Minutes

Of The

Special Council Meeting

Held in the Warren Truss Chamber, 45 Glendon Street Kingaroy

On Monday 24 June 2019

Chief Executive Officer: **Mark Pitt**

Our Vision
"South Burnett Region, working together building a strong, vibrant and safe community"

Our Values

A	***Accountability:***	*We accept responsibility for our actions and decisions in managing the regions resources.*
C	***Community:***	*Building partnerships and delivering quality customer service.*
H	***Harmony:***	*Our people working cooperatively to achieve common goals in a supportive and safe environment.*
I	***Innovation:***	*Encouraging an innovative and resourceful workplace.*
E	***Ethical Behaviour:***	*We behave fairly with open, honest and accountable behaviour and consistent decision-making.*
V	***Vision:***	*This is the driving force behind our actions and responsibilities.*
E	***Excellence:***	*Striving to deliver excellent environmental, social and economic outcomes.*

SOUTH BURNETT REGIONAL COUNCIL MINUTES

Monday 24 June 2019

ORDER OF BUSINESS:

Minutes of the Special meeting of the South Burnett Regional Council, held in the Warren Truss Chamber, 45 Glendon Street Kingaroy on Monday 24 June 2019 at 11.22am

PRESENT:

Councillors:
Cr KM Campbell (Mayor), Cr RJ Frohloff, Cr GA Jones, Cr DA Potter, Cr TW Fleischfresser, Cr KA Duff, Cr RLA Heit

Council Officers:
Mark Pitt (Chief Executive Officer), Lester Schumacher (General Manager Finance), Peter O'May (General Manager Corporate Services), Aaron Meehan (General Manager Infrastructure)

1. Leave Of Absence

Nil.

1.1 Declaration of Interest

Nil.

2. Business

2.1 P&LM - 2603492 - Adoption of South Burnett Local Government Infrastructure Plan - LGIP

Resolution:

Moved Cr TW Fleischfresser, seconded Cr DA Potter.

That Council, in accordance with the Planning Act 2016 and relevant sections of the Minister's Guidelines and Rules (MGR):

a) adopt the proposed Local Government Infrastructure Plan for the South Burnett Regional Council (LGIP), as set out in Attachment A of this report and in accordance with Chapter 5, Part 2, section 10 of the MGR;
b) publish a public notice about adopting the LGIP in accordance with the requirements prescribed in Schedule 5 of the MGR; and
c) as soon as possible after adopting the LGIP, give the chief executive a copy of the public notice and a certified copy of the LGIP in accordance with Chapter 5, Part 2, Section 10.3 of the MGR

Attachment A

Queensland Government

The Hon. Cameron Dick MP
Minister for State Development, Manufacturing, Infrastructure and Planning

12 JUN 2019

Our ref: MC19/2129
Your ref: 2589365 JJC:LA

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Councillor Keith Campbell
Mayor
South Burnett Regional Council
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KINGAROY QLD 4610

Email: kcampbell@southburnett.qld.gov.au

Dear Councillor Campbell ~~Campbell~~ Keith,

Thank you for the letter of 24 April 2019 from the South Burnett Regional Council (the council) requesting approval to adopt the proposed South Burnett Regional Council Local Government Infrastructure Plan (the proposed LGIP).

The proposed LGIP has been assessed against the requirements of the *Planning Act 2016* and for compliance with the Minister's Guidelines and Rules.

I am pleased to advise that I am satisfied the proposed LGIP complies with all statutory requirements, and that the council may now proceed to adopt the proposed LGIP.

If you require any further information, please contact Mr Luke Lankowski, Manager, Planning and Development Services, Department of State Development, Manufacturing, Infrastructure and Planning, on (07) 4331 5602 or luke.lankowski@dsdmip.qld.gov.au, who will be pleased to assist.

Yours sincerely

CAMERON DICK MP
Minister for State Development, Manufacturing, Infrastructure and Planning

Part 4 - Local government infrastructure plan

4.1 Preliminary

1. This local government infrastructure plan has been prepared in accordance with the requirements of the *Planning Act 2016*.
2. The purpose of the local government infrastructure plan is to:
   a. integrate infrastructure planning with the land-use planning identified in the planning scheme
   b. provide transparency regarding a local government's intentions for the provision of trunk infrastructure
   c. enable a local government to estimate the cost of infrastructure provision to assist its long-term financial planning
   d. ensure that trunk infrastructure is planned and provided in an efficient and orderly manner
   e. provide a basis for the imposition of conditions about infrastructure on development approvals.
3. The local government infrastructure plan:
   a. states in section 4.2 (planning assumptions) the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network
   b. identifies in section 4.3 (priority infrastructure area) the prioritised area to accommodate urban growth up to 2031
   c. states in section 4.4 (desired standards of service), for each trunk infrastructure network, the desired standard of performance
   d. identifies in section 4.5 (plans for trunk infrastructure) the existing and future trunk infrastructure for the following networks:
      i water supply
      ii wastewater
      iii stormwater
      iv transport
      v Parks and land for community facilities
   e. provides a list of supporting documents that assists in the interpretation of the local government infrastructure plan in the Editor's note – Extrinsic material.

4.2 Planning assumptions

1. The planning assumptions state the assumptions about:
   a. population and employment growth
   b. the type, scale, location and timing of development, including the demand for each trunk infrastructure network.
2. The planning assumptions, together with the desired standards of service, form the basis for the planning of the trunk infrastructure networks and the determination of the priority infrastructure area.
3. The planning assumptions have been prepared for:
   a. the base date (2016) and the following projection years:
      i mid (2021);
      ii mid (2026);
      iii mid (2031);
      iv mid (2036)
      v ultimate development.

b. the LGIP development types in column 2 that include the uses in column 3 of Table 4.2.1
c. the projection areas identified on Local Government Infrastructure Plan Map LGIP-PIA in schedule 3—Local government infrastructure plan mapping and tables.

Table 4.2.1: Relationship between LGIP development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Residential development	Detached dwelling	Caretaker's accommodation Dwelling house
	Attached dwelling	Dual occupancy Dwelling unit Multiple dwelling Retirement facility Short-term accommodation
	Other dwelling	Community residence Home based business Non-resident workforce accommodation Relocatable home park Residential care facility Rooming accommodation Rural workers accommodation Tourist Park
Non-residential development	Retail	Agricultural supplies store Bulk landscape supplies Car wash Food and drink outlet Garden centre Hardware and trade supplies Market Outdoor sales Sales office Service station Shop Shopping Centre Showroom Wholesale nursery
	Commercial	Club Function facility Hotel Indoor sport and recreation Nature-based tourism Nightclub entertainment facility Office Theatre Veterinary services
	Industry	Extractive Industry High impact industry

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Low impact industry Medium impact industry Service industry Special industry Transport depot Warehouse
	Community Purposes	Cemetery Child care centre Community care centre Crematorium Community use Educational establishment Emergency services Funeral parlour Health care services Hospital Motor sport facility Outdoor sport and recreation Park Place of Worship
	Rural and Other Uses	Air services Animal Husbandry Animal keeping Aquaculture Cropping Environment facility Intensive animal industry Intensive horticulture Major electricity infrastructure Permanent plantation Roadside stall Rural industry Substation Telecommunications facility Utility installation Winery

4. Details of the methodology used to prepare the planning assumptions are stated in the extrinsic material.

4.2.2 Population and employment growth

1. A summary of the assumptions about population and employment growth for the planning scheme area is stated in table 4.2.2 – Population and employment assumptions summary.

Table 4.2.2 – Population and employment assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base date 2016	2021	2026	2031	2036	Ultimate development
Population	34,267	35,800	37,616	39,448	41,254	62,817
Employment	11,776	12,348	13,025	13,709	14,385	22,692

Detailed assumptions about growth for each projection area and LGIP development type category are identified in the following tables in schedule 3 – Local government infrastructure plan mapping and tables:

a. for population, Table SC3.1.1—Existing and projected population;
b. for employment, Table SC3.1.2—Existing and projected employees

4.2.3 Development

The developable area is represented by zones relating to urban uses not affected by the following constraints:

- Bushfire hazard (partial constraint)
- Flood hazard (partial constraint)
- Biodiversity areas
- Extractive resources
- Agricultural areas (partial constraint)
- Easements

1. The planned density for future development is stated in Table SC3.1.3 in Schedule 3—Local government infrastructure plan mapping and tables.
2. A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in Table 4.2.3 – Residential dwellings and non-residential floor space assumptions summary.

Table 4.2.3 – Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base date 2016	2021	2026	2031	2036	Ultimate development
Residential Dwellings	14,519	15,346	16,285	17,223	18,142	27,523
Non-residential floor space (m² GFA)	626,838	658,461	695,910	733,757	771,123	1,230,517

3. Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in Schedule 3 Local government infrastructure plan mapping and tables:
   a. For residential development, Table SC3.1.4
   b. For non-residential development, Table SC3.1.5

4.2.4 Infrastructure demand

1. The demand generation rate for a trunk infrastructure network is stated in Column 4 of Table SC3.1.3 in Schedule 3 Local government infrastructure plan mapping and tables.

2. A summary of the projected infrastructure demand for each service catchment is stated in:
   a. for the water supply network, Table SC3.1.6
   b. for the wastewater network, Table SC3.1.7
   c. for the stormwater network, Table SC3.1.8
   d. for the transport network, Table SC3.1.9
   e. for the parks and land for community facilities network, Table SC3.1.10.

4.3 Priority infrastructure area

1. The priority infrastructure area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to 2031.
2. The priority infrastructure area is identified on Local Government Infrastructure Plan Map LGIP-PIA.

4.4 Desired standards of service (DSS)

1. This section states the key standards of performance for a trunk infrastructure network.
2. Design standards for trunk infrastructure networks are identified in the following planning scheme policies and other controlled documents.

