



IPA Infrastructure Guideline

1/04

Priority Infrastructure Plans

Incorporating PIP Template 1

4 October 2004



Queensland Government

Department of Local Government, Planning,
Sport and Recreation

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For more general information about the *Integrated Planning Act 1997* visit the website at www.ipa.qld.gov.au

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List of Acronyms

CPI	Consumer Price Index
DSS	Desired Standard of Service
EP	Equivalent Persons
ET	Equivalent Tenements
ICS	Infrastructure Charges Schedule
IDAS	Integrated Development Assessment System
IPA	Integrated Planning Act 1997
IPLAA	Integrated Planning and Other Legislation Amendment Act 2003
PFTI	Plans for Trunk Infrastructure
PIA	Priority Infrastructure Area
PIP	Priority Infrastructure Plan
QCA	Queensland Competition Authority
RICS	Regulated Infrastructure Charges Schedule
RIP	Roads Implementation Program
SOI	Statement of Intent (for Main Roads)

Terms and Definitions

The definitions in the following section have been included to aid interpretation of the guidelines. Reference should be made to the relevant legislation for statutory definitions.

Additional trunk infrastructure costs (refer to IPA sections 5.1.25 and 5.1.30), means—

- (a) the costs of supplying infrastructure to development that is:
 - (i) with the assumptions about the type, scale, location or timing of future development stated in the PIP, or ,
 - (ii) is located wholly or partially outside the PIA, and
- (b) would impose additional trunk infrastructure costs on the infrastructure provider taking into account:
 - (i) charges or regulated infrastructure charges levied on the development, and
 - (ii) supplied or to be supplied by the applicant in respect of the development.

Desired standard of service for a network of development infrastructure, means the standard of performance stated in the priority infrastructure plan (refer to schedule 10 of the IPA).

Development infrastructure (refer to schedule 10 of the IPA), means—

- (a) land or works, or both land and works for—
 - (i) urban and rural residential water cycle management infrastructure (including infrastructure for water supply, sewerage, collecting water, treating water, stream managing, disposing of waters and flood mitigation); or
 - (ii) transport infrastructure (including roads, vehicle lay-bys, traffic control devices, dedicated public transport corridors, public parking facilities predominantly serving a local area, cycle ways, pathways, ferry terminals and the local function, but not any other function, of State-controlled roads); or
 - (iii) local public parks infrastructure (including playground equipment, playing fields, courts and picnic facilities); or
- (b) land, and works that ensure the land is suitable for development, for local community facilities, including, for example—
 - (i) community halls or centres; or
 - (ii) public recreation centres; or

- (iii) public libraries.

Establishment cost, (refer to schedule 10 of the IPA), for infrastructure, means—

- (a) on-going administration costs for the infrastructure charges schedule for the infrastructure; and
- (b) for future infrastructure—all costs for the design, financing and construction of the infrastructure and for land acquisition for the infrastructure; and
- (c) for existing infrastructure—
 - (i) financing cost of the existing infrastructure; and
 - (ii) of reconstructing the same works using contemporary materials, techniques and technologies; and
 - (iii) if the land acquisition for the infrastructure was completed after 1 January 1990—the present value of the amount (if any) paid by the infrastructure provider for acquiring the land.

Infrastructure (refer to schedule 10 of the IPA), means land, facilities services and works used for supporting economic activity and meeting environmental needs.

Infrastructure agreement means an agreement about payment for, or the supply of, infrastructure (refer to IPA section 5.2.1).

Infrastructure charge means a charge for an infrastructure network identified in an Infrastructure Charges Schedule (refer to IPA section 5.1.6).

Infrastructure charges notice means a notice requiring the payment of an infrastructure charge (refer to IPA section 5.1.8).

Infrastructure charges plan (refer to schedule 10 of the IPA), means an infrastructure charges plan under the IPA before the commencement of the *Integrated Planning and Other Legislation Amendment Act 2003*, part 2, division 3.

Infrastructure charges register means a register of all infrastructure charges levied by a local government (refer to IPA section 5.7.2).

Infrastructure charges schedule (refer to schedule 10 of the IPA), means a schedule adopted by a local government that states charges for the establishment cost of trunk infrastructure in the local government's area in accordance with chapter 5, part 1, division 4 of the IPA.

Infrastructure provider, (refer to schedule 10 of the IPA), for an application, means a local government that is the assessment manager and—

- (a) supplies trunk infrastructure for development; or
- (b) has an agreement with another entity that supplies trunk infrastructure to the local government area.

Non-trunk infrastructure means development infrastructure that is not trunk infrastructure (refer to schedule 10 of the IPA).

Planning assumptions means the assumptions about the type, scale, location and timing of future urban growth which have informed preparation of the PIP.

Planning scheme means the planning scheme for an area prepared in accordance with the requirements on the IPA.

Plans for trunk infrastructure (refer to schedule 10 of the IPA), means the part of a priority infrastructure plan that identifies the trunk infrastructure network that exists or may be supplied to service future growth in the local government's area to meet the desired standard of service stated in the plan.

Priority infrastructure area (refer to schedule 10 of the IPA), for a local government—

1. "Priority infrastructure area" means the area—
 - (a) that is developed, or approved for development, for each of the following purposes—
 - (i) residential, other than rural residential;
 - (ii) retail and commercial;
 - (iii) industrial; and
 - (b) that will accommodate at least 10 years, but not more than 15 years, of growth for the purposes mentioned in paragraph (a).
2. "Priority infrastructure area" includes an area not mentioned in item 1 that—
 - (a) the local government decides to include in the area; and
 - (b) is serviced by development infrastructure.

Priority infrastructure plan (refer to schedule 10 of the IPA), means the part of a planning scheme that—

- (a) identifies the priority infrastructure area; and
- (b) includes the plans for trunk infrastructure; and
- (c) identifies, if required by a supplier of State infrastructure with a relevant jurisdiction—
 - (i) a statement of intent for State-controlled roads; or

- (ii) the roads implementation program under the *Transport Infrastructure Act 1994*, section 11; and
- (d) states the assumptions about the type, scale, location and timing of future development on which the plan is based; and
- (e) states the desired standard of service for each development infrastructure network identified in the plan; and
- (f) includes any infrastructure charges schedule.

Refund Agreement means an infrastructure agreement that provides for a local government refunding, through infrastructure charges collected from other users of the infrastructure, to a developer a proportion of the cost of the infrastructure provided by the developer.

Regulated infrastructure charge means a charge for an infrastructure network identified in a regulated infrastructure charges schedule (refer to IPA section 5.1.17).

Regulated infrastructure charges notice means a notice requiring the payment of a regulated infrastructure charge (refer to IPA section 5.1.18).

Regulated infrastructure charges register means a register of all regulated infrastructure charges levied by a local government (refer to IPA section 5.7.2).

Regulated infrastructure charges schedule means a schedule adopted by a local government that states regulated charges for the establishment cost of trunk infrastructure in the local government's area (refer to IPA 5.1.16).

State infrastructure (refer to schedule 10 of the IPA), means any of the following—

- (a) State schools infrastructure;
- (b) public transport infrastructure;
- (c) State-controlled roads infrastructure;
- (d) emergency services infrastructure.

State infrastructure plans means the plans for the supply of State infrastructure in a local government area prepared by the supplier of the State infrastructure.

State infrastructure provider (refer to schedule 10 of the IPA), means a concurrence agency that supplies, or contributes toward the cost of, State infrastructure.

Statement of intent, for a State-controlled road, means a statement about the State-controlled road, including proposals for the provision of transport infrastructure included in the roads implementation program under the *Transport Infrastructure Act 1994*, section 11.

Trunk infrastructure means development infrastructure identified in a priority infrastructure plan as trunk infrastructure.

1.0 Introduction

This guideline has been prepared in accordance with the requirements of the *Integrated Planning Act 1997* and sets out how a priority infrastructure plan (PIP) must be prepared.

The guideline identifies those matters that must be addressed in the preparation or amendment of a priority infrastructure plan.

The guideline also sets out at Appendix 1 the planning scheme template for priority infrastructure plans. This template is the preferred format for priority infrastructure plans. Other presentation formats may be used with the Minister's approval, provided they comply with all relevant requirements of the IPA and these guidelines.

The guideline also provides advice and relevant supporting information and illustrates, through examples, approaches to priority infrastructure plan preparation.

Also available is the guideline for making or amending infrastructure charges schedules.

2.0 Infrastructure planning and funding under the IPA

Infrastructure planning and funding mechanisms in the IPA

- *Priority infrastructure plans (PIPs)*
- *Infrastructure charges schedules (ICSs)*
- *Regulated infrastructure charges schedules (RICSs).*
- *Conditions for non-trunk infrastructure*
- *Conditions for State infrastructure providers*
- *Conditions for additional infrastructure costs*
- *Conditions for necessary trunk infrastructure*
- *Infrastructure agreements (including partnership agreements).*

2.1 Integrated Planning Act 1997

The *Integrated Planning Act 1997* (IPA) is the primary legislation guiding planning and development assessment in Queensland. It is a whole of government framework through which a wide array of regulatory controls are exercised, and aims to deliver both comprehensive and integrated assessment and decision making for the benefit of all communities within Queensland.

2.2 Integrated Planning and Other Legislation Amendment Act 2003

The *Integrated Planning & Other Legislation Amendment Act 2003* (IPOLAA) introduced new approaches to the planning and funding of infrastructure for urban growth. This Act amends the IPA and further refines previous recognition of the importance of infrastructure in well-planned communities. Integration of infrastructure and land use planning is fundamental to the overall objectives of the IPA and essential for coordinated and integrated planning schemes.

2.3 Infrastructure and planning schemes

Infrastructure planning is an integral and fundamental component of land use planning and the preparation of planning schemes. Better coordination and integration of infrastructure and land use was one of the driving forces behind the IPA reform.

It is recognised that a major influence on the efficiency of infrastructure provision is how widely urban growth is dispersed and the sequence in which it occurs.

Ensuring greater attention is given to infrastructure costs and efficiencies during the planning process can significantly assist in reducing infrastructure costs to the community as a whole. The State, which is a major provider of urban infrastructure, such as schools, roads and emergency services can ensure its resources are more effectively and efficiently applied.

The IPA seeks to recognise and promote the importance of infrastructure in land use planning and decision making. The Act also seeks to establish an equitable, efficient and accountable system for funding development infrastructure. This is achieved through the introduction of a range of charging, conditioning and agreements powers. The operation of these powers is guided by

the infrastructure planning components included in each planning scheme.

As with all activities carried out under the IPA, infrastructure planning must be carried out in a way that advances the purpose of the Act, which is to seek to achieve ecological sustainability. This is described as a balance that integrates protecting ecological processes and natural systems, economic development, and maintaining the well being of people and communities. In relation to infrastructure, advancing the Act's purpose includes supplying infrastructure in a coordinated, efficient and orderly way, including encouraging urban growth in areas where adequate infrastructure exists or can be provided efficiently.

