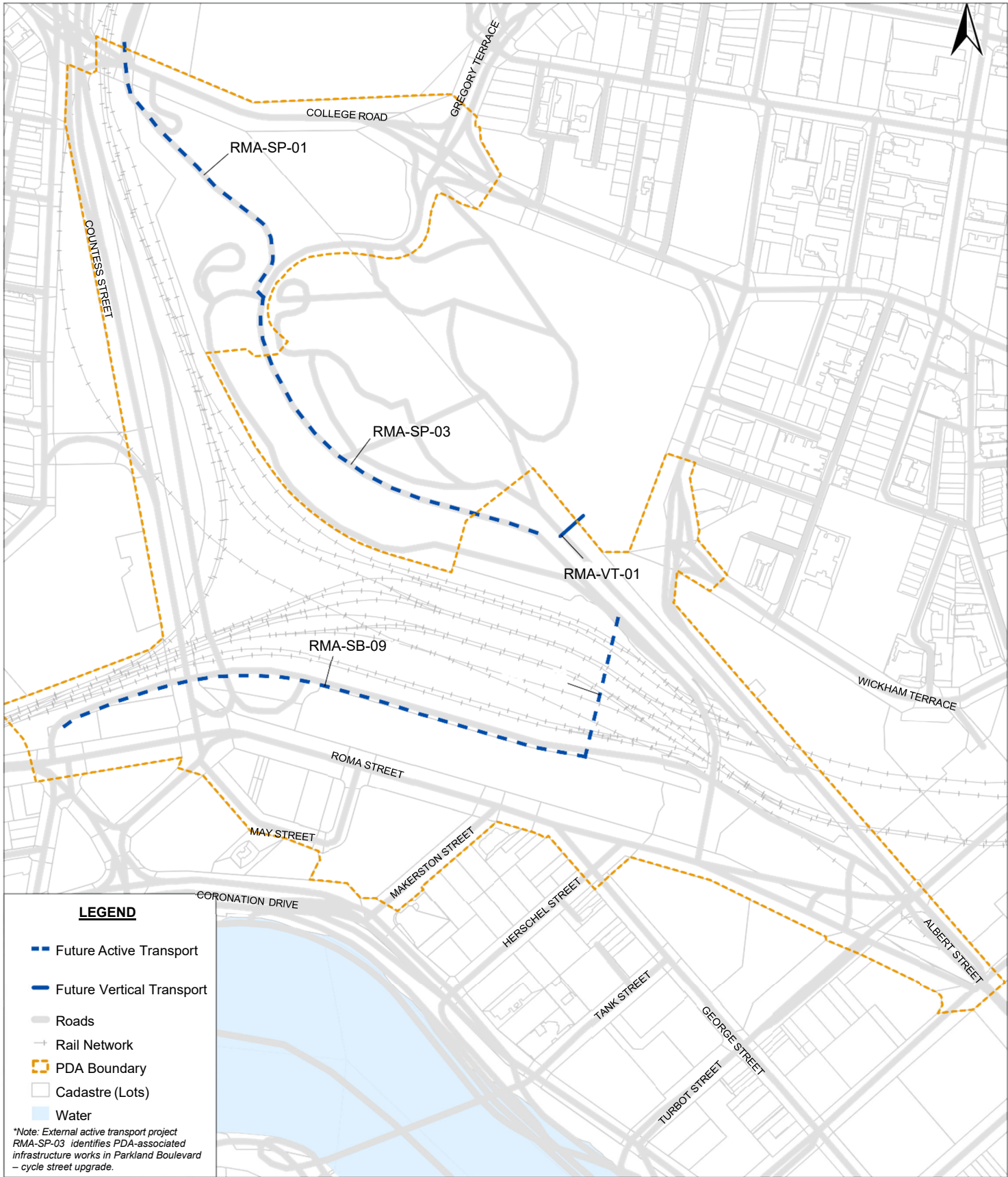
This map is for illustration purposes and is not to scale.

