



The Mill at Moreton Bay Priority Development Area Development Charges and Offset Plan

19 October 2017

THE MILL MORETON BAY

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THE MILL MORETON BAY

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1. Preliminary

1.1 Introduction

This Development Charges and Offset Plan (DCOP) provides policy guidance supporting The Mill at Moreton Bay PDA Priority Development Area (the PDA) Development Scheme. Where applicable, this DCOP prevails over the Infrastructure Funding Framework (IFF).

1.2 Commencement

This DCOP has effect on and from 19 October 2017.

On and from the date the DCOP takes effect, the Infrastructure Funding Framework has no application for the Mill at Moreton Bay PDA.

1.3 Purpose

The purpose of this DCOP is to state the following for the PDA:

- a) the **development charges** for the provision of local **trunk infrastructure**
- b) the trunk infrastructure plans and schedules of works
- c) matters relevant to calculating an offset or refund for the provision of trunk infrastructure

Please note that the DCOP does not apply where areas in the PDA are covered by an infrastructure agreement.

1.4 Review

To ensure the development charges, trunk infrastructure plans and schedules of works remain appropriate for the PDA; this DCOP will be reviewed at minimum every 5 years.

1.5 Definitions

Words or terms defined in the Economic Development Act (**ED Act**) and used in the DCOP, have the meaning given in the ED Act.

Otherwise, the words used in the DCOP are defined in Table 1.

Table 1: Defined terms

Column 1 Term	Column 2 Definition
Consumer Price Index or CPI	means the all groups consumer price index for Brisbane published by the Australian Bureau of Statistics.
Cost estimate	means the estimated value of the infrastructure contribution referred to in section 8.1.
Credit	means the monetary amount used in the calculation of the development charge, which is determined in accordance with section 4.
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 5 and imposed on a development.
Distributor-retailer	means the applicable SEQ Distributor-Retailer Authority under the South-East Queensland Water (Distribution and Retail Restructuring Act 2009).
ED Act	means the <i>Economic Development Act 2012</i> .
GFA	means the gross floor area as defined in the PDA Development Scheme.
MEDQ	means the Minister for Economic Development Queensland as defined in the ED Act.
Non-residential zone	means a zone under the PDA development scheme other than a residential zone. It includes a Mixed Use Zone.
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 works offset value	means the estimated offset value for a works contribution issued by notice from the MEDQ / local government to an applicant in accordance with section 8.2.
Residential zone	means the following zones under the PDA development scheme: <i>insert residential zones included in the PDA</i>
Trunk infrastructure	means infrastructure which the MEDQ has identified in sections 11 & 12 or other infrastructure which the MEDQ has agreed may be offset against an infrastructure charge.
Trunk infrastructure contribution	means works for trunk infrastructure provided by a developer, in accordance with a development approval condition, in lieu of payment of an infrastructure charge.

Column 1 Term	Column 2 Definition
Trunk infrastructure offset	means an offset for a trunk infrastructure contribution referred to in section 8.1.
Trunk infrastructure refund	means a refund for a trunk infrastructure contribution referred to in section 8.7.
Works contribution	means a trunk infrastructure contribution which is works referred to in section 8.1.
3-yearly Producer Price Index (PPI) average	means the PPI smoothed in accordance with the 3-year rolling average quarterly percentage change between quarters.

2. Charge categories

2.1 Charge Categories and Uses

This DCOP categorises the uses defined in the PDA Development Scheme stated in column 2, per the charge categories stated in column 1.

Where a use is not listed in column 2 (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), EDQ or the local government (as applicable) 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 2: Charge categories and uses

Column 1	Column 2
Adopted charge category	Defined land use under the Development Scheme
Residential development	
Residential	Dwelling house Dual occupancy Dwelling unit Caretaker's accommodation Multiple dwelling Sales office (when required to revert to Residential development)
Accommodation (short term)	Hotel (residential component) Resort complex (residential component) Rural workers accommodation Short-term accommodation Tourist park
Accommodation (long term)	Community residence Relocatable home park Retirement facility Rooming accommodation On-site accommodation ancillary to educational establishment
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

Column 1	Column 2
Adopted charge category	Defined land use under the Development Scheme
Commercial (retail)	Adult store Food and drink outlet Service industry Service station Shop Shopping centre
Commercial (office)	Office Sales office (when not required to revert to Residential development);
Education Facility	Child care centre Community care centre Educational establishment
Entertainment	Bar Hotel (non-residential component) Nightclub entertainment facility Resort complex (non-residential component) Theatre
Indoor Sport and Recreation Facility	Indoor sport and recreation
Industry	Low impact industry Marine industry Medium impact industry Research and technology industry Rural industry Transport depot Warehouse
High Impact Industry	High impact industry Special industry
Low Impact Rural	Animal husbandry Cropping Permanent plantation
High Impact Rural	Aquaculture Intensive animal industry Intensive horticulture Wholesale nursery Winery
Essential Services	Detention facility Emergency services Health care services Hospital Residential care facility Veterinary services