4.4.1 Water supply network

Table 4.4.1.1 – Desired Standards of Service – Water Supply

Desired Goal	Planning Standard	Design & Construction Standard	Community Outcome
Reliable Water Supply Network	• Plan the network so that water supply infrastructure provides service to each premises in the defined service catchment; • Network planning should ensure pressures are maintained through a series of network links providing redundancy in the network; • Network modelling and planning reflects the land use needs; • Ensure the pipe network is sized appropriately to provide pressures at the desired levels as set out in the Customer Service Standards; • Provide adequate storage in the system to accommodate reasonable outages of electricity supply needed for treatment and pumping; • Undertake risk management planning and development of appropriate strategies and action plans to deal with adverse events • Manage assets to optimise reliability of supply.	Design and construction standards for the water supply network are managed under the following guidelines, policies, codes and standards • Plans for Trunk Infrastructure – Water Supply • Water Supply (Safety and Responsibility) Act 2008 • SEQ Water Supply & Sewerage Design and Construction Code (or WBBROC Code when adopted) • Planning Scheme Policy 1 – Design and Construction Standards	• Provides reticulated water supply at sufficient pressure • Provides uniform quality of water monitored in relation to recognised standards and guidelines. • Provide a safe and reliable water supply. • Provides for system operation and monitoring in accordance with recognised standards, guidelines, and SBRC Customer Services Standards. • Reduce consumption of water from source
Optimise Whole of Lifecycle Cost	• Delivery of water supply network planning must be carried out as efficiently as can be reasonably achieved balancing the costs of both construction, operation and maintenance; • In seeking to minimise capital costs consider: o Optimising network solutions in respect of location, alignment, sizing, and staging; o Infrastructure is fit for purpose (not over or undersized and allows for growth capacity); o Use standard codes and guidelines wherever possible to ensure consistency and value for money • In seeking to minimise operational costs consider assets with the least impact on:		• Extend asset life • Defer system augmentation • Defer requirement for new water source • Minimise increases in council rates

	○ Operating costs – e.g. electricity, consumables, staffing ○ Maintenance – labour, parts, consumables ○ Asset life/durability – frequency of replacement/renewal of components or entire asset • Ensure alternative network outcomes are investigated for trunk assets incorporating existing demands of both the existing and location, timing and intensity of the future urban environment • Investigate staged delivery of infrastructure in line with growth demands to minimise where possible the overall cash flow position • Implement a comprehensive asset management system to ensure the system is reliable and robust, minimising the uncontrolled loss of water (e.g. water meter inaccuracies, unauthorised consumption, main breaks, valve failure etc.) from the system			
Minimise Risk from Fire	• The network is planned to provide adequate firefighting capacity both in terms of pressure and flow rate; • Planning and design provides hydrants located conveniently to all premises.		• The water supply system provides, where possible, a network of firefighting capacity to reduce the risk of fire to person and property; • Reduces the overall cost of fire incidents to the community; • Provides the necessary support to the fire services.	
Maintain Public Health and Sustainable Environmental Quality	• Plan the network so a supply of potable drinking water is provided to each premises within the urban area and to any area within the defined service catchments • The planning ensures a network can deliver drinking water compliant with the NHMRC Australian drinking water guidelines		• Provide a safe and reliable water supply • Safeguards community health • Ensures environmental controls maintained. • Ensures potable water is provided in a manner consistent with environmental standards.	

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4.4.2 Wastewater network

Table 4.4.2.1 – Desired Standards of Service – Wastewater

Desired Goal	Planning Standard	Design & Construction Standard	Community Outcome
Provide a Reliable Wastewater Network	• Plan the network so that wastewater infrastructure provides service to each premises in the defined service catchment. • Network planning should ensure that the likelihood of adverse events (blockages, overflow, odour infiltration etc) are minimised or eliminated; • Network modelling and planning reflects the land use needs; • Ensure the pipe network is sized to provide the desired levels as set out in the Customer Service Standards; • Provide adequate emergency storage • Undertake risk management planning and development of appropriate strategies and action plans to deal with adverse events.	Design and construction standards for the wastewater network are managed under the following guidelines, policies, codes and standards • Plans for Trunk Infrastructure – Wastewater • SEQ Water Supply & Sewerage Design and Construction Code (or WBBROC Code when adopted) • Planning Scheme Policy 1 – Design and Construction Standards	• Reduced impact from blockages, overflows and spills • Provides for system operation and monitoring in accordance with recognised standards • Ensures wastewater is managed and treated in a manner consistent with recognised standards
Optimise Whole of Lifecycle Costs	• Delivery of the wastewater network planning must be carried out as efficiently as can be reasonably achieved balancing the costs of both construction and operation; • Use gravity systems wherever possible and reduce or eliminate the need for active assets (e.g pump stations); • In seeking to minimise capital costs consider: o Optimising network solutions in respect of location, alignment, sizing, and staging; o Infrastructure constructed provides durability and performance; o Infrastructure is fit for purpose (not over or undersized and allows for growth capacity); o Use standard codes and guidelines wherever possible to ensure consistency and value for money. • In seeking to minimise operational costs consider assets with least impact on:		• Cost effective service for the community • Reduced energy inputs • Reduced maintenance costs • Reduced operational costs • Improved water quality release to the environment • Reduced release of Nitrogen and Phosphorous to aquatic ecosystems • Reduced greenhouse gas emissions • Minimise increases in Council's rates

	o operating costs – e.g electricity, consumables, staffing o maintenance – labour, parts, consumables cleaning/replacement o asset life/durability – frequency of replacement/renewal of components or entire asset. • Ensure alternative network outcomes are investigated for trunk assets incorporating the existing demands and the location, timing and intensity of the future urban environment; • Investigate staged delivery of infrastructure in line with growth in demands to minimise where possible the overall cash flow position; • Reuse effluent where possible to including appropriate treatment; • Implement a comprehensive asset management system to ensure the system is reliable and robust minimising the breakdown of active assets (e.g pump station failures) and adverse environmental incidents (overflow, odour etc)			
Maintain Public Health and Sustainable Environmental Quality	• Plan the network so that wastewater is provided to each premises within the urban area to ensure sewage is collected and treated offsite; • Ensure infiltration and inflow in the wastewater collection and transportation system remains within industry acceptable limits (compliance with Environmental licences, IEMS and associated EMPs). • Plan to meet Eligibility criteria and standard conditions for sewage treatment works (ERA63)			• Improved community health • Reduced environmental impacts • Ensures environmental controls maintained

4.4.3 Stormwater network

Table 4.4.3.1 – Desired Standards of Service – Stormwater

Desired Goal	Planning Standard	Design & Construction Standard	Community Outcome
Stormwater is managed to ensure impacts from stormwater are minimised	• Design the stormwater network to comply with council's adopted standards identified in the planning scheme, which generally accord with the Queensland Urban Drainage Manual	Design and construction standards for the stormwater network are managed under the following guidelines, policies, codes and standards • Plans for Trunk Infrastructure – Stormwater • Queensland Urban Drainage Manual 2017 and Council specific Appendix to QUDM. • Planning Scheme Policy 1 – Design and Construction Standards	• Protects life and minimises nuisance or inundation of habitable rooms • Reduces the chance of damage to property and assets and the risk associated with flooding • Free and safe drainage of urban areas
Stormwater is managed to ensure impacts on neighbouring properties are minimised	• Use of onsite infrastructure to minimise the impact on trunk infrastructure where appropriate • Implement on-site detention and/or retention facilities, where required, to reduce the impact of storm events for the full range of Annual Exceedance Probability (AEP) events (100% AEP to 1% AEP) from developments, taking into account: o safety and risk o Design detention basins to prevent peak flow levels from the development site for all flood events (100% AEP to 1% AEP) creating a nuisance to downstream properties. • Design Detention Basins in the same catchment to ensure that the coincident peak discharge at downstream control points is not increased • Any filling work must not create a nuisance to neighbouring land through increased flood depth or velocities • Provide underground and surface drains of adequate capacity to ensure that stormwater is safely conveyed to a discharge point that is acceptable to Council.		• Reduces the cumulative impact from existing and future developments due to the changes in the stormwater regime • Reduces the need to increase the size of waterway corridors and underground drainage • Increases active and passive recreation opportunities • Minimises the impact on the environmental values of downstream waterway corridors by maintaining predevelopment flows and velocities • Reduces downstream sedimentation by slowing flow velocities • Negative impacts on surrounding and downstream properties is minimised • Council resources are not expended in remedial works required as a result of inadequate management of stormwater

Stormwater discharge from urban environments does not adversely affect waterways and aquatic ecosystems	• Safely collect and convey stormwater flows for existing and future urban land use, while maintaining or improving the quality of runoff • The water quality of catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community • Outlets from urban stormwater infrastructure are designed to adequately protect the receiving waterways from erosion, sediment discharge and other pollutants.		• Reduce the impact of development on the ecological health and water quality within waterway corridor • Maintain or improve water quality and ecological health

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4.4.4 Transport network

Table 4.4.4.1 – Desired Standards of Service – Transport

Desired Goal	Planning Standard	Design & Construction Standard	Community Outcome
Provide a safe and efficient transport system	**Road Network** • The existing and future role and function of the road network is defined by a functional road hierarchy for the Region which supports the urban and rural activities that underpin economic development and minimise amenity impacts. • Site master planning and lot and road configuration to be undertaken in accordance with the South Burnett Regional Council Planning Scheme – Reconfiguring of a Lot code • Road network planning to be undertaken in accordance with: o Planning Scheme Policy 1 – Design and Construction Standards **Pedestrian and Cycle Network** • A safe, efficient and attractive pedestrian and cycle movement network is established for the Region • Lot reconfiguration layouts in urban areas provide for a highly connected and permeable path network between home and key activity nodes.	Design and construction standards for the transport network are managed under the following guidelines, policies, codes and standards • Plans for Trunk Infrastructure – Transport • Planning Scheme Policy 1 – Design and Construction Standards • Austroads guidelines • Department of Transport and Main Roads – Road Planning and Design Manual • Australian Standards • Queensland Streets • Standard Drawings – Institute of Public Works Engineering Australia • Standard Drawings – South Burnett Regional Council Planning Scheme	**Road Network** • The road hierarchy supports the preferred settlement patterns as well as the expected growth and development of the Region • Supports commercial and economic activities, and freight movement • A functional, safe and efficient transport network is established • Transport infrastructure is provided in an integrated and timely manner • Maintains reliability of connectivity • Infrastructure meets recognised standards **Pedestrian and Cycle Network** • Promotes active transport opportunities • Improves connectivity in the Region • Active transport infrastructure is provided in an integrated and timely manner • Infrastructure meets recognised standards

Consider Whole of Lifecycle Cost	• Planning ensures road widths, cross sections and pavements are adequate for the design traffic, vehicular types and traffic volumes. Manage capital and operational costs to improve the overall standard of the road network ; • Road alignments should be determined to - manage the need for structures to accommodate watercourses and other natural features where possible; • Traffic control devices are selected to ensure their operation meets the required management outcome but also the operation of the device is within the technical capability of Council to manage. • Embellishment on the road reserve including control devices and amenity improvements have high durability and are appropriate located. • Application of standards and guidelines to achieve road design outcomes are consistent but at the same time fit for purpose in any given location..		• Reduces maintenance and whole of life costs • Reduce replacement costs • Maximise life of system • Provide roads that are durable and fit for purpose

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4.4.5 Public parks and land for community facilities network

Table 4.4.5.1 – Desired Standards of Service – Public Parks and Land for Community Facilities

Planning Standard	Community Outcome
Provide a connected and accessible network of parks, open space, and community facilities that meets the needs of Councils residents and visitors.	• Provides opportunities for access and increased usage of open space, recreational and community facilities. • Provides for an appropriate balance of land uses and ensures high levels of amenity in the urban form. • Provides a basis for a healthy and active community.
Ensure strong linkages and where possible co-location of existing and future parks, open space and community facilities.	• Ensures utilisation of existing and future assets while maintaining maximum access. • Makes economically efficient use of land owned by the Community.
Provide a preferred level of development or embellishments to public parks, commensurate with the range of activities envisaged.	• Provides safe open space embellishments that meet the needs of the community by providing a range of facilities for social activities and/or fitness/recreational pursuits. • Ensures activities are met and contained within designated areas - reducing potential off-site impacts to other more sensitive areas in the region. • Maximises the use of the land and provides the basis for a healthy community.
Ensure that existing and future parks, open space and community facilities with significant natural environmental, waterway or cultural heritage value are managed appropriately.	• Protects and enhances items of cultural interest in the Local government for the benefit of current and future communities in the area. • Provides a basis for tourism opportunities. • Protection of the natural landscape ensures maintenance of quality of air, water and land resources reducing negative impacts requiring amelioration.
Design Standard	**Community Outcome**
Public parks and land for community facilities areas are provided in accordance with standard of provision (minimum park size) defined in Council's Public Parks and Land for Community Facilities design criteria, and where identified in accordance with the Plans for Trunk Infrastructure – Public Parks and Land for Community Facilities.	• Provides a standard of service consistent with community expectations. • Land and facilities are developed to optimise layout and use. • Facilities are provided in close proximity to the residents of the Local government and provide for a range of active and passive pursuits.
Access to public parks and land for community facilities are to be in accordance with Council's Public Parks and Land for Community Facilities design criteria.	• Provides community access to a range of park, open space and community facilities.
Land characteristics including shape, road frontage and gradient are in accordance with the desired land characteristics defined in Council's Public parks and land for community facilities design criteria.	• Topography does not reduce or interfere with amenity and recreation use.
Flood immunity for public parks and land for community facilities are achieved in accordance with Council's Public Parks and Land for Community Facilities design criteria.	• Ensure adequate provision of safe, accessible and usable facilities.
Public park embellishments are provided in accordance with: • the type and purpose of public park as identified below; • Plans for Trunk Infrastructure – Public Parks and Land for Community Facilities.	• Provides a range of park types that are suitability embellished to meeting their purpose within the park hierarchy.