Knowledge of the existing infrastructure networks servicing an area, including their capacities and thresholds for augmentation is an integral component to the planning process. Balancing competing outcomes is also integral to the planning process and must be carried out in consultation with the State, and in a way that respects the different jurisdictional responsibilities that exist.

It should also be noted other legislation, such as the *Water Act 2000*, deals with infrastructure planning related matters and must be complied with, in addition to the requirements of the IPA.

2.4 Infrastructure concepts

2.4.1 Development infrastructure

The IPA limits development infrastructure to the five networks that provide basic and essential services and facilities to ensure the safe, healthy and efficient functioning of local communities. Development infrastructure is defined as the land or works, or both land and works, for water cycle infrastructure (including water supply, sewerage, drainage, water quality), transport infrastructure and local community infrastructure, predominantly servicing the local area.

Provided the infrastructure to be supplied falls within this definition it can be planned in the PIP and charged for under an Infrastructure Charges Schedule (ICS). What standard of development infrastructure is appropriate for each local government is a matter for the local government to determine in consultation with the community. This should be reflected in the Desired Standards of Service for each network and will be based on a range of factors including cost, capacity to pay, and anticipated environmental, economic and social outcomes.

Development infrastructure is divided into two categories:

- trunk infrastructure; and
- non-trunk infrastructure.

Examples of trunk Infrastructure

- *Bulk water collection, treatment and distribution infrastructure*
- *Sewer mains and sewage treatment works*
- *Local government provided major roads (e.g. arterial or sub-arterial in a typical road hierarchy), dedicated public transport corridors, or works carried out on a State controlled road to meet local traffic needs.*
- *Flood mitigation works servicing an entire catchment*
- *Gross pollutant traps or regional wetlands*
- *District level playing fields*

2.4.2 Trunk infrastructure

Trunk infrastructure is the ‘higher order’ or ‘shared’ development infrastructure required to ensure the healthy and safe functioning of the uses it is servicing. Trunk infrastructure’s primary purpose is to service ‘catchment’ areas with a large number of users, rather than providing connections to individuals or small groups of users. In water supply or sewerage terms, this function can be described as network collection and distribution.

The IPA defines trunk infrastructure very simply — it is the development infrastructure identified in a priority infrastructure plan as trunk infrastructure. In other words, local governments are given flexibility to decide the items in a development infrastructure network that they wish to treat as trunk infrastructure.

An important consideration in making these decisions is the fact that infrastructure charges may only be levied for trunk infrastructure.

For example, local public parks infrastructure (playground equipment, playing fields and the like) is included within the meaning of development infrastructure. If a local government wishes to levy charges for local parks infrastructure it would need to identify the parks that would be charged for. This means these parks would need to be identified (either as specific locations or areas within which park infrastructure will be provided) as part of the trunk infrastructure network identified in the priority infrastructure plan.

There is a minimum practical size for local park facilities. Despite being the lowest level in the hierarchy of recreational facilities, these facilities still service a significant number of users. Accordingly, it is recommended that all public parks infrastructure be defined as trunk infrastructure. This means all public parks infrastructure would be planned in the PIP (on the basis of an open space and recreation or similar plan) and charged for under an ICS.

Providing flexibility for local governments to define their own trunk infrastructure thresholds provides scope for the different geographical and growth issues applying in different areas to be taken into account by each local government.

However, in making decisions about these threshold levels, it also must be recognised that there is a practical limit to the level of infrastructure that can be planned in advance by local governments with adequate certainty.

It should also be noted that trunk infrastructure can include transport infrastructure for the local function of State controlled roads. This would allow a local government to plan and charge for infrastructure it intends to supply on a State controlled road to meet local traffic or transport needs.

2.4.3 Non-trunk infrastructure

By contrast, non-trunk infrastructure can be described as infrastructure that generally only provides an individual user benefit, and has as its key functions the provision of direct user connections, or the mitigation of the impacts of the development on the trunk infrastructure network.

Non-trunk infrastructure may also service other development and is not limited in scope to infrastructure solely servicing a single development site. In these cases, the size or configuration of the infrastructure would generally be the same regardless of the other development. For example, a 100 mm water main running along a residential street does not need to be defined as trunk infrastructure simply because it services a number of small townhouse developments and existing residential allotments.

IPA allows conditioning (as opposed to the levying of an infrastructure charge) for the supply of non-trunk infrastructure. The Act at section 5.1.2 states that if a local government imposes a condition about non-trunk infrastructure, the condition may only be for supplying infrastructure for one or more of the following:

- networks internal to the premises;
- connecting the premises to external infrastructure networks;
- protecting or maintaining the safety or efficiency of the infrastructure network of which the non-trunk infrastructure is a component.

The Act provides a comprehensive suite of infrastructure planning and funding tools for local governments. It is essential that each local government make informed choices about how the infrastructure framework will apply in their areas, and in doing so analyse their infrastructure networks to determine how best to use the available tools.

Examples of non-trunk infrastructure

- *Water and sewer reticulation to lots within a new urban subdivision*
- *A local access street*
- *Provision of a turning lane at an intersection to accommodate increased traffic from a nearby development*
- *An on-site stormwater detention basin to ensure new development does not increase the existing runoff from a site.*

3.0 Priority infrastructure plans

Priority infrastructure plan

- *Part of the planning scheme*
- *Identifies the priority infrastructure area (PIA)*
- *Includes the plans for trunk infrastructure (PFI)*
- *Identifies (if required) information about State controlled roads*
- *States the planning assumptions on which the plan is based*
- *States the desired standard of service for each development infrastructure network*
- *Includes any infrastructure charges schedules*

3.1 Priority infrastructure plan (PIP)

Land use planning and infrastructure planning are intricately interwoven activities. Decisions about the allocation of land for urban land use purposes need to be informed by the infrastructure costs and consequences of those decisions. Similarly, infrastructure decisions need to be informed by the land use policies applying in the area.

The priority infrastructure plan (PIP) has been introduced to assist with the integration of land use and infrastructure planning in planning schemes. Accordingly, it is a key mechanism to assist in planning and managing urban growth.

The priority infrastructure plan establishes an infrastructure planning benchmark for the planning scheme. It identifies:

- where, through the priority infrastructure area, infrastructure has been planned to service the growth expected to occur during the next 15 years;
- assumptions about the nature and scale of this growth that have informed the local government's infrastructure planning; and
- the plans and service standards for the trunk infrastructure necessary to service the growth.

The priority infrastructure plan is an important strategic planning tool that aims to align the local government's ability to service with infrastructure, the areas identified for future urban growth in the planning scheme. It also is the core element of the infrastructure charging framework in the Act. It provides a clear, transparent and certain basis for the calculation of infrastructure charges.

The priority infrastructure plan is prepared in consultation with the State having regard, among other things, for local and State government policies, infrastructure efficiencies, expected population growth, demand for serviced land and market expectations.

The priority infrastructure area (PIA) is a fundamental component of every priority infrastructure plan. Its purpose is to identify the areas within the local government area that are, or are planned to be, serviced with development infrastructure, and for which detailed infrastructure plans have been prepared. In each local government area there should only be a single PIA used for

infrastructure planning purposes regardless of the infrastructure network. This PIA can consist of a single area or a combination of a number of geographically discrete areas. For example, the priority infrastructure area for a regional coastal local government may be distributed between the major township, coastal villages, and a rural hinterland township. In a low growth local government area the PIA may include only the existing serviced area and the immediate infill areas.

For most local governments, the priority infrastructure area must accommodate at least 10, but not more than 15 years growth for urban residential, retail, commercial, and industrial purposes. This is total urban growth including both 'greenfields' and infill growth. However, the priority infrastructure area for some local governments may have to accommodate a different amount of urban growth if required by a regional plan or regional infrastructure plan for the area. For example, local governments in South-east Queensland will be required to ensure their priority infrastructure plans are consistent with the regional plan and regional infrastructure plan being prepared by the Office of Urban Management

The assumptions underpinning each plan are critical elements of the priority infrastructure plan. Their purpose is to provide a logical and consistent basis for the detailed infrastructure planning in the plan. Together with the desired standards of service they assist in the development of the plans for trunk infrastructure, which provide a detailed infrastructure planning benchmark for the calculation of infrastructure charges and upon which to base additional infrastructure cost assessments.

For the most part, development infrastructure is local government provided infrastructure. However, the State is a fundamentally important provider of infrastructure for urban purposes. The State also is a partner in the development of each priority infrastructure plan. In relation to State roads infrastructure, provision is made for information about State roads to be included in the plan, if required by the roads authority.

While it is not generally expected that all State infrastructure plans be included in the plan, it is recognised that both the local government and the State will benefit from the planning and infrastructure benchmark established by the plan. Accordingly, it is expected the establishment of these benchmarks will be used by State infrastructure providers to guide their own infrastructure planning, resulting in the better integration and coordination of State and local government infrastructure planning.

In some areas, State infrastructure plans will also be informed by regional infrastructure plans prepared as part of regional planning projects for various areas.

3.2 The role of the PIP in development assessment

The priority infrastructure plan is a relevant consideration in development assessment. This means consideration must be given to the infrastructure implications of development proposals during development assessment. It ensures proposals are assessed against the infrastructure planning benchmark detailed in the priority infrastructure plan.

The role of the PIP in development assessment

- *Proposals must be assessed and decided in accordance with the decision rules of IDAS*
- *The PIP is one of the matters against which applications must be assessed*
- *The primary function of the PIP in development assessment is to assist in determining infrastructure costs*
- *Inconsistency with the PIP is not, of itself, a reason to refuse a proposal unless the scheme has been specifically constructed to align the policy intent of the scheme in this way*
- *Development inconsistent with the PIP is subject to additional cost impact assessment and additional cost conditions may be imposed*

3.2.1 How the PIP relates to code and impact assessment generally

On its own the priority infrastructure plan provides a basis for ensuring the development infrastructure costs associated with development proposals are identified and able to be passed on through charges (infrastructure charges schedules) and conditions (IPA section 3.5.32).

Being inconsistent with the priority infrastructure plan does not, of itself, constitute grounds for refusal of an application, unless the scheme has been specifically drafted to align the plan with the policy intent of the scheme in this way.

The decision about whether to approve or refuse a proposal must be made according to the planning merits of the proposal in accordance with the decision rules of IDAS.

It also must be noted that the willingness of an applicant to pay the additional costs for trunk infrastructure for development outside the priority infrastructure area is not, of itself, reason to approve an application if there are other relevant planning considerations that have not been, and cannot be satisfactorily resolved.

Similarly, an indication in the planning assumptions that expansion of an area is anticipated within the life of the PIP (e.g. a 10 000 m² increase in the floor area of a regional shopping centre) could not be taken to create an expectation that a development application for this expansion must be approved.