Column 1 Adopted charge category	Column 2 Defined land use under the Development Scheme
Specialised Uses	Air services Animal keeping Brothel Car wash Crematorium Environment facility Extractive industry Major electricity infrastructure Major sport, recreation and entertainment facility Motor sport facility Nature-based tourism Non-resident workforce accommodation Outdoor sport and recreation Outstation Parking station Port services Renewable energy facility Substation Tourist attraction Utility installation
Minor Uses	Cemetery Home based business Landing Market Park Roadside stall Telecommunications facility

2.2 Development exempt from development charges

A development charge will not be levied for local government infrastructure networks for:

- (a) development carried out by the local government when creating the uses identified in Table 3 and when development is not for commercial gain;
- (b) development carried out by the Distributor-retailer solely for the purpose of accommodating Distributor-retailer network infrastructure;
- (c) Reconfiguring a lot (boundary realignments);
- (d) an Education Facility for the Flying Start for Queensland Children program;

- (e) a material change of use and/or carrying out building work which is for a dwelling house on an existing lot;
- (f) a change of use that is self-assessable, in an existing building and that does not increase the gross floor area (GFA);

Table 3: Development exempt from development charges

Defined land use under the Development Scheme
General:
Dwelling house (Secondary dwelling component)
Development undertaken by the Local Government for the following uses:
Animal husbandry Animal keeping Cemetery Community care centre Community use Educational establishment Environment facility Indoor sport and recreation Intensive animal industry Major sport, recreation and entertainment facility Market Office Outdoor sport and recreation Park Parking station Telecommunications facility Tourist park Utility installation

3. Development charges

3.1 Purpose of development charges

Development charges will contribute to funding the cost of:

- a) trunk infrastructure which services or is proposed to service development for the PDA

3.2 Types of development charges

The following types of development charges² apply to development in the PDA:

- a) A development charge for the provision of local trunk infrastructure including:
 - (i) Local water supply and sewerage trunk networks
 - (ii) Local transport trunk networks
 - (iii) Local parks and open space trunk networks
 - (iv) Local stormwater trunk networks

3.3 Development charge rates for reconfiguring a lot

The development charge rates for reconfiguring a lot in the PDA will be in accordance with Moreton Bay Regional Council's (MBRC) infrastructure charges resolution in place at the time the development application is decided (Council decision date).

3.4 Development charge rates for material change of use and building work

The development charge rates for material change of use and building work in the PDA will be in accordance with MBRC's infrastructure charges resolution in place at the time the development application is decided (Council decision date).

4. Credits

4.1 Application of credits

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

4.2 Credits for development charges

Credits within the PDA will be calculated in accordance with the MBRC infrastructure charges resolution. The exception to this is for land within the Concept Plan Area (Mill Innovation and Mill Central (East of Railway line) Precincts). These precincts cover land completely owned by MBRC which were subject to a former legally use of the land as a paper mill (industry).

The total amount of this credit for land within the Concept Plan Area is estimated to be valued at \$3,577,500. A breakdown of this amount is shown in the following table:

Table 4: Value of available credits over former paper mill site

	Cost/m²	Area m²	Credit
Building GFA (industry)	\$50.55	50,000	\$2,527,500
Hardstand area	\$10	105,000	\$1,050,000
Total credit available			\$3,577,500

5. Calculating development charges

5.1 Calculating a development charge

A development charge will be calculated in accordance with the MBRC infrastructure charges resolution in place at the time the development application is decided (Council decision date).

6. Indexation

6.1 Indexation of development charges

Development charges will be subject to indexation as follows:

- a) The development charge will be the applicable rates as at the date of payment
- b) The indexation of the development charge rates will be calculated by the MEDQ, at 1 July each year, by applying the 3-year rolling average annual percentage increase in the QLD Roads and Bridges **PPI** index for the period of 3 years ending March quarter of the previous financial year.

7. Payment of development charges

7.1 Timing for payment

A development charge is payable at the following time:

- a) if the charge applies for reconfiguring a lot – prior to the local government approving the plan of subdivision for the reconfiguration
- b) If the charge applies for material change of use, the earlier of the following:
 - (i) prior to the endorsement of a building format plan
 - (ii) prior to the commencement of use.
- c) If the charge applies for building work – prior to the certificate of classification or final inspection certificate for the building work being issued.

8. Infrastructure offsets and refunds for trunk infrastructure

This section applies where an applicant:

- a) is required to provide a **trunk infrastructure contribution** for a local trunk infrastructure network and to pay development charges in accordance with conditions of a development approval issued under the ED Act; and
- b) requests the value of that contribution to be offset against the development charge.

An offset (trunk infrastructure offset) applies where the value of the trunk infrastructure contribution is equal to or less than the development charge/s.