Public parks and land for community facilities design criteria are categorised under four broad measures:

- provision rate of land per head of population (table 4.4.5.2)
- ideal accessibility to open space (table 4.4.5.3)
- land characteristics (table 4.4.5.4)
- typical embellishments for recreation and sport parks (table 4.4.5.5).

Table 4.4.5.2 – Rate of land provision

Open space type	Provision rate (ha/1000 people)		
	Local	Town	Regional
Recreation park	0.5	1.2	0.6
Sports park	0.5	0.7	n/a

Table 4.4.5.3 – Accessibility provisions

Infrastructure type	Local	Town	Regional
Recreation parks	1 km	3 km in urban areas	Local government area
Sports parks	Located in, or on the edge, of urban areas. Higher scale and specialised sport facilities service the whole region and users travel significant distances.		
Land for community facilities	Local government area		

Usable open space is land that is easily accessible with no obstructions from the road or footpath and meets all other DSS requirements. Any bushland, heavy vegetation, stormwater swales and/or waterways (creeks) located within the park are complementary natural assets, not usable open space.

Table 4.4.5.4 – Minimum characteristics of each park

Characteristic	Recreation parks			Sports parks	
	Local	Town	Regional	Local	Town
Minimum size of open space	0.5 ha of usable space	2 ha of usable space	6 ha of usable space	Minimum 3 ha	Minimum of 6 ha
Shape of land	Preferred shape for a park is square or rectangular with the sides no greater than 2:1 ratio			To maximise the area available for playing fields, a square or rectangular shape is considered most efficient. Fields and courts to be as close to north-south configuration as possible.	
Minimum desired flood immunity for parks	At least 25% of total area above Q50 with main activity areas above Q100	At least 25% of total area above Q50 with main activity areas above Q100	At least 50% of total area above Q50 with main activity areas above Q100 and free of hazards	Free of hazards. 90% of land above Q20. Fields/courts above Q50. Facilities above Q100.	Free of hazards. 90% of land above Q20. Fields/courts above Q50. Built facilities above Q100.
Maximum desired grade	Average grade of 1:10 for 80% of the usable open space. To facilitate wheelchair access to parks, areas with a grade of 1:33 will also be provided where possible. Variable topography is satisfactory for the remaining area.		Average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder	Minimum grade of 1:50 for all playing surfaces, self-draining	Laser levelling to a maximum gradient of playing surface 1:100
Road frontage and visibility	Approximately 50% of the park perimeter to have direct road frontage (preferable)			Approximately 50% of the park perimeter to have direct road frontage (preferable)	
Linkage	Links to existing open space (preferable)			Sports parks are clustered (preferable)	
Vegetation	Fertile soil of at least 75-100mm, fully grassed				

Table 4.4.5.4 – Typical embellishments for recreation and sport parks

Park element	Local recreation park	Town recreation park	Regional recreation park	Local sports park	Town sports park
Recreation activity areas	•	•	•	•	•
Playground	•	•	•		•
Services	•	•	•	•	•
Lighting	•	•	•	•	•
Internal pathways	•	•	•	•	•
Bicycle racks	•	•	•	•	•
Shade structures	•	•	•	•	•
Tap/bubbler	•	•	•	•	•
Bench seating	•	•	•	•	•
Electric BBQ		•	•		
Picnic shelters	•	•	•		
Bins	•	•	•		
Toilets		•	•		•
Internal road			•	•	•
Car parking		•	•	•	•
Clubhouse				•	•
Spectator seating				•	•
Fencing / bollards, lock rail	•	•	•	•	•
Landscaping	•	•	•	•	•
Irrigation	•	•	•	•	•
Field/court lighting				•	•
Courts / fields				•	•
Goal posts / line marking				•	•

4.5 Plans for trunk infrastructure

The plans for trunk infrastructure identify the trunk infrastructure networks intended to service the existing and assumed future urban development at the desired standard of service.

4.5.1 Plans for trunk infrastructure maps

1. The existing and future trunk infrastructure networks are identified on the following maps in schedule 3 – Local government infrastructure plan mapping and tables:

   a. Local Government Infrastructure Plan Map LGIP-WS—Plan for trunk water supply infrastructure
   b. Local Government Infrastructure Plan Map LGIP-SEW—Plan for trunk wastewater infrastructure
   c. Local Government Infrastructure Plan Map LGIP-SW—Plan for trunk stormwater infrastructure
   d. Local Government Infrastructure Plan Map LGIP-TR—Plan for trunk transport infrastructure
   e. Local Government Infrastructure Plan Map LGIP-PLCF— Plan for trunk parks and land for community facilities infrastructure

2. The state infrastructure forming part of transport trunk infrastructure network has been identified using information provided by the relevant state infrastructure supplier.

4.5.2 Schedules of works

1. Details relating to the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model, which can be viewed here: <insert link to the website where the file can be found>

2. The future trunk infrastructure, derived from the SOW model, is summarised in the following tables in schedule 3 – Local government infrastructure plan mapping and tables:

   a) for the water supply network, Table SC3.2.1
   b) for the wastewater network, Table SC3.2.2
   c) for the stormwater network, Table SC3.2.3
   d) for the transport network, Table SC3.2.4
   e) for the parks and land for community facilities network, Table SC3.2.5

Editor's note – Extrinsic material

The table below identifies the documents that assist in the interpretation of the local government infrastructure plan and are extrinsic material under the Statutory Instruments Act 1992.

List of extrinsic material

Column 1 Title of document	Column 2 Date	Column 3 Author
Extrinsic Material to the LGIP	November 2018	Integran Pty Ltd

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SC3.1 Planning assumption tables

Table SC3.1.1: Existing and projected population

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected population					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Kingaroy	Single dwelling	8,285	9,077	9,827	10,580	11,158	13,686
	Multiple dwelling	747	819	886	954	1,006	1,234
	Other dwelling	171	187	203	218	230	282
	Total	**9,203**	**10,083**	**10,916**	**11,752**	**12,395**	**15,202**
Nanango	Single dwelling	2,615	2,742	2,879	3,022	3,141	3,915
	Multiple dwelling	130	137	144	151	157	195
	Other dwelling	96	101	106	111	115	144
	Total	**2,841**	**2,979**	**3,128**	**3,284**	**3,413**	**4,254**
Murgon	Single dwelling	2,235	2,368	2,501	2,636	2,774	3,487
	Multiple dwelling	129	137	145	152	160	202
	Other dwelling	26	27	29	30	32	40
	Total	**2,390**	**2,532**	**2,674**	**2,819**	**2,966**	**3,729**
Blackbutt	Single dwelling	773	845	918	993	1,066	1,427
	Multiple dwelling	2	3	3	3	3	4
	Other dwelling	16	18	19	21	23	30
	Total	**792**	**865**	**940**	**1,017**	**1,092**	**1,462**
Wondai	Single dwelling	1,746	1,835	1,915	1,996	2,092	2,846
	Multiple dwelling	107	112	117	122	128	174
	Other dwelling	48	50	52	55	57	78
	Total	**1,901**	**1,998**	**2,085**	**2,173**	**2,277**	**3,098**
Proston	Single dwelling	319	334	352	358	368	422
	Multiple dwelling	5	6	6	6	6	7
	Other dwelling	19	19	20	21	21	24
	Total	**343**	**359**	**378**	**385**	**396**	**453**
Inside priority infrastructure area (total)	Single dwelling	15,974	17,201	18,392	19,586	20,599	25,782
	Multiple dwelling	1,121	1,213	1,300	1,388	1,461	1,816
	Other dwelling	375	402	429	456	478	598
	Total	**17,470**	**18,816**	**20,122**	**21,430**	**22,538**	**28,197**
	Single dwelling	16,258	16,440	16,933	17,440	18,116	33,509

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected population					Ultimate development (capacity)
		2016	2021	2026	2031	2036	
Outside priority infrastructure area (total)	Multiple dwelling	31	31	32	33	34	63
	Other dwelling	508	514	529	545	566	1,048
	Total	16,797	16,985	17,494	18,018	18,716	34,620
Total inside and outside priority infrastructure area	Single dwelling	32,232	33,640	35,325	37,026	38,715	59,292
	Multiple dwelling	1,152	1,244	1,332	1,421	1,495	1,880
	Other dwelling	883	916	959	1,001	1,045	1,646
	Total	34,267	35,800	37,616	39,448	41,254	62,817

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Table SC3.1.2 – Existing and projected employees

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and Projected Employees					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Kingaroy	Retail	699	743	785	828	861	1,003
	Commercial	1,632	1,738	1,837	1,937	2,014	2,350
	Industry	1,144	1,233	1,318	1,403	1,468	1,754
	Community Purposes	759	812	862	913	952	1,122
	Rural and Other Uses	536	591	643	696	736	912
	Total	**4,769**	**5,117**	**5,446**	**5,777**	**6,031**	**7,140**
Nanango	Retail	63	68	74	79	84	114
	Commercial	126	137	148	160	170	234
	Industry	124	132	140	149	157	205
	Community Purposes	124	132	140	149	156	202
	Rural and Other Uses	168	175	182	189	195	234
	Total	**606**	**643**	**684**	**726**	**761**	**990**
Murgon	Retail	95	102	109	116	123	159
	Commercial	223	238	253	267	282	360
	Industry	112	121	130	139	149	197
	Community Purposes	171	183	194	206	217	279
	Rural and Other Uses	78	84	90	96	102	133
	Total	**680**	**728**	**775**	**824**	**873**	**1,128**
Blackbutt	Retail	14	17	19	21	24	35
	Commercial	21	24	28	32	36	54
	Industry	51	57	63	69	75	104
	Community Purposes	26	29	32	35	38	53
	Rural and Other Uses	42	47	51	55	60	81
	Total	**154**	**173**	**192**	**212**	**231**	**327**
Wondai	Retail	14	16	17	18	19	30
	Commercial	21	23	25	26	29	46
	Industry	51	55	58	60	64	91
	Community Purposes	26	28	29	31	32	46
	Rural and Other Uses	43	45	47	49	52	72
	Total	**155**	**166**	**175**	**185**	**196**	**285**