While the priority infrastructure plan is primarily an infrastructure planning mechanism, it nevertheless is an integral part of the scheme and must fit within the overall context of the planning scheme, including the outcomes sought.

3.2.2 Additional infrastructure cost assessments

Under the IPA, if development inconsistent with the priority infrastructure plan is approved it may be subject to an additional infrastructure cost assessment and the imposition of conditions about the payment of the additional infrastructure costs. A proposal may be inconsistent if it is located wholly or partially

outside the priority infrastructure area, or if it is inconsistent with the assumptions about the type, scale, location or timing of future development stated in the planning assumptions.

The purpose of this assessment is to determine, after taking into account any infrastructure charges paid or to be paid, or infrastructure supplied or to be supplied by the applicant for the proposal, whether there would be any additional costs for the local government or State infrastructure provider in supplying infrastructure to the development. If there are additional infrastructure costs, these can be recovered through conditions imposed on the development approval.

4.0 Preparing the priority infrastructure plan

Priority infrastructure plan

- *There is a preferred format for the plan*
- *The supporting explanatory information must be referenced in the plan and be available for inspection*
- *Includes any infrastructure charges schedules*

This section provides additional information on issues relevant to the preparation of a priority infrastructure plan.

4.1 Priority infrastructure plans

4.1.1 Format and content of the PIP

There is a required format for the presentation of the priority infrastructure plan in the planning scheme. The template for this format is included at Appendix 1.

It represents a concise summary of the detailed information gathered and studies undertaken in the preparation of the plan. However, this more detailed information is important supporting explanatory material that can aid in the interpretation of the plan. Accordingly, this material must be available for inspection and reference together with the priority infrastructure plan.

The supporting material is not to be included as part of the planning scheme. Rather, its existence must be referenced, and identified in the plan as extrinsic material under section 15 of the *Statutory Instruments Act 1992*.

There is discretion for each local government to decide how it wishes to format and present this supporting extrinsic material.

4.2 Priority infrastructure area

4.2.1 Relationship of PIA to the planning scheme

The priority infrastructure area must be consistent with the land use allocations in the planning scheme. Land may only be included in the priority infrastructure area if it has been identified as being suitable for urban purposes in the planning scheme. However, undeveloped future urban areas may be excluded from the PIA if they are not required to accommodate growth during the life of the PIP.

The Act requires (schedule 1, section 8A) that the boundaries of the area and the assumptions on which the priority infrastructure plan is based must be agreed with the suppliers of State infrastructure before the local government resolves to forward the proposed priority infrastructure plan to the State for first State interest review.

Priority Infrastructure Area

- *The PIA must be consistent with the land use allocations in the scheme*
- *There must not be a separate PIA for each infrastructure network*
- *The PIA may comprise a series of geographically separated nodes*
- *The inclusion of rural residential areas in the PIA is optional*

4.2.2 Areas included within the PIA

There must be a single priority infrastructure area in the priority infrastructure plan. It may contain a number of geographically separated nodes, but planning for all networks of development infrastructure to be provided by the local government must, as a minimum, cover the entire PIA area.

There must not be separate priority infrastructure areas identified for the different infrastructure networks. For example, it is not acceptable to identify a priority infrastructure area for the transport infrastructure network and a different area for the water cycle infrastructure network.

The priority infrastructure area must be mapped and the boundaries clearly indicated. The area may be shown as an overlay on the scheme zoning maps.

The priority infrastructure area is defined in the Act as the area:

- that is developed, or approved for development, for each of the following purposes:
 - residential, other than rural residential;
 - retail and commercial;
 - industrial; and
- that will accommodate at least 10 years, but not more than 15 years, of growth for the purposes mentioned above.

The area also includes an area not mentioned above that:

- the local government decides to include in the area; and
- is serviced by development infrastructure.

As noted above, all urban land already developed for the purposes listed above, must be included in the PIA. Undeveloped future urban areas may be excluded from the PIA if they are not required to accommodate 10 to 15 years growth as described above.

In defining the priority infrastructure area, it is appropriate to include in the area other land reasonably associated with the listed purposes, such as land for community and social purposes (parks, schools, hospitals etc).

As previously noted, the priority infrastructure area described above may be required to accommodate a different amount of

PIA for low growth areas

- *In most cases the PIA need only include the existing urban area that is serviced with development infrastructure*
- *It is likely urban growth needs can be met from vacant infill areas within or immediately adjacent to the existing serviced area*

growth where necessary to reflect the outcomes of a regional plan or regional infrastructure plan for the area.

In a local government area with a relatively static or slowly growing population, the priority infrastructure area in most cases need only include the existing serviced area. It is likely this area will contain sufficient vacant infill areas in, or immediately adjacent to, the area to meet residential, retail/commercial, and industrial needs for the life of the plan.

When defining the priority infrastructure area boundaries, the local government must consider:

- the capacity of existing infrastructure networks (both local and State networks);
- the infill and redevelopment potential of the existing serviced areas; and
- existing development approvals.

Where potential exists for infill development within existing serviced areas, the local government may include these areas in the PIA even if assumed growth in the area is anticipated to occur beyond the 15 year timeframe of the PIA.

Similarly, if a local government has zoned but unserviced urban areas that are likely to support some development during the life of the PIP, but no specific location preferences for development within the area (in terms of rolling out infrastructure or achieving logical and sustainable patterns of development), the entire area could be included in the PIA provided the planning assumptions clearly stated how much development was anticipated to occur in the area during the life of the PIP. However, infrastructure to service the entire PIA must still be planned and included in the local government's plans for trunk infrastructure.

4.2.3 Rural residential areas

The inclusion of rural residential areas in the priority infrastructure area is optional for local governments. In many cases these areas are only serviced with roads infrastructure, in which case they are little different from the other non-urban parts of the local government's area.

Local governments may include within the priority infrastructure area existing or growth areas for park or rural residential type development. However, if this is done, plans for the trunk infrastructure networks servicing or proposed to service these areas must be prepared. The priority infrastructure plan is primarily about infrastructure planning. If rural residential areas are only serviced by a limited number of development infrastructure networks, or have different standards of service,

there is little benefit in including these areas within the priority infrastructure area.

However, if there are existing rural residential areas adjacent to the existing urban area that are expected to experience redevelopment at higher urban residential densities, it would be appropriate to include those areas in the priority infrastructure area, in part (if preferred areas had been identified) or as a whole (if a certain amount of urban growth was expected to occur somewhere in the rural residential area over the assumed growth period and the local government had no specific location preferences).

4.2.4 Infrastructure agreement areas

Many local governments will have within their areas larger development projects that are also the subject of agreements dealing with the future provision of infrastructure. Local governments have two options for dealing with these areas in their priority infrastructure areas.

The first option is to exclude the areas from the priority infrastructure area on the basis their future growth will be in accordance with the terms of the infrastructure agreement. However, if this is done, the area of the priority infrastructure area should be reduced by an amount that reflects the proportion of growth likely to occur within the infrastructure agreement area. For example, if a large development project that is also the subject of an infrastructure agreement is expected to accommodate half of the growth anticipated to occur within the local government over the next 15 years, the priority infrastructure area would only need to identify sufficient land for the other half of the growth anticipated to occur over this period (i.e. sufficient land for 7 or 8 years growth rather than the 10 to 15 years required under the Act). Excluding the agreement area from the PIA should not have any additional infrastructure cost implications for the development as infrastructure supply issues should be dealt with in the infrastructure agreement for the site which overrides any conflicting provisions of the priority infrastructure plan.

The second option is to make assumptions about growth in the agreement area in the same way as for other areas within the local government. The rate of this growth and the related supply of infrastructure are likely to be influenced by the development approval for the area and the terms of the infrastructure agreement. In this way, part or, all of the agreement area may be included within the priority infrastructure area, depending on how much of the area is expected to be developed within the life of the priority infrastructure plan. The anticipated growth must be further disaggregated into multiple year cohorts for consistency with the rest of the priority infrastructure plan and priority infrastructure area. Plans for trunk infrastructure would therefore include part or all of the agreement area showing the anticipated supply of

infrastructure to the area, although it should be noted an infrastructure agreement dealing with these matters would still override the priority infrastructure plan.

In some circumstances, the development approval or infrastructure agreement for one of these areas may potentially accommodate all the growth anticipated to occur in the local government (e.g. the approval may have been granted and the agreement entered into when growth rates were higher than they currently are). It is not practical or desirable, for reasons of providing choice in location and type of housing and avoiding market monopolies, for the priority infrastructure area to direct all growth in a local government area to a single development project. In these circumstances it is recommended the approach outlined in the second option detailed above be adopted, and small growth areas at other locations be included in the PIA to provide adequate choice for consumers. The infrastructure agreement will override any inconsistent provisions of the priority infrastructure plan if growth is sufficient to match the rates anticipated in the infrastructure agreement.

Whichever approach is used, the priority infrastructure plan must state how any infrastructure agreement areas have been dealt with.

Mapping the PIA

- *The PIA map must be shown on a cadastral base*
- *The PIA boundaries may be overlaid on the zoning maps or identified on a specific PIA map;*
- The PIA map may use other presentation techniques to convey additional information about the planning assumptions such as:
 - Identifying different types of uses (e.g. residential, commercial, retail and industrial) or other characteristics (e.g. residential densities) of anticipated urban growth using colours similar to those used on zoning maps;
 - Identifying the anticipated timing (e.g. anticipated growth boundaries by 3 or 5 year cohorts) by shading or lines within the overall PIA boundary;
 - Identifying a preferred sequence for the development of different areas or parcels in an area by numbering.

4.2.5 Mapping the PIA

The priority infrastructure area map must be shown on a cadastral base and must clearly and accurately identify the areas included. This may be achieved by drawing an outline of the boundaries on the zoning maps or on a specific PIA map.

However, local governments experiencing high growth, or with a complex urban environment, may wish to use the priority infrastructure area map to convey additional information about the planning assumptions underpinning the priority infrastructure plan.

4.3 Planning assumptions

4.3.1 Scope of Planning Assumptions

The Act requires the priority infrastructure plan to state the assumptions about the type, scale, location and timing of future development on which the plan is based.

Detailed, small area population projections and associated dwelling requirements (based on assumed occupancy rates) must be used to indicate the amount of growth likely to occur in an area. These population and housing projections provide the basis for the local government's assumptions about future residential development. Similarly, employment projections can be used to

inform the assumptions about future retail, commercial and industrial development.

In many cases, the zoning and other controls of the planning scheme will, to a large extent, regulate the location, type and scale of future development. The assumptions should not duplicate or restate these controls in detail. What is required is an informed estimate of the development that is likely to occur given the amount of growth anticipated and the development potential provided in the planning scheme.