8.1 Requesting an offset

Once a development approval is issued, or at a later time prior to construction commencing, an applicant may submit a request for an offset to the MEDQ or the local government (as applicable) which shall include the following:

- a) a statement confirming that the applicant proposes to provide a trunk infrastructure contribution;
- b) a statement confirming that the applicant seeks an offset for providing the trunk infrastructure contribution against a development charge (trunk infrastructure offset)
- c) the DCOP identification number for the trunk infrastructure item(s) from the DCOP schedule of works¹
- d) a **detailed scope of works**
- e) a plan showing the extent of the **works contribution**
- f) a statement as to when the contribution is expected to be provided
- g) the estimated value of the contribution (**cost estimate**) which is:
 - (i) for a works contribution, a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (the bill of quantities); and a first principles estimate prepared by a qualified and registered Quantity Surveyor or RPEQ for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (the cost estimate).
- h) The specific inclusions for determining the value of the work component (works contribution) of an infrastructure contribution are:

¹ If the item is not identified in the DCOP schedule of works, applicants can seek to demonstrate that an item is trunk infrastructure required by the relevant network owner. If the item replaces a trunk item(s) in the DCOP schedule of works, the applicant is to state which item(s) it replaces.

- (i) limited to the construction of the trunk infrastructure to the standard of the network provider, without any associated works;
 - (ii) the cost of pre-construction and construction period professional services including planning, survey, geotechnical investigations, design, project management, contract administration and environmental. It is anticipated that the total value of these costs will not exceed 12% of the construction costs.
 - (iii) any cost under a construction contract (excluding for latent conditions, provisional items and sums) for the work not covered by any of the other inclusions listed herein;
 - (iv) contingency will align with the level of design work completed but will be no more than 25% of the estimated value of the design and construction of the works;
 - (v) a portable long service leave payment for a construction contract;
 - (vi) any insurance premium for the work; and
 - (vii) the cost of the development or compliance approvals for the work.
- i) The specific exclusions for determining the value of the work component of an infrastructure item are:
- (i) professional fees not associated with planning, survey, geotechnical investigations, design, project management, contract administration and environmental studies;
 - (ii) the cost of carrying out any necessary temporary infrastructure unless it is part of the approved works contribution;
 - (iii) the cost of carrying out any other infrastructure which is not part of the required trunk infrastructure item;
 - (iv) the cost of the decommissioning, removal and rehabilitation of infrastructure identified in (ii) and (iii);
 - (v) any part of the required trunk infrastructure contribution provided at no cost to the claimant; and
 - (vi) the GST component of the costs for the required trunk infrastructure item.

The cost estimate is not to exceed the estimated construction cost of the item in the DCOP schedule of works or its applicable proportion.

The MEDQ / local government may require the applicant to provide any further information that will assist it in deciding a request for an infrastructure offset.

8.2 Determining a request for an offset

Upon receiving a request for an offset, the MEDQ / local government shall decide the request within 30 business days. In deciding the request, the MEDQ / local government shall:

- a) determine whether an infrastructure offset will be given for the contribution against development charges
- b) for a works contribution, determine the **provisional works offset value** of the infrastructure works contribution to be offset against development charges with reference to the strategic construction cost estimate (or its proportion) in the DCOP schedule of works. The provisional works offset value will be the lesser of the DCOP estimate or the applicants' cost estimate pursuant to section 8.1.

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

- a) whether an infrastructure offset will be given for the works contribution
- b) if an infrastructure offset is to be given for a works contribution, the provisional works offset value
- c) where an applicant's request has not been accepted, the reasons for rejecting the applicant's request.

8.3 Timing of an infrastructure offset

In accordance with a notice issued by the MEDQ / local government under section 8.2, an applicant may claim an infrastructure offset for a trunk infrastructure contribution at the following times:

- a) for a works contribution:
 - (i) when the infrastructure charges for a development are due in accordance with section 7 of the DCOP and either -
 - (A) the MEDQ / local government has accepted the contribution as on-maintenance, or
 - (B) the MEDQ / local government has agreed to accept an uncompleted works bond for the contribution.

8.4 Claiming an infrastructure offset

To claim an infrastructure offset, the applicant must submit a request to the MEDQ / local government to apply the infrastructure offset against the relevant development charges.

The request shall include the following:

- a) A copy of the notice(s) issued by the MEDQ / local government under section 8.2
- b) Evidence:
 - (A) for a works contribution:
 - (B) that an on-maintenance letter has been issued or that an uncompleted works bond has been accepted
 - (C) of the actual cost of the trunk infrastructure contribution consistent with the scope of works agreed to as part of section 8.1 and certified by an RPEQ or suitably qualified and experienced quantity surveyor/estimator.

8.5 Deciding an offset claim

Within 20 business days of receiving a complete request to claim an infrastructure offset under section 8.4, the MEDQ / local government shall issue a notice advising the applicant:

- a) Where an applicant's request has been accepted for a completed works contribution:
 - (A) the works offset value against the relevant development charges payable, which will be equal to the lesser of the provisional offset amount or the certified actual costs;
 - (B) the balance of any relevant development charges which are payable and the time that this payment must be made; and
 - (C) the amount of any unused offset for which a refund may be applicable¹¹.
- b) where an applicant's request has not been accepted, the reasons for rejecting the applicant's request.

8.6 Trunk infrastructure refunds

A refund (trunk infrastructure refund) may apply where:

- a) the value of the trunk infrastructure contribution is more than the development charges
- b) the value of an infrastructure offset has not been fully offset against the development charge.