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and Projected Employees					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Proston	Retail	12	13	14	14	14	16
	Commercial	13	14	15	15	15	18
	Industry	11	11	12	12	13	15
	Community Purposes	28	29	31	31	32	37
	Rural and Other Uses	15	16	17	17	18	21
	Total	**79**	**83**	**88**	**89**	**92**	**106**
Inside priority infrastructure area (total)	Retail	898	959	1,017	1,076	1,124	1,357
	Commercial	2,037	2,173	2,305	2,438	2,546	3,063
	Industry	1,493	1,609	1,721	1,833	1,925	2,366
	Community Purposes	1,133	1,212	1,288	1,364	1,427	1,739
	Rural and Other Uses	883	957	1,030	1,102	1,162	1,452
	Total	**6,443**	**6,909**	**7,361**	**7,813**	**8,184**	**9,977**
Outside priority infrastructure area (total)	Retail	433	433	447	461	484	1,135
	Commercial	1,165	1,182	1,232	1,283	1,356	3,070
	Industry	1,099	1,118	1,167	1,216	1,284	2,811
	Community Purposes	688	697	724	752	791	1,744
	Rural and Other Uses	1,948	2,008	2,096	2,185	2,285	3,954
	Total	**5,333**	**5,439**	**5,665**	**5,897**	**6,201**	**12,715**
Total inside and outside priority infrastructure area	Retail	1,331	1,392	1,464	1,536	1,608	2,492
	Commercial	3,201	3,355	3,537	3,721	3,902	6,133
	Industry	2,591	2,727	2,887	3,049	3,209	5,177
	Community Purposes	1,822	1,909	2,012	2,116	2,219	3,483
	Rural and Other Uses	2,831	2,966	3,126	3,287	3,446	5,406
	Total	**11,776**	**12,348**	**13,025**	**13,709**	**14,385**	**22,692**

Table SC3.1.3 – Planned density and demand generation rate for a trunk infrastructure network

Column 1 Zone	Column 2 Precinct/Location	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network				
		Non-residential plot ratio	Residential density (dwellings/ dev ha)	Water supply network (EP / dev ha)	Wastewater network (EP / dev ha)	Stormwater network (imp ha/dev ha)	Transport network (vpd/dev ha)	Parks and land for community facilities network (persons / dev ha)
Residential development								
Emerging Community	Kingaroy	-	16.3	29.2	29.2	0.7	163.3	29.2
Emerging Community	Other Areas	-	10.4	23.2	23.2	0.6	103.8	23.2
Low density residential	Kingaroy	-	11.1	23.3	23.3	0.6	111.3	23.3
Low density residential	Other Areas	-	10.4	23.2	23.2	0.6	103.8	23.2
Low density residential	LD1 - Bunya Mountains	-	4.5	10.4	10.4	0.6	45.0	10.4
Medium density residential		-	16.6	30.8	30.8	0.7	165.7	30.8
Rural residential		-	0.5	1.1	1.1	0.1	4.8	1.1
Rural residential	RR1 - 4,000	-	2.3	5.2	5.2	0.2	22.5	5.2
Rural		-	0.0	0.0	0.0	0.0	0.1	0.0
Township		-	7.0	16.2	16.2	0.4	70.0	16.2
Non-residential development and mixed development*								
Community Facilities		0.4	N/A	N/A	11.6	11.6	0.4	50
Community Facilities	CF1 - Education	0.4	N/A	N/A	11.6	11.6	0.4	50
Community Facilities	CF2 - Hospitals	0.4	N/A	N/A	23.1	23.1	0.4	50
Community Facilities	CF3 - Community Infrastructure	0.4	N/A	N/A	11.6	11.6	0.4	50
Community Facilities	CF4 - Transport Facilities	0.4	N/A	N/A	5.8	5.8	0.4	50
Community Facilities	CF5 - Public Utilities	0.4	N/A	N/A	11.6	11.6	0.4	50
Community Facilities	CF6 - Government	0.4	N/A	N/A	11.6	11.6	0.4	50
Environmental Management and Conservation		0	N/A	N/A	0.0	0.0	0.0	0
Environmental Management and Conservation	EM1 - Bunya Mountains	0	N/A	N/A	0.0	0.0	0.0	0
Extractive Industry		0	N/A	N/A	17.4	17.4	0.0	75
Local Centre		1.2	3	2.1	34.7	34.7	0.9	300
Low Impact Industry		0.5	N/A	N/A	34.7	34.7	0.9	75
Medium Impact Industry		0.5	N/A	N/A	34.7	34.7	0.9	75
Specialised Centre		1.2	N/A	N/A	46.3	46.3	1.0	400
Recreation and Open Space		0	N/A	N/A	0.0	0.0	0.0	0
Principal Centre		2.1	7.0	4.9	46.3	46.3	1.0	400
Principal Centre	PC1 - Retail Core	2.1	7.0	4.9	46.3	46.3	1.0	400
Special Industry		0.5	N/A	N/A	34.7	34.7	0.9	75

* Mixed development is development that includes residential and non-residential development.

Table SC3.1.4: Existing and projected residential dwellings

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Kingaroy	Single dwelling	3,402	3,768	4,119	4,470	4,748	5,824
	Multiple dwelling	509	564	616	669	710	871
	Other dwelling	96	107	116	126	134	165
	Total	**4,007**	**4,439**	**4,851**	**5,266**	**5,593**	**6,860**
Nanango	Single dwelling	1,074	1,138	1,207	1,277	1,337	1,666
	Multiple dwelling	89	94	100	106	111	138
	Other dwelling	54	57	61	64	67	84
	Total	**1,217**	**1,290**	**1,367**	**1,447**	**1,514**	**1,888**
Murgon	Single dwelling	918	983	1,048	1,114	1,180	1,484
	Multiple dwelling	88	94	101	107	113	142
	Other dwelling	14	15	16	17	19	23
	Total	**1,020**	**1,093**	**1,165**	**1,238**	**1,312**	**1,649**
Blackbutt	Single dwelling	317	351	385	420	454	607
	Multiple dwelling	2	2	2	2	2	3
	Other dwelling	9	10	11	12	13	18
	Total	**328**	**363**	**398**	**434**	**469**	**628**
Wondai	Single dwelling	717	762	803	844	890	1,211
	Multiple dwelling	73	77	81	86	90	123
	Other dwelling	27	29	30	32	33	46
	Total	**817**	**868**	**914**	**961**	**1,014**	**1,379**
Proston	Single dwelling	131	139	148	151	157	179
	Multiple dwelling	4	4	4	4	4	5
	Other dwelling	10	11	12	12	12	14
	Total	**145**	**154**	**163**	**167**	**174**	**199**
Inside priority infrastructure area (total)	Single dwelling	6,559	7,141	7,709	8,276	8,766	10,971
	Multiple dwelling	764	835	904	973	1,031	1,282
	Other dwelling	211	229	247	264	279	349
	Total	**7,535**	**8,205**	**8,859**	**9,513**	**10,076**	**12,603**
Outside priority infrastructure area (total)	Single dwelling	6,676	6,825	7,097	7,369	7,709	14,259
	Multiple dwelling	21	21	22	23	24	45
	Other dwelling	286	293	304	316	331	612

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected residential dwellings					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Total inside and outside priority infrastructure area	Total	6,983	7,139	7,424	7,708	8,064	14,916
	Single dwelling	13,235	13,966	14,805	15,645	16,474	25,230
	Multiple dwelling	785	857	926	996	1,055	1,327
	Other dwelling	498	522	551	580	610	961
	Total	14,518	15,344	16,283	17,221	18,140	27,519

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Table SC3.1.5: Existing and projected non-residential floor space

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and non-residential floor space (m² GFA)					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Kingaroy	Retail	20,958	22,296	23,564	24,838	25,815	30,089
	Commercial	48,973	52,130	55,120	58,124	60,429	70,508
	Industry	171,606	185,019	197,719	210,478	220,272	263,083
	Community Purposes	18,963	20,294	21,554	22,820	23,792	28,041
	Rural and Other Uses	10,716	11,818	12,862	13,911	14,716	18,235
	Total	**271,215**	**291,558**	**310,820**	**330,172**	**345,026**	**409,955**
Nanango	Retail	1,898	2,048	2,209	2,377	2,517	3,427
	Commercial	3,793	4,110	4,452	4,809	5,105	7,034
	Industry	18,531	19,726	21,017	22,362	23,479	30,761
	Community Purposes	3,104	3,295	3,501	3,716	3,895	5,058
	Rural and Other Uses	3,369	3,496	3,634	3,778	3,897	4,673
	Total	**30,696**	**32,676**	**34,813**	**37,042**	**38,892**	**50,954**
Murgon	Retail	2,861	3,061	3,263	3,468	3,676	4,756
	Commercial	6,702	7,137	7,575	8,020	8,471	10,815
	Industry	16,808	18,163	19,529	20,913	22,317	29,619
	Community Purposes	4,279	4,563	4,850	5,141	5,436	6,970
	Rural and Other Uses	1,565	1,680	1,796	1,914	2,034	2,655
	Total	**32,215**	**34,604**	**37,014**	**39,456**	**41,934**	**54,815**
Blackbutt	Retail	427	495	565	636	705	1,047
	Commercial	615	725	839	954	1,066	1,623
	Industry	7,635	8,503	9,398	10,307	11,192	15,579
	Community Purposes	644	718	794	872	947	1,322
	Rural and Other Uses	846	930	1,018	1,106	1,193	1,621
	Total	**10,167**	**11,371**	**12,614**	**13,875**	**15,103**	**21,192**
Wondai	Retail	432	470	503	538	578	898
	Commercial	621	683	737	794	859	1,379
	Industry	7,709	8,195	8,626	9,069	9,589	13,683
	Community Purposes	650	691	728	766	810	1,160
	Rural and Other Uses	854	901	943	986	1,037	1,437
	Total	**10,265**	**10,940**	**11,538**	**12,153**	**12,874**	**18,556**

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and non-residential floor space (m² GFA)					
		2016	2021	2026	2031	2036	Ultimate development (capacity)
Proston	Retail	367	385	408	415	428	495
	Commercial	397	416	438	445	459	525
	Industry	1,586	1,677	1,791	1,827	1,892	2,225
	Community Purposes	697	729	769	781	804	921
	Rural and Other Uses	305	321	341	347	358	416
	Total	**3,352**	**3,528**	**3,747**	**3,815**	**3,941**	**4,582**
Inside priority infrastructure area (total)	Retail	26,943	28,755	30,512	32,272	33,719	40,711
	Commercial	61,102	65,201	69,162	73,145	76,389	91,883
	Industry	223,876	241,283	258,080	274,957	288,742	354,952
	Community Purposes	28,336	30,290	32,197	34,097	35,685	43,471
	Rural and Other Uses	17,654	19,147	20,594	22,043	23,235	29,038
	Total	**357,910**	**384,677**	**410,546**	**436,514**	**457,769**	**560,055**
Outside priority infrastructure area (total)	Retail	12,982	12,994	13,398	13,822	14,530	34,042
	Commercial	34,942	35,450	36,945	38,476	40,676	92,115
	Industry	164,834	167,743	175,007	182,446	192,668	421,611
	Community Purposes	17,205	17,426	18,097	18,801	19,784	43,606
	Rural and Other Uses	38,965	40,170	41,918	43,699	45,695	79,089
	Total	**268,928**	**273,784**	**285,365**	**297,243**	**313,354**	**670,463**
Total inside and outside priority infrastructure area	Retail	39,925	41,749	43,910	46,093	48,249	74,753
	Commercial	96,044	100,651	106,107	111,621	117,065	183,998
	Industry	388,710	409,026	433,087	457,403	481,410	776,563
	Community Purposes	45,541	47,717	50,294	52,898	55,468	87,077
	Rural and Other Uses	56,619	59,317	62,512	65,742	68,930	108,127
	Total	**626,838**	**658,461**	**695,910**	**733,757**	**771,123**	**1,230,517**

Table SC3.1.6: Existing and projected demand for the water supply network

Column 1 Service Catchment*	Column 2 Existing and projected demand (EP)					
	2016	2021	2026	2031	2036	Ultimate development
Blackbutt	1,112	1,195	1,290	1,389	1,484	2,215
Kingaroy	12,212	13,015	14,012	15,140	16,050	28,844
Murgon	3,369	3,563	3,803	4,058	4,300	6,512
Nanango	4,076	4,197	4,423	4,688	4,882	8,731
Proston	407	422	443	452	465	557
Wondai	3,652	3,834	4,058	4,298	4,567	7,420
Total	***24,827***	***26,224***	***28,028***	***30,024***	***31,748***	***54,277***

* The service catchments for the water supply network are identified on Local Government Infrastructure Plan Maps LGIP-CM-WS (Local government infrastructure plan catchment maps water supply network) and Local Government Infrastructure Plan Map LGIP-WS (Plans for trunk infrastructure water supply network) in Schedule 3 (local government infrastructure mapping and tables).