Scope of Planning Assumptions

For example, population projections may indicate an established residential area is likely to experience substantial population growth. The planning scheme provisions for the same area indicate it can be redeveloped at higher densities. Since it is unlikely the entire area will be redeveloped during the life of the priority infrastructure plan, the assumptions about residential development should indicate how much redevelopment will occur in the area over the projection period to accommodate the projected population increase. The assumptions should also provide a broad outline of the type of redevelopment expected.

Similarly, the area may have existing retail, commercial and service uses that are expected to expand as redevelopment occurs and the area's population increases.

The future development assumptions for this area should show the amount, density and timing of anticipated residential growth (e.g. medium density residential at an average density of 18 dwellings per hectare), and the amount and timing of retail, commercial and service use growth associated with the residential growth.

4.3.2 Accuracy

The assumptions are used to establish an infrastructure planning benchmark. This benchmark provides the basis for the calculation of infrastructure charges under an infrastructure charges schedule. Proposals that vary from the planning assumptions can be assessed for additional infrastructure costs.

As mentioned previously the assumptions must be agreed with the State before the local government resolves to send the plan to the State for first State interest review (see section 4.2.1. of these guidelines).

It is intended the assumptions be prepared to a level of detail that is commensurate with the nature and complexity of the priority infrastructure plan being prepared. A priority infrastructure plan that includes infrastructure charges schedules must be based on assumptions that are sufficient to support the implementation of the charges schedules.

4.3.3 Certainty and transparency of planning assumptions

The assumptions play an important role in the additional infrastructure cost assessment process.

Accordingly, planning assumptions that directly impact on infrastructure provision and may give rise to an additional infrastructure cost assessment, such as, for example, densities and the total units of demand planned for, must be stated in a way that allows the consistency or inconsistency with the priority infrastructure plan to be determined simply and with a high degree of certainty. Assumptions must therefore be identifiable and soundly based.

Other assumptions may be more general in nature and provide an input to determining the more specific assumptions on which the local government's infrastructure planning is based. For example, the projected population of an area is unlikely to be as critical as the total number of Equivalent Persons (EPs) planned for in the water supply and sewerage networks. Exceeding a population threshold would be unlikely to trigger an additional infrastructure cost assessment, whereas exceeding an EP threshold would as this

is more specifically related to the capacity of the infrastructure network, (even though there should be a direct relationship between population and EPs).

It is not acceptable for the planning assumptions to be stated in a way that implies that development consistent with the type, timing and density assumptions applying to an area is inconsistent with the assumptions because the overall rate of growth in the area is lower than expected.

For example, if infrastructure planning for an area is based on a 10 lot per hectare expected subdivision pattern, and growth expectations of 100 new lots per year being created, a 10 lot per hectare proposal that is consistent with the type and density assumptions must not be characterised as inconsistent if real growth in the area has been lower than expected, say 50 new lots per year instead of 100.

In contrast, a 5 lot per hectare proposal would be inconsistent with the density (scale) assumptions underpinning the priority infrastructure plan.

Higher than anticipated growth rates may trigger an additional infrastructure cost assessment, but conditions requiring the payment of additional infrastructure costs may only be imposed if the proposal actually incurs additional costs (e.g. it is necessary to supply planned infrastructure earlier than anticipated). In such circumstances, most local governments will require the developer to supply the required infrastructure under the necessary trunk infrastructure provisions of section 5.1.24 of the IPA. Consequently, there should not be any additional costs for the local government to recover as the developer has dealt with the ‘bring forward’ issue by supplying the infrastructure.

The key to minimising any difficulties caused by growth rate fluctuations is for each local government to regularly review its priority infrastructure plans to ensure the assumptions reflect current growth trends.

4.3.4 Areas for preparing projections and assumptions

The identified projection areas may be based on suburb boundaries, census statistical local areas, service or infrastructure catchments etc, made up of the combined data from smaller projection areas. However, to achieve a high degree of accuracy, it is useful to formulate the planning assumptions by combining small areas, such as census collection districts.

While small projection areas are unlikely to correspond to infrastructure network catchment or service areas, and the catchment or service areas for each separate infrastructure network are unlikely to correspond with each other, using small, fine-

Projection and assumption areas

- *Planning assumption projection areas may be based on small areas such as census collection districts.*
- *These areas may be combined to approximate the areas serviced by different networks, catchment boundaries and suburbs.*
- *Planning assumptions may be presented at suburb or locality level.*

grained projection areas allows different groupings of the areas to be combined to approximate the catchment or service areas for the separate infrastructure networks. They are in effect the 'building blocks' that enable local governments to assemble approximations of suburb, catchment or other areas for infrastructure planning and other related purposes.

Although it is desirable to prepare the planning assumptions on a small area basis, particularly for large, complex and high growth local governments, it is not necessary for the priority infrastructure plan to include the small area data. To keep the priority infrastructure plan reasonably succinct, it is recommended small area data be combined and presented on a suburb or locality basis.

4.3.5 Choice and Sub-markets

In any local government area there are likely to be a number of housing or 'lifestyle' choices available to residents. These choices effectively represent 'sub-markets' for different types of housing or housing at different locations within the local government area. For example, in a local government area there may be demand for higher density housing in established areas, lower density housing in 'greenfields' areas on the urban fringe, rural living in established towns and villages or on rural residential lots, or housing in coastal communities. The different types and locations for commercial, retail and industrial development also represent sub-markets for these activities. For example, retail growth might be accommodated in 'main street' premises in the major business centre and stand alone shopping centres in 'greenfields' areas.

It is important the assumptions identify demand in these sub-markets and that the priority infrastructure area makes adequate provision for the anticipated urban growth. Not all of these sub-markets will be included within the priority infrastructure area. However, if the local government does not include a particular sub-market in the priority infrastructure area, it is important the priority infrastructure area be reduced in size to reflect the proportion of growth that will not occur. For example, as previously noted, a local government can choose not to include rural residential areas in its priority infrastructure area. If 5% of the urban growth expected in the local government's area was expected to occur in rural residential areas, sufficient land would only need to be provided in the priority infrastructure area for the remaining 95% of urban growth, distributed across the various sub-markets or localities according to likely demand.

4.3.6 Converting projections and assumptions into demand

Detailed planning for each infrastructure network will usually be based on units of demand specific to the particular network. It

will therefore be necessary to convert the population, housing and employment projections and assumptions about future development into appropriate units of demand for each network.

For example, the population of an area is expected to increase by 3000 people over the projection period. To be useable in infrastructure planning this population increase must be converted to appropriate units of demand. These might include equivalent persons for water supply and sewerage, m³ of additional runoff for stormwater, vehicle, pedestrian and cycle trips for transport, and areas and types of recreational opportunities for parks and community land. Often there will be standard or accepted 'conversion rates' for each network that can be used to assist this process.

It is recommended the plans for trunk infrastructure for each network include a brief description of the conversion process and rates used for that network.

4.3.7 Matters to be addressed in population, housing and employment projections

Population and Housing Projections

For each location (area) either sustaining or likely to sustain population or housing growth (e.g. residential uses, including rural residential if desired by the local government), identify the following:

- **Location** — the identified projection area (see section 4.3.3) to which the assumptions relate;
- **Existing and projected population** — for the existing population, the official estimated resident population figures may be used with adjustments to account for growth since the data were collected, or to take account of boundary differences. Alternatively, Department of Local Government, Planning, Sport and Recreation Planning Information and Forecasting Unit (PIFU) population estimates may be used. The population projections are the projected population for the area over nominated timeframes (3 or 5 year periods are preferred, although yearly projections can be used if desired). The population and housing projections should be prepared by appropriately qualified and experienced persons using accepted techniques. PIFU is able to prepare these customized projections. Local governments have the option of presenting the information on a yearly basis or by multiple year 'blocks'. Population projections are an essential input into the assumptions on which the priority infrastructure

plan is based and must be agreed with suppliers of State infrastructure (see Schedule 1, section 8A of the IPA);

- **Ultimate population (Optional)** — In circumstances where there is considerable growth potential beyond that anticipated within the 15 year period covered by the priority infrastructure plan, local governments may wish to include an ‘ultimate’ population figure for the area. ‘Ultimate’ in this context means the population likely to be achieved under the current planning scheme provisions. Providing an ultimate population figure may assist infrastructure providers (both local and State) by ensuring they are aware of the possible extent of further growth in the area. This will enable them to plan larger or longer term items of infrastructure that will service the entire area more efficiently, rather than incrementally plan infrastructure only to meet short or medium term needs;
- **Existing and projected dwelling units** — existing dwelling units is simply the number of existing dwellings of all types in the area. This information is available through census data, but should be updated to account for growth since the data were collected. Projected dwelling units is the number of units required to accommodate the area’s projected population at the assumed occupancy rates. The projection periods must match the population projection periods. Priority infrastructure plan template Table 1B provides the option of further disaggregating existing dwellings by type;
- **Occupancy rates** — this is the average number of persons per occupied private dwelling and is included to allow local governments to estimate the total number of new dwellings required by dividing the projected population by the occupancy rate. 2001 occupancy rates are available from Census data, but future rates may differ from these. In larger local governments the current trend is for a decline in occupancy rates and this may be significant in terms of the total number of dwelling units required. It is recommended that the decline in occupancy rates be considered as this could have implications for the local government’s infrastructure planning. If optional Table format 1B is used, occupancy rates are specified according to dwelling type.

Employment Projections

For each location (area) either sustaining or likely to sustain significant employment generating activities (retail, commercial or industrial uses), identify the following:

- **Location** — This should be the same nominated projection area used for the population and housing projections;
- **Use** — this is intended to be a simple description to give an idea of the type and scale of employment generating activities in the area. Planning scheme definitions may be used if desired;
- **Existing and projected employment** — this is the number of persons currently employed in the area and can be obtained from special Census tables. Projections for future employment will not be precise, but should indicate in broad terms the amount of employment growth likely to occur in the area. PIFU is able to prepare these customized projections for retail and commercial areas;
- **Existing and projected catchment population (Optional)** — this is an optional requirement for those local governments that wish to use population growth as well as or instead of employment data to determine future employment. Depending on the ‘conversion’ rate used (see below), the data may indicate whether significant growth in an area is necessary or if incremental growth is sufficient to meet the needs of anticipated employment and population growth;
- **Conversion rate** — this is the rate at which additional land or floorspace for retail, commercial and industrial uses are provided, usually expressed as m² of floorspace or hectares of land per head of population or employed person. Once again, the figure used does not need to be precise, but is intended to ensure that employment growth and related growth in retail, commercial and industrial activities is taken into account when planning infrastructure;
- **Assumed growth** — based on the population projections and conversion rates, this is the notional increase in floorspace required to service the projected population growth, usually expressed as m² or hectares of land. This growth should be stated using the same projection periods used for residential growth. Floorspace is

considered a reasonable measure of growth as it can be used to estimate traffic generation and other 'demands' on infrastructure that can then be factored into the infrastructure planning process.