8.7 Requesting a refund

In order to obtain a refund, an applicant must submit a request to the MEDQ / local government which states the following:

- a) that the development to which a trunk infrastructure contribution relates has been lawfully completed
- b) that the applicant seeks a refund of the unused infrastructure offset
- c) the applicant's estimate of the value of the unused infrastructure offset, including indexation.

8.8 Entitlement to a refund

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

- a) the refund is not to exceed the value of the unused infrastructure offset
- b) the refund will only be made available when sufficient infrastructure charges have been collected by the MEDQ / local government for the specific infrastructure item to allow a refund to be paid.

8.9 Determining a request for a refund

Within 30 business days of receiving a request for a refund, the MEDQ / local government shall issue a notice advising the applicant:

- (i) whether an unused infrastructure offset is applicable or not
- (ii) if an unused infrastructure offset is not applicable, the reason;
- (iii) if an unused infrastructure offset is applicable, the value of the unused infrastructure offset, including indexation.

8.10 Releasing uncompleted works bonds

Where an uncompleted works bond has been received for an uncompleted works contribution and the contribution is accepted as on-maintenance:

- a) the applicant may submit a request to the MEDQ / local government seeking that it determine the offset in accordance with section 8.1, and that the offset be applied against the relevant development charges in accordance with 8.5.
- b) the MEDQ / local government will release the bond within 10 business days of the later of the following:
 - (i) the works subject to the uncompleted works bond being accepted as on-maintenance
 - (ii) the final offset value of the trunk infrastructure contribution is notified by the MEDQ / local government
 - (iii) all outstanding development charges have been paid or bonded.²

² The MEDQ / local government may agree to the bonding of the outstanding infrastructure charges balance for a maximum period of 12 months.

9. Schedules of works

Table 9.1 Infrastructure Cost Summary

Description	Asset Cost	Project Owners Costs	Contingency	Total Asset Cost
Roads	\$15,717,150	\$2,043,230	\$4,440,095	\$22,200,474
Bridges	\$11,000,000	\$1,430,000	\$3,107,500	\$15,537,500
Intersections	\$3,000,000	\$390,000	\$847,500	\$4,237,500
Stormwater	\$8,430,442	\$1,095,957	\$2,381,600	\$11,907,999
Sewer	\$1,050,700	\$136,591	\$296,823	\$1,484,114
Water Supply	\$2,953,950	\$384,014	\$834,491	\$4,172,454
Parks & Open Space	\$1,497,000	\$194,610	\$422,903	\$2,371,513
Off Road Paths	\$1,565,563	\$203,523	\$442,272	\$2,211,358
Total	\$45,214,805	\$5,877,925	\$12,773,182	\$64,122,912

Table 9.2 Local road network schedule of works (roads)

DCOP ID	ASSET DESCRIPTION	ROAD TYPE	ASSET COST	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
ROADS				13%	25%	
R001	Two Lane Boulevard	2L	\$2,089,750	\$271,668	\$590,354	\$2,951,772
R002A	Northern District Collector	2L	\$5,718,400	\$743,392	\$1,615,448	\$8,077,240
R002B	Northern District Collector	2L	\$5,118,400	\$665,392	\$1,445,948	\$7,229,740
R004	District Collector Road Acquisition		\$1,419,000	\$184,470	\$400,868	\$2,004,338
R005	Lawnton Pocket Road	2L	\$1,371,600	\$178,308	\$387,477	\$1,937,385
TOTAL			\$15,717,200	\$2,043,230	\$4,440,095	\$22,200,474

Table 9.3 Local road network schedule of works (bridges)

DCOP ID	ASSET DESCRIPTION	ASSET TYPE	ROAD TYPE	COST OF WORKS	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
ROAD BRIDGES & CULVERTS					13%	25%	
RB001A	Yebri Creek	bridge	2L	\$3,000,000	\$390,000	\$847,500	\$4,237,500
RB001B	Yebri Creek	bridge	2L	\$3,000,000	\$390,000	\$847,500	\$4,237,500
RB002	Koala Bridge	bridge	4L	\$5,000,000	\$650,000	\$1,412,500	\$7,062,500
TOTAL				\$11,000,000	\$1,430,000	\$3,107,500	\$15,537,500

Table 9.4 Local road network schedule of works (intersections)

DCOP ID	ASSET DESCRIPTION	ASSET COST	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
INTERSECTIONS			13%	25%	
RI001	Dohles Rocks Road Intersection	\$3,000,000	\$390,000	\$847,500	\$4,237,500
TOTAL		\$3,000,000	\$390,000	\$847,500	\$4,237,500

Table 9.5 Local stormwater network schedule of works

DCOP ID	ASSET DESCRIPTION	SITE WORKS \$/ SITE	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
STORMWATER			13%	25%	
SW001	Petrie Stormwater Upgrades	\$4,780,442	\$621,457	\$1,350,474.87	\$6,752,374
SW002	Whites Road Drainage	\$2,510,000	\$326,300	\$709,075	\$3,545,375
SW003	Riparian re-vegetation	\$1,140,000	\$148,200	\$322,050	\$1,610,250
TOTAL		\$8,430,442	\$1,095,957	\$2,381,600	\$11,907,999