Table SC3.1.7: Existing and projected demand for the wastewater network

Column 1 Service Catchment*	Column 2 Existing and projected demand (EP)					
	2016	2021	2026	2031	2036	Ultimate development
Blackbutt	980	1,063	1,153	1,247	1,340	1,920
Kingaroy	11,523	12,309	13,287	14,391	15,242	25,611
Murgon	3,244	3,440	3,677	3,928	4,169	6,301
Nanango	3,502	3,622	3,807	4,025	4,169	6,485
Proston	444	458	479	489	502	596
Wondai	2,253	2,451	2,654	2,867	3,117	5,340
Total	**21,946**	**23,343**	**25,057**	**26,947**	**28,539**	**46,253**

* The service catchments for the wastewater network are identified on Local Government Infrastructure Plan Map LGIP-CM-SEW (Local government infrastructure plan catchment maps wastewater network) and Local Government Infrastructure Plan Map LGIP-SEW (Plans for trunk infrastructure wastewater network) in Schedule 3 (local government infrastructure mapping and tables).

Table SC3.1.8: Existing and projected demand for the stormwater network

Column 1 Service Catchment*	Column 2 Existing and projected demand (imp ha)					
	2016	2021	2026	2031	2036	Ultimate development
Murgon	117	119	123	126	129	163
Wondai	82	84	85	87	89	103
Kingaroy	447	460	479	498	515	715
Nanango	166	168	170	174	176	217
Blackbutt	35	37	39	40	42	60
Proston	18	19	19	19	19	21
Total	**8,246**	**8,267**	**8,306**	**8,349**	**8,383**	**8,872**

* The service catchments for the stormwater network are identified on Local Government Infrastructure Plan Map LGIP-CM-SW (Local government infrastructure plan catchment maps stormwater network) and Local Government Infrastructure Plan Map LGIP-SW (Plan for trunk infrastructure stormwater network) in Schedule 3 (local government infrastructure mapping and tables).

Table SC3.1.9: Existing and projected demand for the transport network

Column 1 Service Catchment*	Column 2 Existing and projected demand (vpd)					
	2016	2021	2026	2031	2036	Ultimate development
Murgon	18,194	19,296	20,731	22,194	23,659	39,341
Wondai	14,209	14,932	15,801	16,714	17,736	27,042
Kingaroy	59,911	63,573	68,600	73,942	78,643	133,231
Nanango	27,483	28,717	30,599	32,638	34,418	61,145
Blackbutt	8,170	8,589	9,150	9,727	10,310	16,636
Proston	2,128	2,207	2,332	2,405	2,497	3,151
Remainder of LGA	70,081	69,513	71,431	73,719	74,652	105,868
Total	**200,177**	**206,827**	**218,644**	**231,340**	**241,915**	**386,414**

* The service catchments for the transport network are identified on Local Government Infrastructure Plan Map LGIP-CM-TR (Local government infrastructure plan catchment maps transport network) and Local Government Infrastructure Plan Map LGIP-TR (Plan for trunk infrastructure transport network) in Schedule 3 (local government infrastructure mapping and tables).

Table SC3.1.10: Existing and projected demand for the parks and land for community facilities network

Column 1 Service Catchment*	Column 2 Existing and projected demand (Persons)					
	2016	2021	2026	2031	2036	Ultimate development
Level 1 - Murgon	2,287	2,463	2,673	2,879	3,094	5,442
Level 1 - Wondai	1,910	2,036	2,160	2,286	2,440	3,782
Level 1 - Kingaroy	9,185	10,139	11,067	11,997	12,937	22,145
Level 1 - Nanango	2,860	3,064	3,261	3,457	3,665	6,036
Level 1 - Blackbutt	756	845	943	1,040	1,142	2,255
Level 1 - Proston	340	356	377	384	396	473
Level 1 - Hivesville	140	147	165	181	196	530
Level 1 - Tingoora	260	260	266	272	276	436
Level 1 - Wooroolin	137	142	155	166	177	426
Level 1 - Memerambi	159	159	164	169	173	296
Level 1 - Kumbia	239	239	244	249	253	397
Level 1 - Remainder of LGA	469	479	505	529	553	942
Level 2 - Murgon	2,394	2,566	2,773	2,978	3,190	5,529
Level 2 - Wondai	1,962	2,082	2,206	2,330	2,482	3,815
Level 2 - Kingaroy	9,258	10,199	11,125	12,054	12,987	22,174
Level 2 - Nanango	3,200	3,343	3,515	3,693	3,856	6,076
Level 2 - Blackbutt	795	877	974	1,070	1,170	2,278
Level 2 - Proston	343	359	380	387	399	476
Level 2 - Hivesville	143	150	167	184	198	532

Level 2 - Tingoora	260	260	266	272	276	436
Level 2 - Wooroolin	140	144	157	169	179	428
Level 2 - Memerambi	161	162	167	172	175	299
Level 2 - Kumbia	239	239	244	249	253	397
Level 2 - Remainder of LGA	15,373	15,419	15,642	15,892	16,088	20,378

* The service catchments for the parks and land for community facilities network are identified on Local Government Infrastructure Plan Map LGIP-CM-PLCF (Local government infrastructure plan catchment maps parks and land for community facilities) and Local Government Infrastructure Plan Map LGIP-PLCF (Plan for trunk infrastructure parks and land for community facilities) in Schedule 3 (local government infrastructure mapping and tables).

SC3.2 Schedules of works

Table SC3.2.1: Water supply network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost*
WPS_024	Future Pump Station - Kingaroy	2019	$390,225
RES_028	New Reservoir - Mt Wooroolin	2019	$6,503,750
RES_029	New Reservoir - Kingaroy	2019	$6,503,750
FWM_001	500mm Water Main - Kingaroy (2,486m)	2019	$3,316,913
FWM_002	450mm Water Main - Kingaroy (1,572m)	2019	$1,912,103
FWM_003	450mm Water Main - Kingaroy (777m)	2019	$936,540
FWM_004	450mm Water Main - Kingaroy (327m)	2019	$494,285
FWM_005	200mm Water Main - Kingaroy (623m)	2026	$572,330
FWM_006	300mm Water Main - Kingaroy (1,426m)	2026	$1,125,563
FWM_007	300mm Water Main - Kingaroy (929m)	2026	$733,229
FWM_008	300mm Water Main - Kingaroy (1,319m)	2026	$1,041,103
FWM_009	300mm Water Main - Kingaroy (376m)	2026	$250,228
FWM_010	225mm Water Main - Kingaroy (1,302m)	2026	$998,250
FWM_011	225mm Water Main - Kingaroy (813m)	2026	$718,740
FWM_012	225mm Water Main - Nanango (3,305m)	2031	$1,975,930
FWM_013	225mm Water Main - Wondai (2,880m)	2031	$3,631,815
FWM_014	200mm Water Main - Kingaroy (52m)	2026	$41,045
FWM_015	250mm Water Main - Kingaroy (51m)	2026	$40,501
KN-PIP	300mm Water Main - Kingaroy (15,082m)	2027	$13,255,805
TOTAL			**$44,442,103**

*Column 4. The establishment cost is expressed in current cost terms as at the base date.

Table SC3.2.2: Wastewater network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost*
FPS_01	Pump Station - Upgrade SPS Capacity -62.5L/s - Murgon	2026	$266,200

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FPS_02	Pump Station - Capacity Upgrade ~5L/s - Kingaroy	2022	$199,650
FPS_03	Pump Station - Capacity Upgrade - Nanango	2031	$278,300
FTP_01	Wastewater Treatment Plant - Capacity/Process Upgrade - Nanango	2026	$6,655,000
FTP_02	Wastewater Treatment Plant - Capacity/Process Upgrade - Murgon	2026	$6,655,000
FSM_01	375mm Gravity Main - Kingaroy (4496m)	2022	$7,320,500
FSM_01	Manholes associated with GM upgrade - Kingaroy (69)	2022	incl. in project cost
FSM_02	300mm Gravity Main - Kingaroy (1469m)	2021	$1,951,125
FSM_02	Manholes associated with GM upgrade - Kingaroy (26)	2021	incl. in project cost
FSM_03	225mm Gravity Main - Kingaroy (490m)	2031	$500,940
FSM_03	Manholes associated with GM upgrade - Kingaroy (6)	2031	incl. in project cost
FSM_04	225mm Gravity Main - Kingaroy (316m)	2031	$347,875
FSM_04	Manholes associated with GM upgrade - Kingaroy (5)	2031	incl. in project cost
FSM_05	600mm Gravity Main - Kingaroy (1572m)	2031	$1,808,950
FSM_05	Manholes associated with GM upgrade - Kingaroy (20)	2031	incl. in project cost
FSM_06	225mm Gravity Main - Murgon (1044m)	2026	$1,078,110
FSM_06	Manholes associated with GM upgrade - Murgon (17)	2026	incl. in project cost
FSM_07	225mm Gravity Main - Murgon (537m)	2031	$584,430
FSM_07	Manholes associated with GM upgrade - Murgon (8)	2031	incl. in project cost
FSM_08	225mm Gravity Main - Nanango (398m)	2026	$572,330
FSM_08	Manholes associated with GM upgrade - Nanango (8)	2026	incl. in project cost
FSM_09	300mm Gravity Main - Nanango (395m)	2031	$556,600
FSM_09	Manholes associated with GM upgrade - Nanango (10)	2031	incl. in project cost
FSM_10	300mm Gravity Main - Nanango (1281m)	2031	$1,808,950
FSM_10	Manholes associated with GM upgrade - Nanango (13)	2031	$61,693
FSM_11	225mm Gravity Main - Nanango (798m)	2026	$825,220
FSM_12	225mm Gravity Main - Nanango (423m)	2031	$500,940
FSM_12	Manholes associated with GM upgrade - Nanango (8)	2031	incl. in project cost
FSM_13	150mm Gravity Main - Nanango (166m)	2031	$80,707

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FSM_13	Manholes associated with GM upgrade - Nanango (14)	2031	$66,438
FSM_14	150mm Gravity Main - Nanango (385m)	2031	$187,853
FSM_14	Manholes associated with GM upgrade - Nanango (1)	2031	$4,746
TOTAL			**$32,311,556**

*Column 4. The establishment cost is expressed in current cost terms as at the base date.