4.3.8 Matters to be addressed in assumptions

For each location either sustaining or likely to sustain urban development (residential, retail, commercial or industrial uses), identify the following:

- **Location** — This is the location to which the assumptions relate and should be the same nominated projection area used for the population and housing projections;
- **Type** — this is the type or types of uses that exist or are expected to establish in the location or area. Generic descriptions or planning scheme definitions can be used. All future uses that can reasonably be anticipated should be identified;
- **Scale** — this contains two elements relating to the amount of development anticipated and the intensity of that development. The amount and intensity of future development can play an important role in the additional infrastructure cost assessment process. Where these assumptions are to be used in this way, they must be clearly stated.
 - o **Amount of growth** – this is the total amount of growth of a particular type expected to occur in the location or area during the period covered by the assumptions. This growth should be expressed in units appropriate to each type of development listed (e.g. dwelling units for residential, floorspace or area for retail or industrial activities etc);
 - o **Intensity** – this is the density of development the local government has assumed will occur in the area for its infrastructure planning. The density or intensity specified will be heavily influenced by the planning scheme requirements applying to the area (e.g. minimum lot sizes, height limits, boundary setbacks, plot ratios and the like), and the capacity of the existing infrastructure networks to service future growth. This must be a realistic figure based on the development potential provided by the planning scheme and analysis of property market trends. Examples include dwellings per hectare for

residential development, and equivalent tenements for water supply and sewerage demand from industrial development;

- **Timing** – this essentially indicates how much of the assumed development will occur over a nominated period or the ‘rate’ at which the assumed development will occur. It is most easily expressed as the proportion of the total anticipated growth expected to occur within each of the projection periods used in the population, housing and employment projections.

Stating the desired standards of service

- *Must include statements about the qualitative and quantitative performance of the network in providing services to users*
- *Must include thresholds for the provision of items or upgrading of the network*
- *May also include statements about user benefits and environmental effects*

4.4 Desired standard of service (DSS)

4.4.1 Stating the desired standard of service

The desired standard of service of each trunk infrastructure network in the priority infrastructure plan must be stated in the plan.

At a minimum, the desired standards of service must include statements about the quantitative and qualitative performance of the individual infrastructure networks.

Quantitative standards are primarily about the capacity of the network.

Qualitative standards are primarily about the performance of the network.

The IPA previously required the desired standards of service to be stated with reference to environmental effects and user benefits. Whilst this requirement has been removed from the legislation, some local governments may wish to continue to state the anticipated environmental effects and user benefits of their desired standards of service.

Environmental effects and user benefits may be helpful in informing the community of the expected benefits of a given desired standard of service, and also the environmental ‘costs’ of providing the stated desired standards of service. For example, providing a certain level of flood immunity may be able to be accommodated through the adoption of water sensitive urban design principles, whereas a higher level of flood immunity may necessitate widening of a waterway corridor.

The desired standards of service must include thresholds for the provision of infrastructure. Often these thresholds will be based on accepted engineering or planning criteria that have been used by the local government for some time. In many instances the desired standards of service will simply involve stating the implicit assumptions and standards that have been the basis for the local government’s infrastructure planning and supply.

Examples of quantitative standards of service

- *Pressure of the water supply network*
- *Ability to accommodate maximum dry weather flow for the sewerage network*
- *Level of flood immunity (e.g. 1 in 100 year ARI) provided by the drainage network*
- *Amount of public recreation land provided*
- *Capacity of the road network to accommodate traffic*

Examples of qualitative standards of service

- *Quality (mineral and chemical analysis) of the potable water provided by the water supply network;*
- *Level of treatment for sewage effluent (tertiary treatment, nutrient removal etc);*
- *Treatment of stormwater to achieve water quality objectives;*
- *Accessibility (location and design), site characteristics (dimensions, layout, slope, flood immunity) and range of recreational opportunities provided by public parks; and*
- *Level of performance (waiting times, queue lengths etc) of intersections during peak traffic periods.*

It should be noted that desired standards of service do not have to be stated for State infrastructure networks.

4.4.2 Desired standard of service variations

The desired standard of service may differ for different parts of the network or local government area. For example, the desired standards of service for the water supply network (pressure and volume) and transport networks (road widths and construction standards to accommodate heavy vehicles) in an industrial area may be different from those for a residential area.

Similarly, the desired standards of service for community purposes infrastructure (amount and location of land, range of facilities provided) in a 'greenfields' residential area may be different from those for an existing residential area experiencing significant infill and redevelopment where little or no additional land for recreation is available.

4.4.3 Community involvement and affordability of the standards

Desired standards of service must be established in a way that recognises the balance that exists between community expectations, affordability and the efficient provision of infrastructure.

The standards are integral components of the priority infrastructure plan and the community has a right to input into their formulation through the plan making process. The requirement to state the standards in both quantitative and qualitative terms is intended to assist people's understanding of the standards, including their costs and benefits of the particular balance that has been struck.

4.4.4 Construction standards

The construction standards that apply to infrastructure must apply equally to infrastructure provided by the local government and to infrastructure provided by developers in the local government area.

Construction standards also need to address a range of sometimes competing location, engineering and environmental performance objectives. These may include locating and designing infrastructure to reduce impacts on residents or the environment, or to ensure essential infrastructure can continue to operate during and after natural hazard events.

4.4.5 Achieving the desired standards of service

The desired standards of service in a priority infrastructure plan are defined primarily for infrastructure planning purposes. They are not to be interpreted to imply guaranteed levels of performance for infrastructure networks. The Act makes clear that

intentions stated in the plan do not create an obligation to supply the infrastructure or that any right exists to expect or demand the standard of service stated. (see IPA section 2.1.24).

The actual standard of service provided is likely to vary over time. When new infrastructure is provided the standard of service will improve significantly, then gradually decline over time as more development occurs and the capacity of the infrastructure is consumed. Eventually, a threshold will be reached when it is necessary to provide additional infrastructure to augment the network and the standard of service provided will again improve significantly.

4.5 Plans for trunk infrastructure

4.5.1 Developing the PFTI

The plans for trunk infrastructure must identify the trunk infrastructure networks that exist in the area. The plans for trunk infrastructure must also identify the networks proposed to service the assumed development at the desired standards of service stated in the priority infrastructure plan. These may be new networks or augmentations of the existing networks.

Plans for trunk infrastructure can be developed by comparing the capacity of the existing development infrastructure networks against the capacity of the infrastructure networks required to service existing and anticipated future development at the local government's stated desired standards of service. In some cases there may be capacity in the infrastructure networks servicing existing urban areas that can be utilised to service some or all of the anticipated future development.

However, where the capacity of the existing networks is inadequate, augmentation or extension of the existing networks will be required. Local governments should also be aware of the need to provide additional capacity for other uses reasonably associated with the development anticipated in the priority infrastructure plan (e.g. community and social purposes such as schools, hospitals, government services etc).

By analysing the priority infrastructure area, assumptions about future development and desired standards of service, local governments can determine where augmentation or expansion of the infrastructure networks is required and the additional capacity required. Infrastructure to deliver the required capacity by the appropriate means, and at the required locations, can then be identified and its supply planned. Plans for this infrastructure, together with the plans for the networks servicing existing development, form the plans for trunk infrastructure.

Plans for trunk infrastructure

- *Existing trunk infrastructure networks must be shown as well as the plans for new or augmented networks*
- *The PFTI is not the local government's works program*
- *The PFTI is a valuable tool for local governments to use in establishing their works programs*

It is important to note that the trunk infrastructure plans outlined in the priority infrastructure plan are not the local government's work programs. However, these plans are a valuable input into the determination of these programs.

PFTI service catchments and time horizons

- *Trunk infrastructure plans must be prepared for all land within the PIA.*
- *Trunk infrastructure plans may be prepared for service catchments that extend outside the PIA or beyond the 10 to 15 year growth horizon*

Example:

A local government intends to provide a reticulated water supply system to a growing rural residential area.

Although the area is not included in the local government's PIA, the local government may include the infrastructure servicing this area in its PFTI, and relevant infrastructure charges schedules, and charge rural residential development in accordance with the schedules

4.5.2 Service catchments, time horizons and relationship to the PIA

As a minimum, the plans for trunk infrastructure must specify the trunk infrastructure networks required to service the entire priority infrastructure area at the local government's desired standards of service. By including land in the priority infrastructure area, the local government is committing itself to preparing plans detailing how it will service the land.

However, the plans for trunk infrastructure are not limited in scope solely to the priority infrastructure area boundary or the 10 to 15 year development assumptions stated in the priority infrastructure plan. The service catchment for an infrastructure network is unlikely to align precisely with the priority infrastructure area boundary or the service catchments for the other development infrastructure networks. Therefore, the local government may prepare infrastructure plans for the entire service catchment even if this extends beyond the priority infrastructure area boundary.

Similarly, a local government may include in its plans for trunk infrastructure items of infrastructure that will be required beyond the 10 to 15 year growth horizon identified in the priority infrastructure plan, particularly for major infrastructure items such as a new water supply dam, regional sports field complex or major road link, if development occurring now will use or benefit from such infrastructure. Also, a local government may prepare plans for trunk infrastructure for areas not included in the priority infrastructure area, if the local government intends to supply and charge for the infrastructure in these areas.

4.5.3 Implementing the PFTI

As the desired standards of service are based on infrastructure networks and overall standards, there is some flexibility in the way infrastructure can be provided to meet the stated desired standards of service.

Local government must seek to provide an infrastructure network that delivers to users the stated desired standard of service for the network.

However, the Act makes provision for a local government to supply different trunk infrastructure from that identified if the infrastructure supplied delivers the same standard of service for the network (see IPA section 5.1.13).

Focusing on the delivery of the desired standards of service for the network rather than specific infrastructure items or elements gives the local government flexibility in how to achieve the desired standards of service. This means new technology or other innovative means of providing the desired standards of service can be adopted.

4.5.4 Detail required in PFTI

The plans for trunk infrastructure included in the priority infrastructure plan are a summary of the infrastructure planning undertaken by the local government. The detailed information on which the plans for trunk infrastructure are based is part of the supporting material for the priority infrastructure plan and must be referenced as extrinsic material (see section 4.1.1 of these guidelines).

The format for presenting this information is included in the template at Appendix 1.

The plans for trunk infrastructure for a given infrastructure network must consist of a schematic map or maps showing the major elements of the network, or if desired by the local government specific items, that are cross-referenced to a table or schedule that includes the following information:

- a reference number 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, an estimate of when, in threshold or time terms, the element/item will be provided. Estimated timing can be expressed in terms of specific years or 'time bands' (e.g. 2011-2014). For infrastructure planned to be constructed within a 15 year period 'time bands' should be reasonably precise (i.e. no more than 5 years). For 'ultimate' population scenarios, or infrastructure planned to be constructed after 15 years, the use of the timing '15 years +' is acceptable.