Table 9.6 Local sewerage network schedule of works

DCOP ID	ASSET DESCRIPTION	DIA (MM)	LENGTH (M)	ASSET UNIT VALUE (\$/m)	ASSET COST	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
PUMP STATIONS						13%	25%	
SP001	Lift Station	n/a	n/a	n/a	\$351,000	\$45,630	\$99,158	\$495,788
Subtotal					\$351,000	\$45,630	\$99,158	\$495,788
SEWER GRAVITY MAINS								
SG001	Sewer gravity main	250	900	\$558	\$502,200	\$65,286	\$141,872	\$709,358
SG002	Sewer gravity main	250	250	\$540	\$197,500	\$25,675	\$55,794	\$278,969
Subtotal			1,150		\$699,700	\$90,961	\$197,665	\$988,326
TOTAL					\$1,050,700	\$136,591	\$296,823	\$1,484,114

Table 9.7 Local water supply network schedule of works

DCOP ID	ASSET DESCRIPTION	DIA (MM)	COST LENGTH (M)	ASSET UNIT VALUE	ASSET COST	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
POTABLE SUPPLY MAINS						13%	25%	
WP001	water main - potable	375	2,670	\$596	\$1,591,320	\$206,872	\$449,548	\$2,247,740
WP002	water main - potable	250	350	\$452	\$158,200	\$20,566	\$44,692	\$223,458
WP003	water main - potable	250	580	\$378	\$219,240	\$28,501	\$61,935	\$309,677
WP004	water main - potable	250	2,350	\$242	\$568,700	\$73,931	\$160,658	\$803,289
WP005	water main - potable	250	350	\$240	\$84,000	\$10,920	\$23,730	\$118,650
WP006	water main - potable	250	30	\$1,288	\$38,640	\$5,023	\$10,916	\$54,579
WP007	water main - potable	250	245	\$908	\$222,460	\$28,920	\$62,845	\$314,225
Misc. 1	water main - potable Initial connection	150	30	\$713	\$21,390	\$2,781	\$6,043	\$30,213
Misc. 2	water connection allowance	n/a	n/a	n/a	\$50,000	\$6,500	\$14,125	\$70,625
					6,300	\$2,953,950	\$384,014	\$834,491
					TOTAL	\$2,953,950	\$384,014	\$834,491
								\$4,172,454

Table 9.8 Local parks network schedule of works

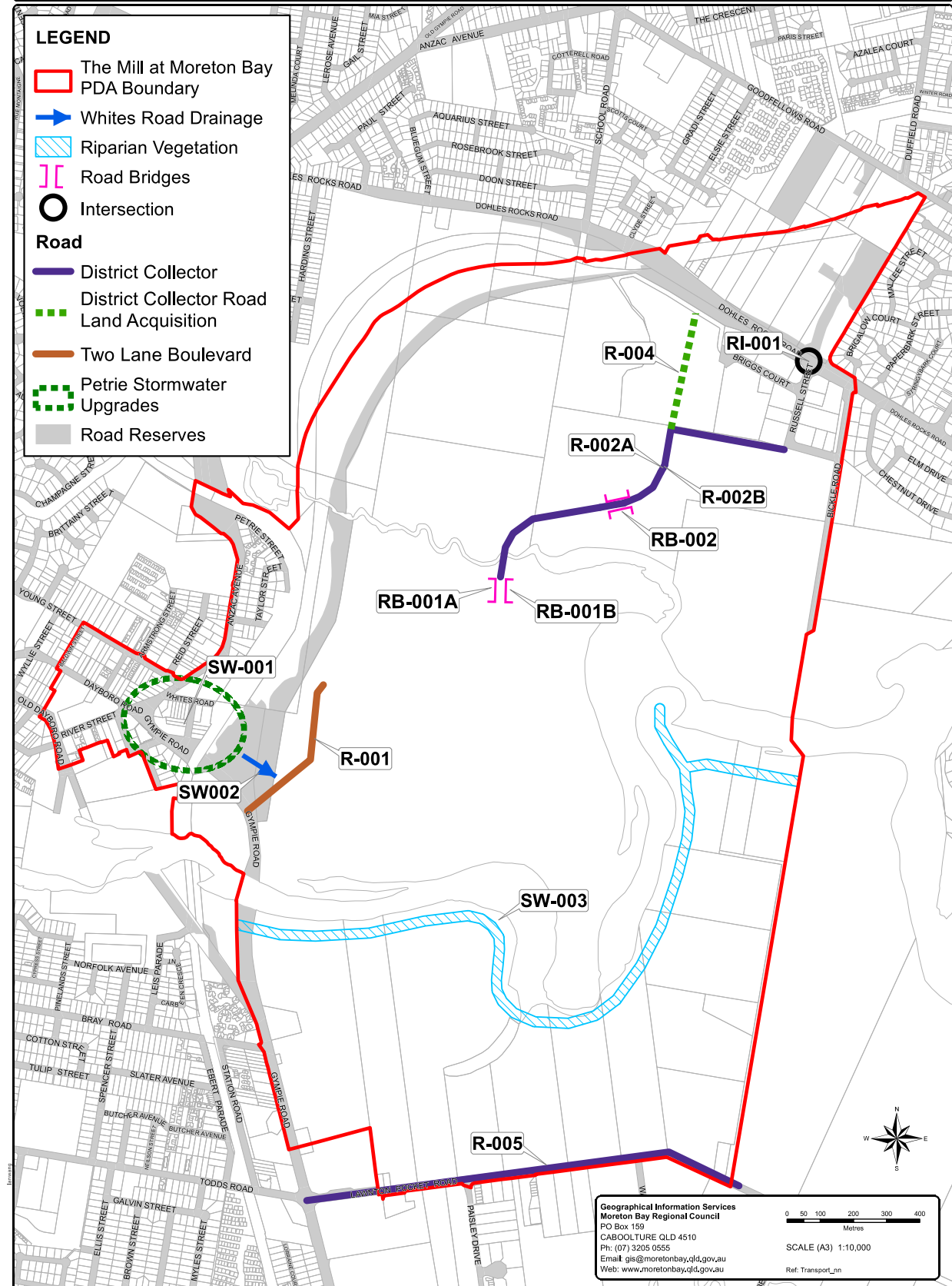
DCOP ID	ASSET DESCRIPTION	AREA (HA)	COST OF ASSETS	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
PARKS				13%	25%	
PO-001	Sports and Rec Park North	12.4	\$1,230,000	\$159,900	\$347,475	\$1,737,375
PO-002	Land for local Park and riparian corridor @ ICR Policy rate	27.38	-	-	-	\$257,000
PO-003	Local Park- Urban Precinct	0.5	\$267,000	\$34,710	\$75,428	\$377,138
TOTAL			\$1,497,000	\$194,610	\$422,903	\$2,371,513