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



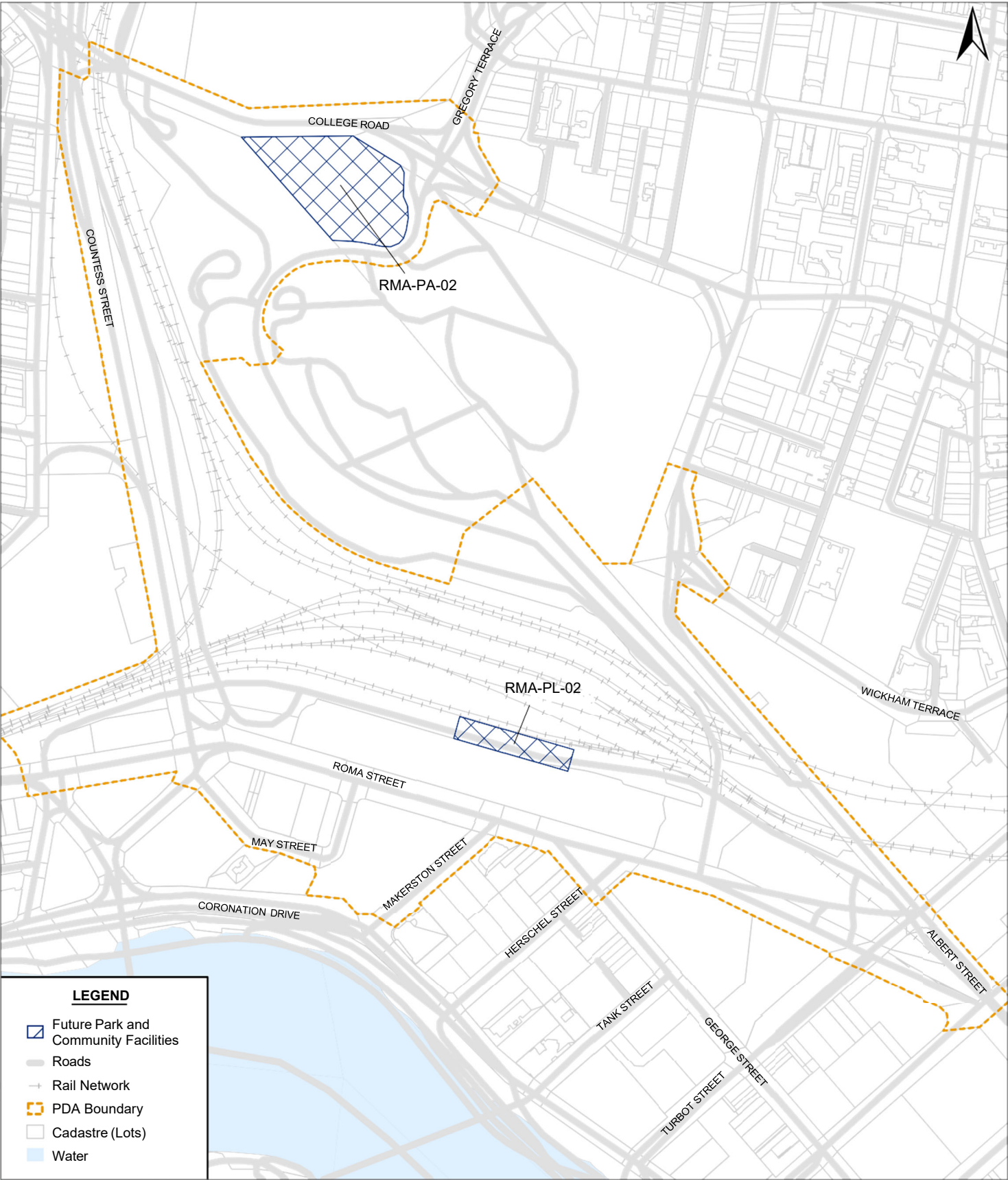
This map is for illustration purposes and is not to scale.

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.