For the purposes of the priority infrastructure plan, it is not necessary to list all of the many small items that make up the network. However, this information would be required if the local government proposes an infrastructure charges schedule for the network in order to allow the local government to develop an accurate estimate of the total cost of the network so this can be apportioned to users and charges calculated. This detailed information would not have to be included in the PIP or ICS, but must be available in the supporting information referenced in the PIP or ICS.

4.5.5 PFTI as triggers for additional infrastructure cost assessments

The parameters mentioned in the plans for trunk infrastructure tables play an important role in additional infrastructure cost

assessments. It is important that the plans for trunk infrastructure include sufficient detail about the thresholds or estimated timing for provision of items if they have service delivery implications for the local government.

Any capacity constraints, thresholds or timings for the supply of the infrastructure must be clearly stated so additional infrastructure cost assessments may be triggered when development is inconsistent with the local government's trunk infrastructure plans.

4.6 State infrastructure provision

4.6.1 Integration and coordination

It has already been mentioned that the boundaries of the priority infrastructure area and the assumptions on which the priority infrastructure plan is based must be agreed with the suppliers of State infrastructure (see section 4.21. of these guidelines).

It also has been mentioned that it is not generally expected that all State infrastructure plans be included in the plan (see section 3.1 of these guidelines). However, it is expected that the establishment of these plans will be used by State infrastructure providers to guide their own infrastructure planning.

It must be recognised that future State infrastructure supply intentions, such as those indicated in Main Roads Statements of Intent (SOIs) and the Roads Implementation Program (RIP) are subject to continuous change as, over time, more certain data becomes available for future years. The RIP and SOIs are rolling planning and policy documents that will always only represent the best information at the date of the regular updating of the document. Therefore, to avoid generating unreasonable expectations of State agencies, only limited information is provided about longer term planning in these documents.

4.6.2 State infrastructure plans

A priority infrastructure plan may be required to include a reference to State infrastructure suppliers' plans for the supply of State infrastructure. This is to inform the community and developers about how the suppliers of State infrastructure intend to provide their infrastructure in the local government's area.

These plans are only referenced as they are regularly updated and incorporating them into the statutory priority infrastructure plan would mean the priority infrastructure plan would have to be amended each time a State plan was updated.

At present, only plans related to State-controlled roads may have to be referenced. However, referencing of the plans of other

Infrastructure charges schedules (ICS)

- *ICS are mechanisms for funding trunk infrastructure identified in a PIP*
- *ICS, while made by a different process, form part of the PIP*
- *ICS and RICS mechanisms cannot be used simultaneously in the same local government area, even if they are proposed for different trunk networks*

Regulated infrastructure charges (RIC)

- *Regulated infrastructure charges are targeted at smaller local governments with stable or slow growth*
- *A local government, by resolution, may adopt a charge up to and including the maximum amounts stated in the regulation*
- *For a local government to adopt a regulated charge it must have an IPA planning scheme and priority infrastructure plan*
- *A local government may only adopt charges for trunk infrastructure networks identified in the PIP*
- *The regulation sets out conversion rates for applying the charge for different types of development and use*

suppliers of State infrastructure may be required as they are integrated into this framework.

4.7 Charging mechanisms**4.7.1 Infrastructure charges schedules (ICS)**

An infrastructure charges schedule (ICS) is a mechanism for funding the supply of trunk infrastructure identified in a priority infrastructure plan.

Infrastructure charges schedules, while they can be made or amended using the process for preparing a planning scheme policy under Schedule 3 of the IPA, form part of the priority infrastructure plan. This is to ensure the links between the infrastructure planning in the infrastructure plan and funding mechanisms in the charges schedule are maintained and clearly identified.

If a local government decides to levy charges under an infrastructure charges schedule, it must use infrastructure charges schedules for all the trunk infrastructure networks for which it intends to levy charges. The Act specifically prevents a local government from using both the infrastructure charge mechanism and the regulated infrastructure charge mechanism simultaneously, even if the mechanisms are proposed for different trunk infrastructure networks (see IPA section 5.1.4(2)).

4.7.2 Regulated infrastructure charges (RIC)

The *Integrated Planning and Other Legislation Amendment Act 2003* has introduced into the IPA a charging mechanism that is specifically targeted at smaller local governments with relatively stable populations or low growth expectations.

The regulated infrastructure charge (RIC) allows a local government, by resolution, to adopt infrastructure charges up to, and including, the maximum charge amounts set out in the *Integrated Planning Regulation 1998*. A draft of the proposals is included in this guideline at Appendix 2.

The regulated charge mechanism allows local governments to apply infrastructure charges without having to prepare infrastructure charges schedules.

The Act sets out how the mechanism works and how charges are imposed (see IPA sections 5.1.15 – 5.1.23). In summary, the following requirements apply:

the local government must have an IPA planning scheme;

the local government must have a priority infrastructure plan;

the local government may only adopt regulated charges for trunk infrastructure networks identified in the priority infrastructure plan

(i.e. the local government must have a PFTI for the network being charged for).

It is the responsibility of each local government adopting a regulated charge to set the charge at the level considered appropriate for its individual circumstances. Adoption of a charge is not mandatory. As mentioned above, if a local government decides to adopt a regulated charge, it may set the charge at any level up to, and including the amount set out in the regulation.

The proposed regulation sets out conversion rates for applying the charges for different types of development and use.

5.0 Process for preparing PIPs

The following sections outline a recommended process for preparing a priority infrastructure plan for both a high growth, and a low growth local government. The process includes relevant statutory requirements and recommended timeframes.

5.1 Recommended PIP preparation process

Step 1 Resolve to prepare the PIP

In accordance with the requirements of schedule 1 of the IPA, the local government must make a resolution to prepare or amend the priority infrastructure plan, either as a separate amendment to the planning scheme or as part of a new planning scheme.

Step 2 Collect data

Prior to developing a priority infrastructure plan, a high level of understanding regarding how an area has been growing is essential. This is required regardless of whether the local government is considered to be a high or low growth area.

It is recommended that a review of the following be undertaken:

- growth patterns over the last 5 – 10 years, including:
 - o an analysis of the current and historic demographic situation;
 - o growth rates in different parts of the local government area, and for different land use types;
 - o current land use types and densities throughout the local government area; and
 - o an analysis of how the current population utilise the local government area, in particular, linkages to work nodes, recreation patterns, shopping patterns, and sense of place in different suburbs/localities;
- any environmentally sensitive and other non-developable areas within the local government;
- the extent and capacity of existing infrastructure networks (maps of these infrastructure networks will be required);
- desired and actual standards of service provided by each existing network;

- the location of any current approvals for urban land uses; and
- the location of areas that can sustain further urban growth, and the type and intensity of urban land uses permitted under these areas in the planning scheme.

It is also very important that the future desired planning environment from a local and State perspective be clearly understood. In this sense, it would be useful, prior to embarking on developing the priority infrastructure plan, to have an understanding of the broader planning outcomes the scheme is seeking to achieve, and how these could impact on infrastructure planning.

State infrastructure suppliers' policies for the provision of their facilities should also be known as they may also impact on infrastructure planning.

Much of the information required above will be dependent on the planning scheme. Therefore, it is recommended preparation of the priority infrastructure plan only commence after many of these matters have been considered as part of the statement of proposals stage of preparing a planning scheme. This will ensure there is at least a preliminary planning framework in place for the local government that can evolve and be refined in parallel with the preparation of the priority infrastructure plan.

Step 3 Identify the existing urban area

The priority infrastructure area includes the area that is developed, or approved for development for the following purposes;

- residential;
- retail and commercial; and,
- industrial.

As noted in section 4.2.2, this area will include areas developed for related community or social purposes such as schools, hospitals, parks and the like that are reasonably associated with the above uses.

Rural residential areas may also be included in the existing urban area if the local government believes the area is serviced by development infrastructure.

Step 4 Prepare the Population, Housing and Employment projections

Projections about future population, housing and employment should be prepared in accordance with the requirements of section 4.3 and Template 1 to provide a basis for the assumptions about future development.

Step 5 Develop the assumptions

Based on the data collected above and analysis of demographic and other growth trends, develop the assumptions in accordance with the requirements stated in section 4.3.

Step 6 Allocate anticipated growth

The majority of the planning assumptions will relate to specific areas. This growth should be mapped having regard to:

- existing approvals;
- areas able to sustain urban growth; and
- areas where infrastructure exists or can be provided or augmented most efficiently.

Any growth not related to specific areas should also be allocated and mapped at this time. Even if a specific site for these uses is not identified, it is important to ensure sufficient land for the growth is available in the nominated area.

Infrastructure efficiency in this context is not just about minimising infrastructure costs, but about achieving a balance between infrastructure costs, State and local government land use policies, community preferences, and market realities.

Step 7 Identify draft PIA

The existing urban area from step 4 and areas identified for future growth from step 5 should be mapped and will effectively constitute the local government's draft priority infrastructure area. The local government may also map additional information such as the different types of existing and future uses, timing of future development etc, as discussed in section 4.2.4.

Step 8 Consult State infrastructure suppliers

Under section 8A of schedule 1 of the IPA, the priority infrastructure area and assumptions must be agreed with the suppliers of State infrastructure prior to the first State interest review of the draft planning scheme or priority infrastructure plan.

It is recommended this process be initiated early in the process and before the local government undertakes detailed infrastructure planning for the priority infrastructure area and anticipated growth. This is to minimise rework if the priority infrastructure area or assumptions change after consultation with the suppliers of State infrastructure.

Step 9 Agreement with State infrastructure suppliers

Suppliers of State infrastructure may request changes to the priority infrastructure area or planning assumptions to better align with State infrastructure supply intentions. Negotiations may be required if the State agencies and local government cannot reach agreement on these matters. If agreement still cannot be reached, a dispute resolution process is specified under section 8A of schedule 1, whereby the Minister can obtain advice about the matters before making a decision.

Suppliers of State infrastructure may at this point, or at one of the subsequent State interest reviews, require the local government to include in the priority infrastructure plan a reference to their plans for the supply of State infrastructure in the area as discussed in section 4.6.

Once agreement has been reached on the priority infrastructure area and planning assumptions, the local government can commence the detailed infrastructure planning to service the priority infrastructure area and anticipated growth. In some cases this may involve updating existing planning to ensure it adequately responds to the growth anticipated in the planning assumptions in the areas included in the priority infrastructure area.

Step 10 Develop proposed desired standards of service

The desired standards of service are the other key information required to allow the local government to plan and design infrastructure networks that will deliver the desired standards of service to users. The desired standards of service should be stated in the way described in section 4.4.

Step 11 Prepare draft PFTI

The desired standards of service, priority infrastructure area and planning assumptions together specify the trunk infrastructure required to service future growth, as well as identifying where and when this trunk infrastructure is likely to be required. The local government can then plan and design infrastructure networks to deliver the required trunk infrastructure and outline a program for expansion or augmentation of these networks in line with anticipated growth. PFTI should be developed in the way outlined in section 4.5.