Table 9.9 Local regional pathway network schedule of works

DCOP ID	ASSET DESCRIPTION	ASSET COST	PROJECT OWNERS' COST	CONTINGENCY COST	TOTAL ESTIMATED COST (\$July 2016)
OFF-ROAD PATHS			13%	25%	
PB001	Pedestrian bridge linking to the Area 2	\$1,500,000	\$195,000.00	\$423,750	\$2,118,750
PB002	Young Street Bicycle Awareness	\$65,563	\$8,523.19	\$18,522	\$92,608
TOTAL		\$1,565,563	\$203,523	\$442,272	\$2,211,358

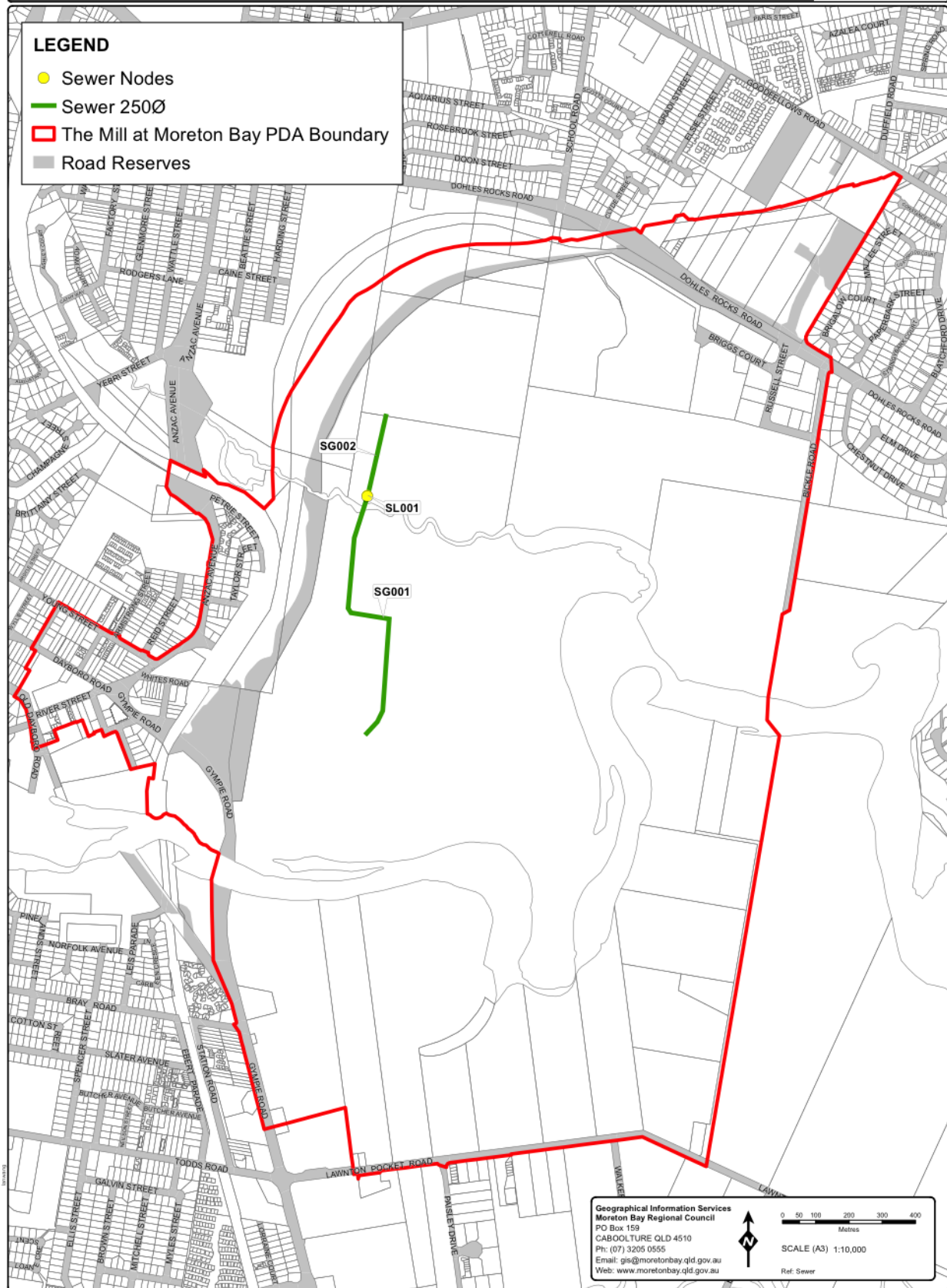
10. Trunk Infrastructure maps

The identified infrastructure items are considered to be the relevant trunk items for implementation of the DCOP. Other trunk infrastructure is intended to be provided by the local government or State across the PDA, which are not included in this DCOP



LEGEND

- Sewer Nodes
- Sewer 250Ø
- The Mill at Moreton Bay PDA Boundary
- Road Reserves