Table SC3.2.3: Stormwater network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost*
SWF_001	Underground Stormwater - Blackbutt	2019	$954,130
TOTAL			**$954,130**

*Column 4. The establishment cost is expressed in current cost terms as at the base date.

Table SC3.2.4: Transport network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost*
RD_1870	Arterial Road - Cherbourg Road (Upgrade)	2019	$200,093
RD_1871	Local Access - First Avenue (Upgrade)	2019	$812,879
RD_1872	Major Collector - Memerambi Barkers Creek Road (Upgrade)	2019	$876,244
RD_1873	Major Collector - Peterson Drive (Upgrade)	2020	$675,315
RD_1874	Local Access - Harris Road Upgrade	2021	$462,716
RD_1877	Local Access - Moore St Upgrade	2019	$915,204
TOTAL			**$3,942,451**

*Column 4. The establishment cost is expressed in current cost terms as at the base date.

Table SC3.2.5: Parks and land for community facilities schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost*
PLCF 084	Regional Recreation Park - Memorial Park (Implement the master plan)	2019	$470,210
PLCF 085	Local Sports Park - Bjelke Petersen Recreation Reserve (Implement the master plan)	2021	$824,720

PLCF 086	Regional Recreation Park - Lake Boondooma (Implement the master plan)	2022	$569,920
PLCF 087	Local Sports Park - Bjelke Petersen Recreation Reserve (Implement the master plan)	2023	$384,800
PLCF 088	Local Recreation Park - Senior Citizens Park (Upgrade internal pathways)	2022	$93,600
PLCF 089	Local Recreation Park - Rotary Park (Develop new youth play node)	2023	$326,820
PLCF 090	Local Recreation Park - Pioneer Park (Implement the master plan)	2024	$244,920
PLCF 091	Local Recreation Park - Lions Park Nanango (Upgrade childrens playground)	2023	$197,860
PLCF 092	Town Recreation Park - Rotary & Youth Park (Implement the master plan)	2020	$340,600
PLCF 093	Local Recreation Park - Dingo Creek Bicentennial Park (Develop nature play node and wheeled recreation device facility)	2025	$195,000
PLCF 094	Town Sports Park - Sundstrup Park (New shelter and seating)	2028	$23,400
PLCF 095	Regional Recreation Park - Coomba Falls - Maidenwell (Implement the master plan)	2027	$109,850
PLCF 096	Regional Recreation - Recreation corridor (Implement the master plan)	2024	$614,900
TOTAL			**$4,396,000**

*Column 4. The establishment cost is expressed in current cost terms as at the base date.

SC3.3 Local government infrastructure plan maps

Local Government Infrastructure Plan Map LGIP-PIA Priority infrastructure area map
Local Government Infrastructure Plan Map LGIP-CM-WS Catchment maps water supply network
Local Government Infrastructure Plan Map LGIP-CM -SEW Catchment maps wastewater network
Local Government Infrastructure Plan Map LGIP-CM-SW Catchment maps stormwater network
Local Government Infrastructure Plan Map LGIP-CM-TR Catchment maps transport network
Local Government Infrastructure Plan Map LGIP-CM-PLCF Catchment maps parks and land for community facilities network
Local Government Infrastructure Plan Map LGIP -WS Plans for trunk infrastructure water supply network
Local Government Infrastructure Plan Map LGIP-SEW Plans for trunk infrastructure wastewater network
Local Government Infrastructure Plan Map LGIP-SW Plans for trunk infrastructure stormwater network
Local Government Infrastructure Plan Map LGIP-TR Plans for trunk infrastructure transport network
Local Government Infrastructure Plan Map LGIP-PLCF Plans for trunk infrastructure parks and land for community facilities

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Carried 7/0
FOR VOTE - Councillors voted unanimously

Resolution:

Moved Cr TW Fleischfresser, seconded Cr RJ Frohloff.

That Council, in accordance with the Planning Act 2016 and relevant sections of the Minister's Guidelines and Rules (MGR):

*a) adopt the **administrative amendments to the South Burnett Regional Council Planning Scheme** as set out in this report;*
b) publish a public notice about the administrative amendments according to the requirements of Schedule 5 of the MGR; and
c) within 10 days of the public notice give to the chief executive a copy of the public notice and the administrative amendments, in accordance with Chapter 2, part 1, section 3.1, 3.2 and 3.3 of the MGR.

Carried 7/0
FOR VOTE - Councillors voted unanimously

Resolution:

Moved Cr RLA Heit, seconded Cr KA Duff.

*That Council, in accordance with the Planning Act 2016 and relevant sections of the Minister's Guidelines and Rules (MGR) adopts a new **Adopted Infrastructure Charges Resolution (No.3) 2019**, as set out in Attachment B of this report and in accordance with the Planning Act 2016.*

Attachment B

South Burnett Regional Council
Charges Resolution (No. 3) 2019

1.0 Introduction

1.1 This is a charges resolution ("Resolution") made pursuant to the *Planning Act 2016* ("PA").

1.2 This Resolution may be cited as the South Burnett Regional Council Charges Resolution (No. 3) 2019.

1.3 This Resolution is attached to, but does not form part, of the South Burnett Regional Council Planning Scheme 2017 ("Planning Scheme").

1.4 This Resolution is structured as follows:

Section / Attachment #	Name	Function
1.0	Introduction	Background, legal authorisation and timing, applicable areas and types of development that trigger charges calculation, definitions of relevant terms.
2.0	Adopted Charges	Refers to types of development that attract charges, and identifies the adopted charges.
3.0	Discounts	Identifies the discounts that will be taken into account in the calculation of a levied charge.
4.0	Calculation of the Levied Charge	Identifies the method by which the levied charge will be calculated.
5.0	Payment Triggers	Identifies when a levied charge is to be paid.
6.0	Automatic Increase Provision for Levied Charges	Identifies how a levied charge is to be increased to the date it is paid.
7.0	Conversion Applications	Identifies Council's requirements for making a conversion application and the process of assessing and deciding the conversion application.
8.0	Offsets and Refunds for Trunk Infrastructure	Identifies method for determining the establishment cost of trunk infrastructure, the process for reconciling an offset or refund, and the timing of refunds.
9.0	Plans for Trunk Infrastructure	Refers to the plans for trunk infrastructure contained in the Planning Scheme.
10.0	Desired Standard of Service	Refers to the desired standard of service to which trunk infrastructure shall be constructed.
11.0	Schedule of Unit Rates	Refers to known establishment costs for trunk infrastructure networks.
Tables	Tables 1.1, 2.1, 2.2 and 3.1	For reference purposes when making charge calculations
Attachment 1	Methodology for Determining the Final Contract Value for Trunk Infrastructure Works	Outlines the default methodology for determining the establishment cost of trunk infrastructure works costs and the value of offsets and refunds.
Attachment 2	Methodology for Determining the Final Contract Value for Trunk Infrastructure Land	Outlines the default methodology for determining the establishment cost of trunk infrastructure land costs and the value of offsets and refunds.

Section / Attachment #	Name	Function
Attachment 3	Indicative Trunk Infrastructure	Identifies definitions for trunk infrastructure networks used to assess conversion applications.

1.5 This Resolution applies to the South Burnett Regional Council local government area.

1.6 This Resolution seeks to implement the requirements of the PA, the *Planning Regulation 2017* and the *Minister's Guidelines and Rules*, and has effect on and from 1 July 2019.

This Resolution:

(a) does not retrospectively apply to previous approvals, even if they have not yet paid adopted charges. It only applies to decisions made after this charges Resolution comes into effect;
(b) will be applied to development applications that have not been decided (prior to this Resolution 3 coming into effect), irrespective of when the application was lodged;
(c) can be applied to a "change application" made under section 78 of PA; and
(d) can be applied to an "extension application" made under section 86 of PA .

1.7 This Resolution adopts a charge for providing trunk infrastructure for particular development that is equal to or less than the maximum adopted charge specified within the *Planning Regulation 2017*.

1.8 The local government trunk infrastructure networks are specified in the Local Government Infrastructure Plan ("LGIP") for South Burnett Regional Council.

1.9 The applicable uses under the South Burnett Regional Council Planning Scheme to which the adopted charges apply are stated in **Table 1.1**. **Table 1.1** identifies the relationship between existing South Burnett Regional Council Planning Scheme use types and the classes of development to which the adopted charges apply. This table is required in order to align the different land-use charge categories applied under the *Planning Regulation 2017* with those of the South Burnett Regional Council Planning Scheme.

1.10 The LGIP Priority Infrastructure Area (PIA) for South Burnett Regional Council identifies the areas which are prioritised to accommodate urban growth for the next 10 to 15 years to ensure the efficient delivery of infrastructure. Areas outside of the PIA contain development use rights but the provision of trunk infrastructure by the local government to support urban growth outside the PIA is generally not supported by immediate or medium term funding within capital works programs. Trunk infrastructure may be planned outside of the PIA to demonstrate the preferred servicing arrangements. However, Council may impose a condition requiring extra payments for trunk infrastructure for premises completely or partly outside the PIA – refer to section 133 of PA.

1.11 The issuing of an infrastructure charges notice may be triggered by assessable development. The types of development that may trigger the issuing of an infrastructure charges notice are:

(a) reconfiguring of a lot;
(b) making a material change of use; and
(c) carrying out building work.

1.12 Interpretation

In this Resolution:

adopted charge means the charge set by this Resolution to be applied for the purpose of calculating a levied charge as stated in section 2.0

bedroom means an area of a building or structure which:

(a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or

(b) a space that can be readily closed off for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

discount means the monetary amount that is to be excluded when working out additional demand determined in accordance with in section 3.0 (Discounts).

dwelling means a residential use of premises for one household that contains a single dwelling.

gross floor area (GFA), for a building, means the total floor area of all storeys of the building, including any mezzanines, (measured from the outside of the external walls and the centre of any common walls of the building), other than areas used for—

(a) building services; or

(b) a ground floor public lobby; or

(c) a public mall in a shopping complex; or

(d) parking, loading or manoeuvring of vehicles; or

(e) balconies, whether roofed or not.

impervious area means the area of the premises that is impervious to rainfall or overland flow that results in the discharge of stormwater from the premises.

lawful use see schedule 2 (Dictionary) of the PA.

maximum adopted charge see section 112 of the PA.

planning scheme means the South Burnett Regional Council Planning Scheme 2017.

producer price index (PPI) see schedule 2 (Dictionary) of the PA.

3-yearly PPI average see section 114 of the PA.

A term defined in the PA which is used in the Resolution has the meaning given in the PA.