Step 12 Prepare an ICS

Once the infrastructure networks to service future growth have been planned, those local governments using infrastructure charges schedules to fund the provision of the planned infrastructure can commence preparation of the schedules. Section 5.1.5(2) of the IPA requires that an infrastructure charges schedule being prepared at the same time as the priority infrastructure plan must follow the same process as the priority infrastructure plan,

i.e. the schedule 1 planning scheme preparation or amendment process.

Alternatively, the local government could defer preparation of its infrastructure charges schedules until the priority infrastructure plan is in place. A streamlined process is then available which allows the infrastructure charges schedule to be prepared as if it were a planning scheme policy using the process specified in schedule 3 of the IPA.

In either case, reference should be made to the Infrastructure Charges Guidelines for detailed advice on how to prepare an infrastructure charges schedule.

Step 13 Finalise draft PIP

The individual elements developed above can then be brought together to form the draft priority infrastructure plan for the local government area. When drafting the priority infrastructure plan the local government will need to exercise care to ensure the priority infrastructure plan is consistent with the required content and format as discussed in section 4.1, and remains a succinct summary of the detailed infrastructure planning undertaken.

Step 14 First State interest review

After the local government makes a resolution proposing the priority infrastructure plan in accordance with the requirements of section 9 of schedule 1 of the IPA, the draft priority infrastructure plan can then proceed to consideration of State interests under section 11 of Schedule 1.

During this review, the Department will be assessing the draft priority infrastructure plan for compliance with the requirements of the IPA and these guidelines. Other State agencies will also have the opportunity to review the priority infrastructure plan at this time, including suppliers of State infrastructure. Following the review, amendments to the priority infrastructure plan may be required (if conditioned by the Minister) or recommended, or other comments provided, prior to the Minister authorising the local government to give public notice of the priority infrastructure plan. The local government must make any required amendments prior to commencing public notification.

Step 15 Public notification

Public notice of the priority infrastructure plan must be given in the way prescribed under sections 12 to 14 of schedule 1 of the IPA. During the public notification period, the priority infrastructure plan must be kept available for public inspection and submissions can be made in respect of the plan.

Step 16 Consideration of submissions

After the end of the public notification period the local government must consider, in accordance with section 16 of schedule 1, all properly made submissions before deciding whether to proceed with the priority infrastructure plan. The local government must report to submitters how it has dealt with the submissions.

Step 17 Second State interest review

If the local government decides to proceed with the priority infrastructure plan it must be resubmitted to the Department for reconsideration of State interests under section 18 of schedule 1. During this review the Department will be reviewing the priority infrastructure plan to ensure any amendments made in response to submissions do not affect the priority infrastructure plan's compliance with the IPA and these guidelines. The Minister must then advise the local government if it can adopt the priority infrastructure plan and may again require or recommend amendments to the priority infrastructure plan. The local government must make any required amendments to the priority infrastructure plan.

Step 18 Adoption

The local government makes a resolution to adopt the priority infrastructure plan as required under sections 19 to 21 of schedule 1. Once the priority infrastructure plan has commenced operation, the local government has the ability to undertake additional infrastructure cost assessments for those projects that are outside the priority infrastructure area or inconsistent with the planning assumptions or infrastructure planning benchmark in the priority infrastructure plan.

6.0 Reviewing the priority infrastructure plan

Local governments must monitor growth within their areas on a regular basis and compare the actual growth against the assumptions in the priority infrastructure plan. Where actual growth does not match that anticipated, it may be necessary to review the priority infrastructure plan.

The purpose of the review is to ensure the local government's infrastructure planning benchmark is consistent with current trends.

6.1 Prescribed PIP reviews for high growth local governments

While all local governments must prepare a priority infrastructure plan, not all are experiencing growth pressures sufficient to warrant review of the plan more regularly than the normal scheme review period. Accordingly, only those 'growth' local governments identified in the regulation are required to undertake the four-yearly priority infrastructure plan review. This represents the mid point in the 8 year life of a planning scheme.

The purpose of these reviews is to ensure the growth assumptions and infrastructure planning are always anticipating, rather than reacting to, growth; and that there is always sufficient land identified within the priority infrastructure area to accommodate expected growth.

Failure to review a priority infrastructure plan could see it artificially affecting the land market by inflating the price of land within the priority infrastructure area if the supply of available land was allowed to fall too low. Similarly, future development opportunities could be restricted or exposed to unnecessary additional costs if the local government's infrastructure planning was inaccurate or focused on too short a time horizon, or if the supply of planned infrastructure had not kept pace with actual growth.

It is expected that local governments experiencing rapid growth will review their priority infrastructure plans on a more regular basis to ensure the infrastructure planning and charging framework remains responsive to market conditions and promotes coordinated, efficient development patterns by sending signals to the market about local and State government servicing intentions. Similarly, there is nothing to prevent a local government that is not prescribed in the regulation from undertaking such a review.

These reviews will not necessarily lead to priority infrastructure plan amendments to update the document, but in most high growth local governments it is expected amendments will be required to add additional land to the priority infrastructure area to maintain the required 10 to 15 year supply, extend the planning assumptions out to a similar time horizon and undertake further infrastructure planning for the expanded priority infrastructure area or additional anticipated growth.

It is also recommended that the priority infrastructure plan be reviewed when there is a significant departure from the development assumptions, either due to a development approval outside the priority infrastructure area or the development parameters being granted, or due to an increase or decrease in market activity. This is particularly important if the local government has entered into a refund agreement with a developer that involves the local government refunding to the developer infrastructure charges collected from other users of the infrastructure provided by the developer.

6.2 PIP reviews for other local governments

For those local governments not experiencing significant growth (either in absolute or percentage terms), the priority infrastructure plan does not have to be reviewed during the life of the planning scheme.

In these cases the local government must review and prepare a new priority infrastructure plan for its area when the planning scheme itself is reviewed after 8 years of operation.

As is the case for high growth local governments, it is recommended the priority infrastructure plan be reviewed if there is a significant departure from the planning assumptions, such as a major unanticipated industry, mining or rural industrial project that has significant implications for the existing infrastructure networks.

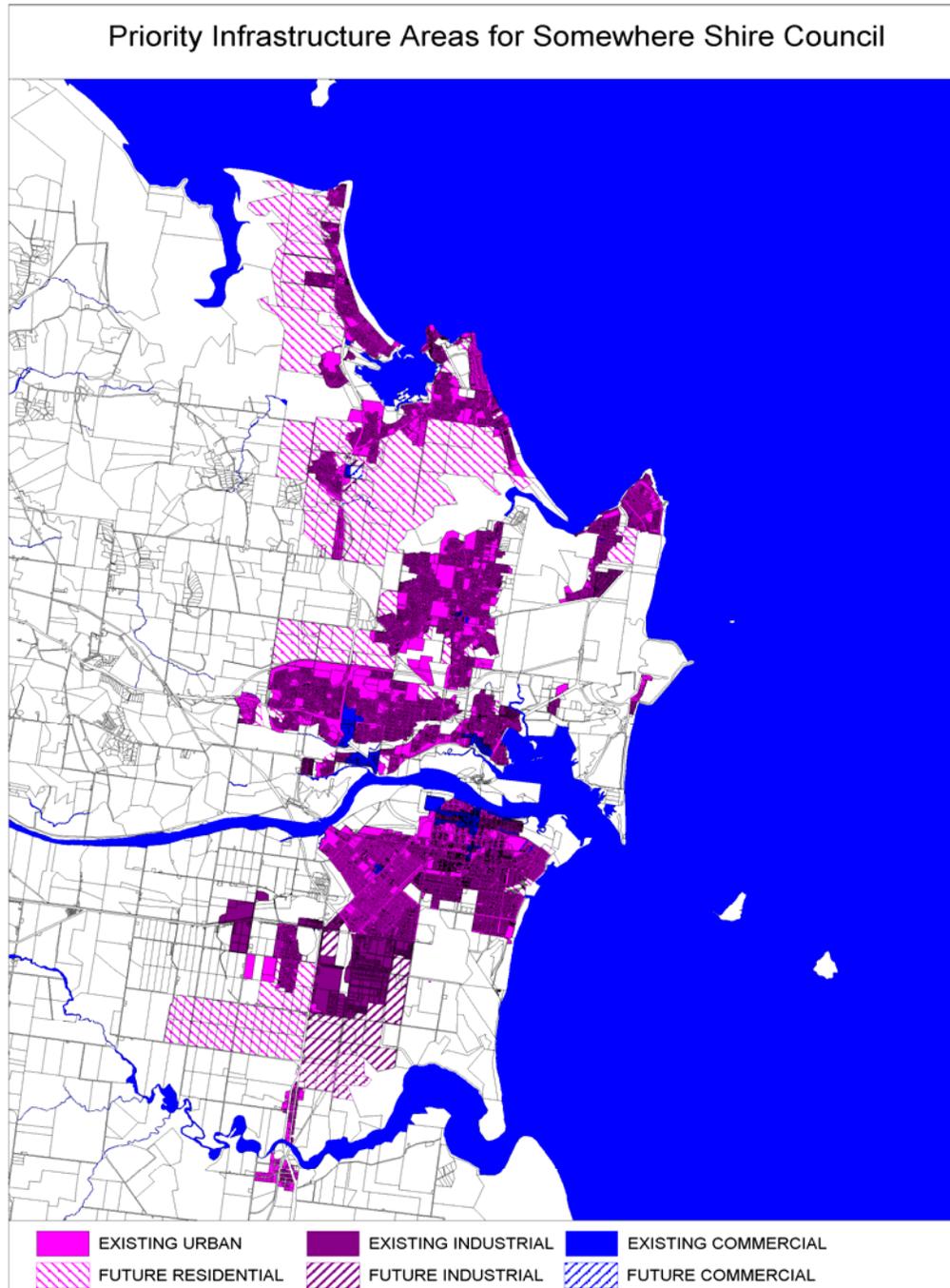
Appendix 1 - PIP Template

Priority infrastructure plan

This is the Priority Infrastructure Plan for Somewhere Shire Council prepared in accordance with the requirements of the Integrated Planning Act 1997 and Priority Infrastructure Plan Guidelines.

Part 1 Priority infrastructure area

The priority infrastructure area (PIA) for Somewhere Shire is shown on Map 1.



Part 2 Projections and Assumptions about Future Development

Options for presenting the population, housing and employment projections and assumptions regarding the type, scale, location and timing of future development are set out in the following tables. Optional elements in the tables or optional table formats are shaded. Other table formats may be used if approved by the Minister.

Tables 1A and 1B deal with population and housing projections. Table 1A details the minimum required information for population and housing projections. Table 1B is a more complex optional format and allows existing and projected population to be presented by dwelling type. These population and housing projections form the basis for the assumptions about future residential development stated in the PIP, and may also inform the employment projections. The figures provided in these tables are included as examples only.