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LEGEND

Water

● WATER PROPOSED 2000

● WATER PROPOSED 2250

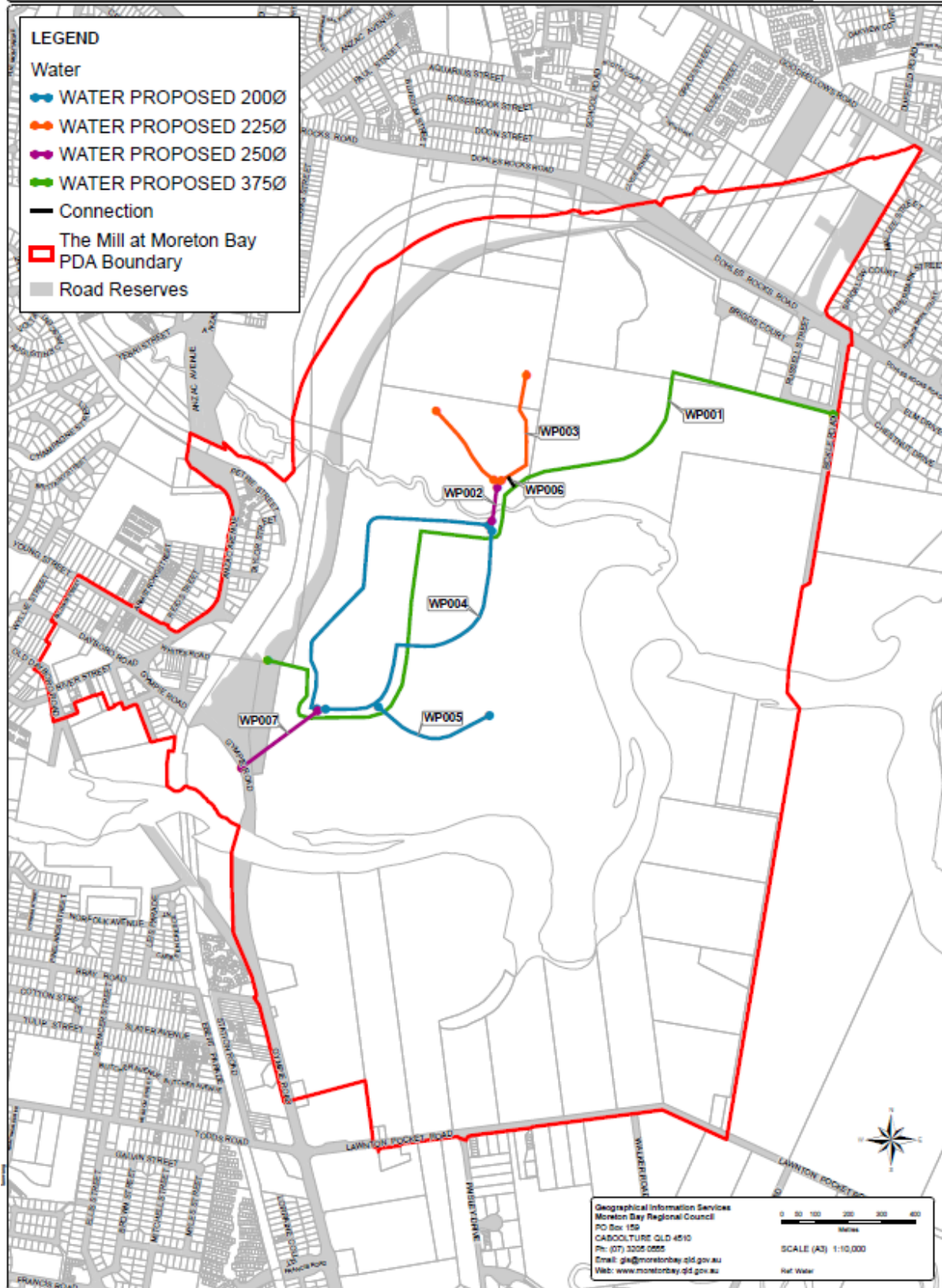
● WATER PROPOSED 2500

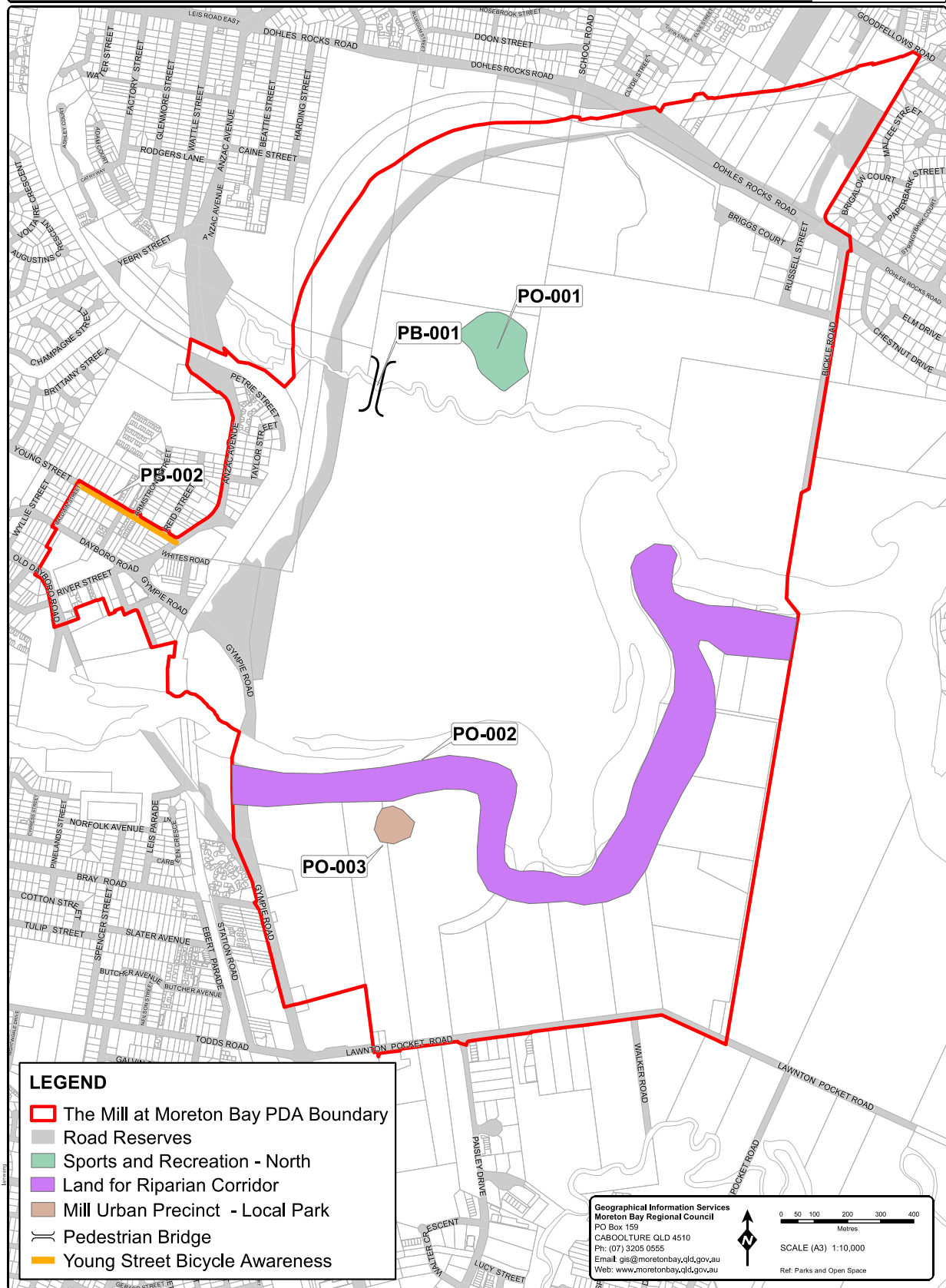
● WATER PROPOSED 3750

— Connection

□ The Mill at Moreton Bay
PDA Boundary

■ Road Reserves





11. More information

Further information can be obtained from EDQ via:

- website: www.edq.qld.gov.au
- email: EDQ@dilgp.qld.gov.au