



PIP practice note 3 – plans for trunk infrastructure

How to use this practice note

This practice note has been prepared to support the preparation or amending of *plans for trunk infrastructure* (PFTI) within a *priority infrastructure plan* (PIP). It supports *Statutory guideline 01/11 Priority infrastructure plans* (guideline 01/11) and should be read in conjunction with the guideline 01/11, other PIP practice notes and the *Sustainable Planning Act 2009* (SPA).

As well as developing the mandatory components of a PIP, as stipulated in guideline 01/11, local government is responsible for determining which components of this practise note are to be included in either the PIP or as extrinsic/supporting material.

Words used in this practice note that are defined in SPA or by Part B of guideline 01/11 are italicised.

Plans for trunk infrastructure

What are plans for trunk infrastructure?

PFTI identify the existing and planned *trunk infrastructure* networks intended to service urban development.

PFTI have a number of functions. These functions are:

- identification of infrastructure as trunk infrastructure—local government infrastructure identified in a PIP is defined as *trunk infrastructure* for the purposes of the PIP and applying conditions under SPA.
- Transparency—PFTI facilitate community access to local government’s plans for infrastructure provision.
- development assessment—PFTI provide a benchmark to assess and condition development applications (section 649 of the SPA).

Table 1 and Table 4.5.1.1 provide guidance on what infrastructure is generally incorporated in PFTI.



Trunk and non-trunk infrastructure

When deciding what to include in Table 4.5.1.1 and consequently what is defined as *trunk infrastructure*, local governments must consider the relationship between *trunk* and *non-trunk infrastructure*, and the different conditioning powers that apply to each under SPA.

Elements of plans for trunk infrastructure

PFTI consists of a map or maps with the single purpose of identifying the existing and future *trunk infrastructure* for each network. These maps show the major elements of the network that are cross-referenced to a schedule of works which includes the following information:

- a corresponding reference for the network element and/or item shown on the map
- a brief description of the element and/or items that make up the element
- whether the element is existing, or if new, the estimated date of when the element or item will be provided. The estimated timing of construction can be expressed in terms of specific years or ‘time bands’ (e.g. 2011–2016). Timeframes should align with delivery dates in the local government’s asset management plan.

Local government may include the value of each *trunk infrastructure* item.

Valuing trunk infrastructure

The introduction of *adopted infrastructure charges*, through the maximum adopted charges system, removed the need for *establishment costs* and their associated costing methodology (as prescribed under SPA) within a PIP.

Local governments are required to value all local government assets (including *trunk infrastructure*) for inclusion in asset management plans (refer to *asset management advancement program 2011–*

2012 guideline). Undertaking one valuing process for *trunk infrastructure* and using the results for both the PIP and the asset management plan is an acceptable outcome.

The *asset management advancement program 2011–2012 guideline* recommends the *International Infrastructure Management Manual* developed by the Institute of Public Works Engineering Australia as a reference document for local governments when developing asset management plans. The *International Infrastructure Management Manual* includes guidance on valuing assets including using a discount cash flow methodology.

Plans for trunk infrastructure - location

The *priority infrastructure area* (PIA) is the primary focus for the planning and provision of *trunk infrastructure*. However, local government are not restricted from including infrastructure in the PFTI that is outside the PIA.

As *service catchment*¹ boundaries for an infrastructure network are unlikely to align precisely with the PIA boundary, local government may prepare PFTI for the entire *service catchment* or *local government area*.

Public parks and land for community facilities

It is suggested that local government identify local *public parks and land for community facilities*, (which forms part of its parks provision strategy) in the PFTI. By including this land in the PFTI, local government is defining it as *trunk infrastructure* and as a result will have more development conditioning options.

Future parks and land for community facilities can be identified either as a designated or an approximate location. To specifically identify an area local government can delineate the parcel/s of land

¹ Refer to definitions in *Statutory guideline 01/11 – Priority infrastructure plans*



which will accommodate the park or community facilities and include specifications in a corresponding schedule.

To identify the approximate location, local government can delineate the approximate area in which a park/s or community facilities will be provided and specify the desired outcome (such as size of the park and equipment to be included in the park) in a corresponding schedule. The exact location and specification will be determined through subsequent development assessment processes.

State infrastructure

State infrastructure is not usually included in PIPs. However, *state controlled roads* form an important part of the entire road network. It is beneficial for local governments and state government infrastructure providers to include details about existing and future *state-controlled roads* in the PIP.

For future *state-controlled roads*, the PIP may refer to statements of intent (SOIs) for the *state-controlled road* networks or may identify the roads implementation program under the *Transport Infrastructure Act 1994*. The inclusion of this information in a PIP is to be determined by the local government in consultation with the Department of Transport and Main Roads at the PIP development stage. Where *state infrastructure* is included in a PIP, clear demarcation between state and local government infrastructure is necessary.

Delivering trunk infrastructure

The SPA makes provision for a local government to supply different *trunk infrastructure* from that identified in the PFTI providing the infrastructure supplied delivers the same standard of service for the network. If a local government chooses to supply different infrastructure from that identified in the PIP, it may choose to include information in the infrastructure charges register and extrinsic material to record, explain and justify the decision.