Table 2 deals with employment projections and is included to provide a basis for the assumptions about future retail, commercial and industrial development. There may be other acceptable indicators of future employment growth that could be used.

Table 3 provides the format for presenting the assumptions about the type, scale, location and timing of future development required to be stated in the priority infrastructure plan. This format must be used unless the Minister approves an alternative format. The types of development dealt with in Table 3 for each urban locality will depend on the nature of existing and anticipated future development. Not all areas will include all types of development. However, such tables must, as a minimum, be completed for all areas included in the local government's priority infrastructure area.

Detailed information about completing these tables is provided in section 4.3.7 and 4.3.8 of the Priority Infrastructure Plan Guidelines.

It is also important to note that the population, housing, employment and floorspace/area data presented in these tables is only the starting point for local government infrastructure planning. This data must be converted into appropriate 'units of demand' for each network. Further information on this issue is provided in section 4.3.6 of the Priority Infrastructure Plan Guidelines.

Table 1A – Population and Housing Projections

Location (area)	Existing and Projected Population				Ultimate Population Capacity	Occupancy Rate	Existing and Projected Dwelling Units			
	Existing	1-5 years	6-10 years	11-15 years			Existing	1-5 years	6-10 years	11-15 years
“Suburb, Town, Locality, or Sub Area”	7577	+1317 (8894)	+924 (9818)	+281 (10 099)	N/A	2.91	2561	+521	+385	+115

Table 1B – Population and Housing Projections (Optional Format)

Location (area)	Dwelling Type	Existing and Projected Population				Ultimate Population Capacity	Occupancy Rates	Existing and Projected Dwelling Units			
		Existing	1-5 years	6-10 years	11-15 years			Existing	1-5 years	6-10 years	11-15 years
“Suburb, Town, Locality, or Sub Area”	Detached	5355	+462 (5790)	+0 (5790)	+0 (5790)	N/A	2.8	1903	+165 (2068)	+0 (2068)	+0 (2068)
	Attached	1242	+630 (1872)	+678 (2550)	+281 (2831)	N/A	2.44	509	+258 (767)	+278 (1045)	+115 (1160)
	Multi-unit	343	+225 (568)	+246 (814)	+0 (814)	N/A	2.3	149	+98 (247)	+107 (354)	+0 (354)
	Other*	637	+0 (637)	+0 (637)	+0 (637)	N/A	N/A	?	+0	+0	+0
	Service/ Visitor**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total		7577	+1317 (8894)	+924 (9818)	+281 (10 099)	N/A	N/A	N/A	+521	+385

* Refers to aged care facilities, retirement villages, caravan parks and the like.

** Refers to persons not normally residents in the area and may be relevant in local governments with high numbers of tourists, or transient workers.

Table 2 – Employment Projections

“Suburb, Town, Locality, or Sub Area”	Use	Existing Size (floorspace m ² /hectares)	Existing and Projected Employment				Existing and Projected Catchment Population				Conversion rate	Assumed Growth (floorspace m ² /hectares)		
			Exist-ing	1-5 years	6-10 years	11-15 years	Exist-ing	1-5 years	6-10 years	11-15 years		1-5 years	6-10 years	11-15 years
	Retail													
	Commercial													
	Industrial													
	Other (e.g. Government and community services etc)													

Table 3 – Assumptions about Future Development

Location	Type Material Change of Use or Reconfiguration for:	Scale		Timing		
		Amount of growth	Intensity	1-5 years	6-10 years	11-15 years
“Suburb, Town, Locality, or Sub Area”	Detached Dwellings	165 dwelling units	11 dwellings/ha	165	0	0
	Attached dwellings	651 dwelling units	16 dwellings/ha	258	278	115
	Multi-unit residential	251 dwelling units	23 dwellings/ha	98	107	0
	Other residential	0	0	0	0	0
	Retail	7500 m ² retail floorspace	5 ETs/ha	3000m ²	3000m ²	1500m ²
	Commercial	2000 m ² commercial floorspace	5 ETs/ha	0	0	2000m ²
	Industry 1	3 ha	11 ETs/ha	3ha	2ha	0
	Industry 2	5 ha	16 ETs/ha	5ha	0	0
	Community and Government services					
	Schools					

Notes for Table 3

Residential Growth

The figures stated in Table 3 are examples only.

The total amount of residential growth identified in this table is derived from the population and Housing projections in Tables 1A or 1B.

The 'other' dwelling type in Table 3 refers to aged care facilities, retirement villages, caravan parks and the like. No increase in this form of accommodation is anticipated.

The assumptions also provide a benchmark for assessing whether proposed development is inconsistent with these assumptions, and if so, whether an additional infrastructure cost assessment should be undertaken. Similarly, the overall amount of growth anticipated and the rate of growth (i.e. how many dwelling units are anticipated within each 5 year period) could also be used to trigger an additional infrastructure costs assessment. However, additional costs could only be recovered if the faster rate of growth necessitated bringing forward the construction of planned infrastructure.

Retail, Commercial and Industrial Growth

The amount of growth in these sectors identified in Table 3 is derived from the employment projections included in Table 2. Whilst many local governments are using employment data as the basis for their future retail, commercial and industrial development assumptions, there is also the option of basing these assumptions on projected population growth.

The tables require information to be provided on the assumed additional employment, areas (either m² of floorspace or hectares of land) and density of development (equivalent tenements or ETs) to be provided, as this can be used to estimate 'demand' on the various infrastructure networks arising from the anticipated retail, commercial and industrial growth. These assumptions also provide a benchmark for assessing whether proposed development is inconsistent with the local governments assumptions, and if so, whether an additional infrastructure cost assessment should be undertaken.

Other Categories

Local governments also have the option of including in Table 3 assumptions about other types of future development. This is not mandatory and it is expected such uses will generally be included by exception. This is because many such uses will be accommodated in retail and commercial areas, or will be of small scale and consequently may be difficult to anticipate. However, there may be occasions where it is appropriate to include assumptions for such uses. For example, the State Government may indicate a school will be constructed in the area in 3 years, or the local government may have budgeted to construct a new library and community centre in the area.

Part 3 Desired Standards of Service

The table identifies the desired standards of service for infrastructure in the local government area.

Infrastructure network	Quantitative standards	Qualitative standards	User benefits	Environmental effects
Water supply				
Sewerage				
Transport				
Drainage				
Parks and Community land				

Part 4 Plans For Trunk Infrastructure

Plans showing the existing and future trunk infrastructure for each infrastructure network are shown on the following Maps:

- (i) Sewerage Network – Map 1
- (ii) Water Supply Network – Map 2
- (iii) Transport Network – Map 3
- (iv) Drainage Network – Map 4
- (v) Public Parks and Community Land Network – Map 5

The infrastructure items or elements that make up these networks are described in the following Tables:

- (i) Sewerage Network Elements – Table 1
- (ii) Water Supply Network Elements – Table 2
- (iii) Transport Network Elements – Table 3
- (iv) Drainage Network Elements – Table 4
- (v) Public Parks and Community Land Network Elements – Table 5

The items included in these tables are for example purposes only.

Table 1 – Sewerage Network Elements

Map reference	Network elements/items	Threshold and/or estimated timing for provision
S1	Treatment works	Existing
S2	450 mm gravity main	Existing
S3	Pump station	Existing
S4	450 mm main	Existing
S5	S4 main extension to catchment X	Sewerage catchment X population reaches 1500 EPs/estimated 2008-2011
S6	Catchment X 300 mm collection main	When development in catchment X commences, estimated 2005.

Table 2 – Water Supply Network Elements

Map reference	Network elements/items	Threshold and/or estimated timing for provision
W1	Dam	Existing
W2	450 mm main	Existing
W3	Treatment works	Existing
W4	Pump station	Existing
W5	450 mm main	Existing
W6	Reservoir	Existing
W7	Catchment X 300 mm distribution main	When development in catchment X commences, estimated 2005 - 2008.
W8	Additional W6 reservoir capacity	Catchment X population reaches 3000 EPs, estimated 2012 - 2017.
W9	Raising level of W1 dam	2035

Table 3 – Transport Network Elements

Map reference	Network elements/items	Threshold and/or estimated timing for provision
T1	Arterial Road	Existing
T2	Arterial Road	Existing
T3	District collector road	Existing
T4	Intersection upgrade	When traffic on district collector road T3 reaches 10 000 vehicles per day, estimated 2008
T5	Upgrade of T3 to sub-arterial and extension to area X	When traffic on T3 reaches 15 000 vehicles per day, estimated 2013
T6	Commuter cycle/pedestrian path	2006
T7	Bus interchange and commuter parking facilities	As part of centre redevelopment, estimated 2009-2011.
T8	Upgrade of sub-arterial road intersection with State controlled road.	When traffic on sub-arterial road exceeds 10 000 vehicles per day.

Table 4 – Drainage Network Elements

Map reference	Network elements/items	Threshold and/or estimated timing for provision
D1	Waterway corridor	Existing
D2	Arterial Road culvert upgrade (2 x 1200 mm x 1200 mm box culverts)	2005
D3	Waterway corridor extension and channel excavation	2007
D4	2 x 1200 mm stormwater pipes	Existing
D5	Detention basin	Flows from sub-catchment X exceed current levels by 20%, estimated 2011 - 2015.
D6	Stormwater Quality Improvement Device	Development in sub-catchment X commences, estimated 2006.
D7	D4 stormwater pipe extensions (2 x 1200mm x 340 m)	Q5 flows from sub-catchment Y reach 500 m ³ /sec.

Table 5 – Public Parks and Community Land Network Elements

Map reference	Network elements/items	Threshold and/or estimated timing for provision
P1	Local Park	Existing
P2	District Sports facility	Existing
P3	New local park	When development in area X reaches 100 dwellings, estimated 2005
P4	Community Hall/Library site including site preparation.	As part of neighbourhood centre development, estimated 2011 - 2016
P5	P1 park upgrade (new playground equipment, extension of cycle/pedestrian path)	Population of area Y reaches 1500, estimated 2008.
P6	District sports facility upgrade (lighting for fields 3 and 4, new amenities block, additional parking).	Population of area X reaches 5000, estimated 2016 - 2021.
P7	Local Nature Park (land acquisition, access and parking, toilets, BBQ facilities, path construction)	When access road constructed, estimated 2008.

Part 5 State Infrastructure Plans

The State infrastructure plans required to be referenced in this PIP by Suppliers of State infrastructure in accordance with the requirements of the Integrated Planning Act 1997 are as follows:

1. Department of Main Roads Statement of Intent for X Shire. Copies of the Statement of Intent are available for inspection at the offices of the Department of Main Roads, (address of local office) and the X shire Council.

Part 6 Infrastructure Charges Schedules