If a term is not defined in the Resolution or the *PA* the term is to, subject to section 14A (Interpretation best achieving Act's purpose) of the *Acts Interpretation Act 1954* and section 14 (Applicable provisions) of the *Statutory Instruments Act 1992*, have the meaning assigned to it by the Macquarie Dictionary.[1]

[1] Section 14A(1) (Interpretation best achieving Act's purpose) of the *Acts Interpretation Act 1954* which provides that in the interpretation of a provision of the Act the interpretation that will best achieve the purpose of the Act is to be preferred to any other interpretation, applies to a statutory instrument under section 14 (Applicable provisions of the *Statutory Instruments Act 1992*.

Table 1.1 – Planning Scheme Use Types to which the *adopted charges* apply

Column 1 **Adopted charge category**	**Column 2** **Planning Scheme Uses**
Residential uses	Caretaker's accommodation Dual occupancy Dwelling house Dwelling unit Multiple dwelling
Accommodation (short-term)	Short-term accommodation Tourist park
Accommodation (long-term)	Community residence Relocatable home park Retirement facility Rooming accommodation
Places of assembly	Club Community use Function facility Funeral parlour Place of Worship
Commercial (bulk goods)	Agricultural supplies store Bulk landscape supplies Garden centre Outdoor sales Hardware and trade supplies Showroom
Commercial (retail)	Food and drink outlet Service industry Service station Shop Shopping centre
Commercial (office)	Office Sales office
Educational facility	Child care centre Community care centre Educational establishment
Entertainment	Hotel Nightclub entertainment facility Theatre
Indoor sport and recreation	Indoor sport and recreation
High impact industry or special industry	High impact industry Special industry
Other industry	Low impact industry Medium impact industry Rural industry Warehouse
High impact rural	Intensive animal industry Intensive horticulture Wholesale nursery Winery
Low impact rural	Animal husbandry Cropping Permanent plantation
Essential services	Emergency services Health care service Hospital Residential care facility Veterinary service
Minor uses	Cemetery

Column 1 Adopted charge category	Column 2 Planning Scheme Uses
	Home based business Market Park Roadside stall Telecommunications facility
Specialised Uses	Air service Animal keeping Aquaculture Car Wash Crematorium Environment facility Extractive industry Major electricity infrastructure Motor sport facility Nature-based tourism Non-resident workforce accommodation Outdoor sport and recreation Rural workers' accommodation Substation Transport depot Utility installation Any other undefined use

2.0 Adopted Charge

2.1 The adopted charge for a *material change of use* or *building work* for:

(a) Residential development, is stated in **Table 2.1;**

(b) Non-residential development (other than a specialised use), is stated in **Table 2.2** which comprises the following:

(i) the total adopted charge as stated in the column *'Local government adopted charges, excluding stormwater';* and
(ii) the adopted charge for stormwater as stated in the column '*Local government adopted charges, stormwater network*'.

2.2 The adopted charge for *reconfiguring a lot* for residential and non-residential development, is the adopted charge per Allotment as stated in **Table 2.3.**

2.3 *Specialised Uses:* Upon receiving a development application for a Specialised Use, including an undefined use, Council will determinethe the adopted charge in accordance with **Tables 2.1 to 2.2** based on the charge for another similar use listed in **Table 1.1** that Council decides to apply to the use.

2.4 If the subject site is located in an area that is not currently serviced, or planned to be serviced, by Council trunk infrastructure networks then such separate network components of the charge shall be deducted from the total adopted charge payable. The proportional split of adopted charge per network is to be deducted as identified within the relevant adopted charges table (refer to **Tables 2.1 to 2.3**).

Table 2.1 – Adopted Charges – Adopted charge for a Material Change of Use or Building Work for Residential development

Development for which an adopted charge may apply		Prescribed amount *(Maximum adopted charges)*	Adopted charges *($)*					
			Local Government adopted charges	Proportional split of adopted charge per trunk infrastructure network				
				Water supply	Sewerage	Transport	Parks and land for community facilities	Stormwater
				49%	27%	12%	10%	2%
Residential Uses	1 or 2 bedroom dwelling	$20,494.45 per dwelling	**$14,346** per dwelling	$7,030	$3,873	$1,722	$1,435	$286
	3 or more bedroom dwelling	$28,692.25 per dwelling	**$20,085** per dwelling	$9,842	$5,423	$2,410	$2,009	$401
Accommodation (short-term)	1 or 2 bedroom suite	$10,247.20 per suite	**$7,173** per suite	$3,515	$1,937	$861	$717	$143
	3 or more bedroom suite	$14,346.10 per suite	**$10,042** per suite	$4,921	$2,711	$1,205	$1,004	$201
	bedroom that is not part of a suite	$10,247.20 per bedroom	**$7,173** per bedroom	$3,515	$1,937	$861	$717	$143
Accommodation (short-term): Tourist Park	group of 1 or 2 sites	$10,247.20 per suite	**$7,173** per group	$3,515	$1,937	$861	$717	$143
	group of 3 sites	$14,346.10 per suite	**$10,042** per group	$4,921	$2,711	$1,205	$1,004	$201
	1 or 2 bedroom cabin	$10,247.20 per suite	**$7,173** per cabin	$3,515	$1,937	$861	$717	$143
	3 or more bedroom cabin	$14,346.10 per suite	**$10,042** per cabin	$4,921	$2,711	$1,205	$1,004	$201
Accommodation (long-term)	1 or 2 bedroom suite	$20,494.45 per suite	**$14,346** per suite	$7,030	$3,873	$1,722	$1,435	$286
	3 or more bedroom suite	$28,692.25 per suite	**$20,085** per suite	$9,842	$5,423	$2,410	$2,009	$401
	bedroom that is not part of a suite	$20,494.45 per bedroom	**$14,346** per bedroom	$7,030	$3,873	$1,722	$1,435	$286
Accommodation (long-term): Relocatable home park	1 or 2 bedroom relocatable dwelling sites	$20,494.45 per site	**$14,346** per group	$7,030	$3,873	$1,722	$1,435	$286
	3 or more bedroom relocatable dwelling sites	$28,692.25 per site	**$20,085** per group	$9,842	$5,423	$2,410	$2,009	$401

Table 2.2 – Adopted Charges – Adopted charge for a Material Change of Use or Building Work for Non-residential development

Development for which an adopted charge may apply	Prescribed Amount *(Maximum adopted charges)*		Adopted charges					
	Maximum adopted charges *($ per m² GFA)*	Maximum adopted charges for stormwater network *($ per impervious m²)*	Local government adopted charges, excluding stormwater *($ per m² GFA)*	Proportional split of adopted charge per trunk infrastructure network *(excluding stormwater)*				Local government adopted charges, stormwater network *($ per impervious m²)*
				Water Supply	Sewerage	Transport	Parks and land for community facilities	
				49%	27%	24%	0%	
Places of assembly	$71.75	$10.25	**$50**	$25	$14	$11	$0	**$2**
Commercial (bulk goods)	$143.45	$10.25	**$100**	$49	$27	$24	$0	**$2**
Commercial (retail)	$184.45	$10.25	**$129**	$63	$35	$31	$0	**$2**
Commercial (office)	$143.45	$10.25	**$100**	$49	$27	$24	$0	**$2**
Education facility	$143.45	$10.25	**$100**	$49	$27	$24	$0	**$2**
Education Facility: Establishment for the Flying Start for Queensland Children program	Nil	Nil	**$0**	$0	$0	$0	$0	**$0**
Entertainment	$204.95 *excl. accommodation area*	$10.25	**$143**	$70	$39	$34	$0	**$2**
Indoor sport and recreation	$204.95 *excl. court area*	$10.25	**$143**	$70	$39	$34	$0	**$2**
	$20.45 *court area*		**$14**	$7	$4	$3	$0	
High impact industry or special industry	$71.75	$10.25	**$50**	$25	$14	$11	$0	**$2**
Other industry	$51.25	$10.25	**$36**	$18	$10	$8	$0	**$2**
High impact rural	$20.45	Nil	**$14**	$7	$4	$3	$0	**$0**
Low impact rural	Nil	Nil	**$0**	$0	$0	$0	$0	**$0our**
Essential services	$143.45	$10.25	**$100**	$49	$27	$24	$0	**$2**
Minor uses	Nil	Nil	**$0**	$0	$0	$0	$0	**$0**
Specialised uses	The adopted charge is the charge for another similar use listed in this table that Council decides to apply to the use.							

Table 2.3 – Adopted Charges – Adopted charge for Reconfiguring a Lot

Development for which an adopted charge may apply	Adopted charges *($ per Allotment)*					
	Local government adopted charges	Proportional split of adopted charge per trunk infrastructure network				
		Water Supply	Sewerage	Transport	Parks and land for community facilities	Stormwater
Residential	**$20,085**	$9,842	$5,423	$2,410	$2,009	$401
Non residential	**$20,085**	$9,842	$5,423	$4,419	$0	$401

3.0 Discount

3.1 In accordance with section 120 of the PA, a levied charge may be only for extra demand placed upon trunk infrastructure that will be generated by the development. When working out extra demand, Council will apply the following discounts in the calculation of the levied charge on the premises over which the application is made,based on the highest value of the following:

(a) Where the premises is subject to an existing lawful use that places demand upon the trunk infrastructure networks for which evidence can be provided, the adopted charge for the existing lawful use of the premises; or
(b) Where the premises contained a previous lawful use that is no longer taking place which placed demand upon the trunk infrastructure networks, and where evidence can be provided of the previous lawful use, the adopted charge for the previous lawful use of the premises; or
(c) Where evidence can be provided that the premises is subject to other development that places demand upon trunk infrastructure networks that may lawfully be carried out without the need for a further development permit, the adopted charge for the development not requiring a further development permit.

; or

3.2 The discounts in section 3.1(a)-(c) will not be applied if:
(a) an infrastructure requirement that applies, or applied, to the existing or previous lawful use or development, has not been complied with; or
(b) the adopted charge for the development not requiring a further development permit would be imposed on the basis of development of a lower scale or intensity being carried out on the premises.

3.3 Where a discounts in Section 3.1(a) – (c) applies it will be calculated in the same manner in which the adopted charge is calculated under Section 4.0.

3.4 Discounts will not be provided for trunk infrastructure networks that do not currently service the site.

3.5 Any discount calculated in accordance with this section is to be allocated to the trunk infrastructure network to which the discount was accrued, unless otherwise determined under a separate infrastructure agreement between Council and the applicant.

4.0 Calculation of the levied charge

4.1 The following steps identify the process to calculate the levied charge for a development application:

Step 1 If the development is a material change of use or building work, determine the relevant adopted infrastructure charges category based on the translation of the planning scheme use type in Table 1.1 that is applicable to the proposed development.

Step 2 Determine the development demand unit (e.g. m^2 GFA) and associated charge rate (i.e. $/demand unit) that may be levied for the proposed development as stated in Section 2.0:

- *for Material Change of Use or Building Work* - refer to **Tables 2.1 and 2.2**.
- *for Reconfiguring a Lot* - refer to **Table 2.3**

Should the area within which the site is located not currently be serviced, or planned to be serviced, by all Council trunk infrastructure networks, then such separate components of the charge shall be deducted from the total adopted charge payable.

Step 3 Determine any discount amount for each trunk infrastructure network currently servicing the premises as stated in Section 3.0.

Step 4 Calculate the levied charge by subtracting the applicable discount amount from the adopted charge amount for each trunk infrastructure network (in monetary values).