Developing plans for trunk infrastructure

An indicative methodology is provided in this practice note to support local government in the development of PFTI. Local government have the flexibility to use all, part or an alternative to this indicative methodology. All text in the indicative methodology is for guidance and can be edited or deleted. Text in grey is generic and should be edited to suit the specific requirements of each local government. Text in brackets is for guidance only and must be deleted.

In relation to formatting and numbering the indicative methodology is Queensland Planning Provision version 3 compliant. Local government can edit the formatting and numbering to align with the relevant local government planning scheme.



Inclusion/exclusion from plans for trunk infrastructure

Table 1 – Infrastructure for inclusion/exclusion from plans for trunk infrastructure

Network	Inclusions for plans for trunk infrastructure	Exclusions for plans for trunk infrastructure
Water supply	<ul style="list-style-type: none"> water treatment and recycling facilities water sources including dams, bores, desalination facilities pump stations telemetry systems reservoirs and other storage facilities trunk mains and associated fittings (including dual reticulation) fire fighting devices 	<ul style="list-style-type: none"> non-trunk infrastructure internal to a development or to connect to trunk infrastructure and provided by developer bulk water supply infrastructure owned by state or state entity
Sewerage	<ul style="list-style-type: none"> sewerage treatment facility sewer release systems manholes telemetry systems pump stations trunk mains and associated fittings 	<ul style="list-style-type: none"> non-trunk infrastructure internal to a development or to connect to trunk infrastructure and provided by developer bulk sewerage infrastructure owned by state or state entity
Stormwater quantity	<ul style="list-style-type: none"> pipes, box culverts, manholes, inlets and outlets detention and retention facilities channels and overland flow paths (natural and constructed) bank stabilisation, erosion protection and revegetation (only as a direct result of an increase in demand) 	<ul style="list-style-type: none"> non-trunk infrastructure internal to a development or to connect to trunk infrastructure and provided by developer all assets in private ownership (eg. dams, retention basins on private property) bulk stormwater infrastructure owned by state or state entity
Stormwater quality	<ul style="list-style-type: none"> riparian corridors wetlands gross pollutant traps (GPTs) stormwater quality improvement devices (SQIDs) bio-retention facilities 	<ul style="list-style-type: none"> non-trunk infrastructure internal to a development or to connect to trunk infrastructure and provided by developer privately-owned riparian areas bulk stormwater infrastructure owned by state or state entity
Roads	<ul style="list-style-type: none"> collector and higher order roads predominately serving a network function road crossings (bridges and culverts) on collector roads or higher order roads standard items associated with the road profile including kerb and channel, lighting, signage, intersections, roundabouts, traffic lights, on-road cycle lanes, foot 	<ul style="list-style-type: none"> non-trunk infrastructure internal to a development or to connect to trunk infrastructure and provided by developer access places, access streets street scaping local area traffic management on access places and streets (internal infrastructure)



Network	Inclusions for plans for trunk infrastructure	Exclusions for plans for trunk infrastructure
	and cycle paths on the shoulder, basic verge revegetation including shade trees, turf and local drainage <ul style="list-style-type: none"> • state-controlled roads within urban areas 	
Public transport	<ul style="list-style-type: none"> • dedicated public transport corridors and associated infrastructure • ferry terminals • bus stops, signs and shelters 	<ul style="list-style-type: none"> • public transport assets owned by the state or a state entity
Footpaths and cycle ways	<ul style="list-style-type: none"> • standard items associated with the construction of these including culverts and bridges, lighting, directional and information signage, surface marking 	<ul style="list-style-type: none"> • non-trunk infrastructure internal to a development or to connect to trunk infrastructure and provided by developer
Land for community facilities	<ul style="list-style-type: none"> • land only for community facilities which allow public access, not restricted by membership, for purposes such as youth centres, senior citizens centre/meeting halls, council chambers, neighbourhood centres, meeting halls libraries, performing arts centres, museums, art galleries, community centres, swimming pools • works associated with the clearing of land and connection to services 	<ul style="list-style-type: none"> • any land for facilities not controlled by a local government • any land for facilities that has a predominant commercial activity, for example a kiosk • state forestry areas • national park areas • works and associated site works to make the land suitable for building purposes
Public parks	<ul style="list-style-type: none"> • parks for formal and informal recreation and sporting purposes. • park embellishments including: • public amenities • shade structures • playgrounds, soft fall, safety fencing • bollards • dog off-leash areas • retaining walls • access roads and on-site car parks • footpaths and cycle ways not included above • lighting • drink bubblers and taps • picnic tables • beach showers • line marking • turf and irrigation (of sporting fields) • barbeques • skate bowl • boat ramps and fishing platforms – built by council and open to the public 	<ul style="list-style-type: none"> • state forestry areas • national parks • bushland and environmental areas (areas of these for primary park purposes may be included) • caravan parks/camping areas • parkland that is dedicated as road • club houses and other buildings • kiosks • areas where general public entry is limited • sport facilities not open to the public • reefs (artificial or natural) • beach protection areas and jetties • inshore rocks for fishing/diving • public artwork • swimming pools • groynes • life-saving towers



Network	Inclusions for plans for trunk infrastructure	Exclusions for plans for trunk infrastructure
	<ul style="list-style-type: none">• sporting facilities – goal posts, soccer nets, netball posts, half-courts, basic spectator seating• bike racks• signage• provision of services (e.g. water, power)	