4.2 A development application that includes more than one use (mixed use development) may involve uses or development with different assessable demands under **Tables 2.1 to 2.2**. The following rules will apply to the calculation of the demand and associated charge for a mixed use development:

(a) if more than one use is proposed to occur in any given area the subject of the approval, the levied charge will be based on the use/development with the highest charge amount calculated in accordance with **Section 4.1**;

(b) if an approved development includes an area which is common to two or more uses identified in **Tables 2.1 and 2.2**, the assessable demand for the common area will be based on the use or development with the highest charge amount calculated in accordance with **Section 4.1**.

4.3 If an adopted charge is intended to be levied pursuant to a building work approval and the building may be used for more than one use under **Tables 2.1 and 2.2**, the levied charge will be based on the use or development with the highest charge amount calculated in accordance with **Section 4.1**.

5.0 Payment Triggers

5.1 This section states when a levied infrastructure charge is to be paid.

5.2 A levied charge is payable at the following time:

(a) if the charge applies to reconfiguring a lot – when the local government approves the plan of subdivision for the reconfiguration;

(b) if the charge applies to a material change of use – when the change of use happens;

(c) if the charge applies to carrying out building work– when the final inspection certificate (for a single detached class 1a building or a class 10 building or structure) or certificate of classification (for a building or structure of another class) for the building work is given;

(d) if paragraphs (a), (b) and (c) do not apply, on the day stated in the infrastructure charges notice or negotiated infrastructure charges notice under which the charge was levied; or

(e) As otherwise specified in a written agreement between Council and the applicant, including whether it may be paid by instalments.

6.0 Automatic increase provision for levied charges

6.1 This section provides for automatic increases in levied charges from when they are levied to when they are paid and states how increases are to be worked out.

6.2 An infrastructure charge levied by Council is to be increased by the difference between the Producer Price Index (PPI) applicable at the time the infrastructure charge was levied, and the PPI applicable at the time of payment of the levied charge[3], adjusted by reference to the 3-yearly PPI average[4].

6.3 If the levied charge is increased using the method described above, the charge payable is the amount equal to the sum of the charge as levied and the amount of the increase.

6.4 The sum of the charge as levied and the amount of the increase is not to exceed the maximum adopted charge the Council could have levied for the development at the time the charge is paid.

[3] To be clear, the charge to be paid is the greater of the charge as levied by Council and the levied charge indexed using the Producer Price Index (adjusted by reference to the 3-yearly PPI Average) for the period starting on the day the charge is levied and ending on the day the charge is paid.

[4] 3-yearly PPI average is defined in section 114 of the *Planning Act 2016* and means the PPI adjusted according to the 3-year moving average quarterly percentage change between financial quarters. PPI is the producer price index for construction 6427.0 (ABS PPI) index number 3101 – Road and Bridge construction index for Queensland published by the Australian Bureau of Statistics.

7.0 Conversion applications

7.1 Purpose

7.1.1 This section applies where:

(a) A condition of a development approval under section 145 of PA requires non-trunk infrastructure to be provided; and
(b) The construction of the non-trunk infrastructure has not started; and
(c) The applicant for the development approval is seeking to apply to Council to convert the non-trunk infrastructure to trunk infrastructure (a conversion application).

7.1.2 Council's requirements for making an application and the process of assessing and deciding the conversion application is identified below.

7.2 Process for making a conversion application

7.2.1 A conversion application must:

(a) be in writing;
(b) be accompanied by the completed Council prescribed form for conversion applications (if applicable);
(c) relate to non-trunk infrastructure conditioned under section 145 of PA;
(d) be lodged;
(e) be accompanied by supporting information including:
  (i) Details of the relevant development approval including application number, property address and real property description;
  (ii) The applicant's contact details;
  (iii) The relevant condition(s) for non-trunk infrastructure imposed under section 145 of PA to which the conversion application relates;
  (iv) A written statement that construction of the infrastructure had not commenced prior to the making of the conversion application;
  (v) A description of the circumstances giving rise to the conversion application including supporting commentary and rationale that addresses Council's trunk infrastructure criteria;
  (vi) Other relevant supporting information where available including:
    - Engineering estimates of works;
    - Preliminary design plans;
    - Network servicing analysis;
    - Details of special considerations (e.g. geographical context).
(f) be made within 1 year after the development approval starts to have effect.

7.3 Assessing and deciding a conversion application

7.3.1 The process of assessing and deciding a conversion application is as follows:

(a) Council will assess the application having regard to its trunk infrastructure criteria (outlined below);
(b) Council must consider and decide the application within the required period being 30 business days after:
  (i) Generally – the making of the application; or
  (ii) If an information request is made – the applicant complies with the request.
(c) At any time, before making its decision, Council may give notice to the applicant

requiring additional information for making the decision.

(d) The notice must state:
  (i) The information required;
  (ii) A period of at least 10 business days for giving the information;
  (iii) That the application will lapse if the applicant does not comply with the notice within the specified period, or any later period as agreed between Council and the applicant within the specified period.

(e) Council must, as soon as practicable after deciding the conversion application, give the applicant a decision notice about the decision.

(f) If the decision is to convert the non-trunk infrastructure to trunk infrastructure, the decision notice must state whether an offset or refund applies and if so, information about the offset or refund.

(g) If the decision is to not convert the non-trunk infrastructure to trunk infrastructure, the decision notice must be decision notice that states:
  (i) The decision and the reasons for it;
  (ii) The day on which the decision was made;
  (iii) That its recipient may appeal against the decision; and
  (iv) How the recipient may appeal.

7.4 Effect of conversion

7.4.1 If Council's decision is to convert the non-trunk infrastructure to trunk infrastructure:

(a) the condition of the relevant development approval requiring non-trunk infrastructure to be provided no longer has effect;

(b) Council may, within 20 business days after making the decision, amend the development approval by imposing a necessary infrastructure condition for the trunk infrastructure under section 128 of PA; and

(c) if the necessary infrastructure condition is imposed, Council will, within 10 business days after imposing the condition, give an infrastructure charges notice or amend, by notice to the applicant, any existing infrastructure charges notice for the development approval for the purposes of determining offset or refund requirements.

7.5 Trunk infrastructure criteria

7.5.1 The identified trunk infrastructure criteria for deciding whether or not to convert non-trunk infrastructure to trunk infrastructure are the following:

1. The infrastructure is consistent with Council's Desired Standards of Service (DSS) stated within the Local Government Infrastructure Plan; and

2. The infrastructure is identified in Council's plans for trunk infrastructure identified within the Local Government Infrastructure Plan, but is required in a different geographical location; or

3. The infrastructure is consistent with Council's identified trunk infrastructure identified in the Local Government Infrastructure Plan and the ***Indicative trunk infrastructure*** identified in ***Attachment 3***; or

4. For infrastructure that is not consistent with Council's identified trunk infrastructure, the infrastructure is consistent with all of the following ***trunk infrastructure principles***:

(a) Facilitates development of other premises by enabling increased development or overcoming deficiencies in service through its provision; and
(b) Reduces or eliminates unnecessary and interim staged infrastructure; and
(c) Is shared between multiple development sites or provides a critical shared link between multiple development sites and the defined and mapped trunk infrastructure network; and
(d) Would have been identified as 'trunk' infrastructure had the ultimate demand and development pattern been known in more detail at the time of developing the Local Government Infrastructure Plan; and
(e) The infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 145 of the Planning Act or section 99BRDJ of the SEQ Water Act; and
(f) The type, size and location of the infrastructure is the *most cost effective option* for servicing multiple users in the area. The most effective option means the least cost option based upon the life cycle cost of the infrastructure required to service existing and future development in the area at the desired standards of service.

8.0 Offsets and Refunds for Trunk Infrastructure

8.1 Application of an offset and refund

8.1.1 Where trunk infrastructure the subject of a necessary infrastructure condition services, or is planned to service, premises other than the premises the subject of the development approval, an offset or refund will apply to the adopted charge under section 129 of the PA as follows:

(a) An ***offset*** applies where the establishment cost for the trunk infrastructure is equal to or less than the levied charge for the development;

(b) A ***refund*** applies where the establishment cost for the trunk infrastructure is more than the levied charge for the development.

8.1.2 The PA contains the following two additional provisions which impose a requirement to provide a refund for trunk infrastructure:

(a) Section 134 of the PA (refund if development in PIA) applies where an extra payment contribution is imposed for development completely inside the PIA and requires the payer to be refunded the proportion of the establishment cost of the infrastructure that may be apportioned reasonably to other users of the infrastructure and has been, or is to be the subject of a levied charge by the local government;

(b) Section 135 of the PA (refund if development approval stops).[5]

8.1.3 The value, timing and reconciliation of payments may also be managed by an infrastructure agreement which may further specify or alter the provisions in this resolution including for staged development.

8.2 Methodology for determining the establishment cost of trunk infrastructure the subject of an offset or refund

8.2.1 The Infrastructure Charges Notice for a development approval may specify an establishment cost for trunk infrastructure that is the subject of a necessary trunk infrastructure condition as follows:

(a) For infrastructure identified in the LGIP, the establishment cost for trunk infrastructure that is works will be the Baseline Valuation, plus Project Owners Costs for the asset, as identified within the LGIP Schedule of Works model. Establishment cost for trunk infrastructure that is land will be the Land Value identified within the LGIP Schedule of Works model.

(b) For infrastructure not identified in the LGIP, the establishment cost for trunk infrastructure that is land and works will be determined based on valuation methodologies identified in the Extrinsic Material to the LGIP.

8.2.2 The establishment cost in the Infrastructure Charges Notice is an indicative preliminary establishment cost only based on Council's best estimate at the time of issuing the Infrastructure Charges Notice based on the plans for trunk infrastructure, Council's unit rates, or other known project cost estimates.

8.2.3 If the applicant disagrees with the establishment cost, a request for recalculation may

[5] To remove any doubt, this Resolution does not specify a method in terms of the obligation to refund under section 135 of the PA.

be submitted in accordance with section 137 of the PA before the levied charge under the ICN becomes payable. The establishment cost for trunk infrastructure will be recalculated in accordance with the methods identified in ***Attachments 1 for trunk infrastructure that is works and Attachment 2 for trunk infrastructure that is land***.

8.2.4 Following the completion of the recalculation of the estimated cost, Council must issue an amended Infrastructure Charges Notice. The amended Infrastructure Charges Notice must adopt the method in **Attachment 1** or **Attachment 2** to work out the establishment cost of the trunk infrastructure.

8.3 Reconciliation of an offset or refund for purposes of section 129 of the PA

8.3.1 An applicant entitled to an offset or refund for providing trunk infrastructure is to give to Council a notice in the prescribed form which states:

(a) for trunk infrastructure that is works, the date the fully completed trunk infrastructure:
  (i) was accepted 'On Maintenance'; or
  (ii) the date Council accepted the trunk infrastructure under an Uncompleted Works Deed for uncompleted works;
(b) for trunk infrastructure that is land, the date that the provision of the trunk infrastructure is lawfully completed.

8.3.2 Council will as soon as reasonably practicable after receiving a notice under section 8.3.1 confirm if the establishment cost results in:

(a) an offset which will apply where the establishment cost for the trunk infrastructure is equal to or less than the levied charge for the development; or
(b) a refund which will apply where the establishment cost for the trunk infrastructure is greater than the levied charge;

8.3.3 For the purposes of determining if an offset or refund applies, the levied charge is to be indexed from the date it was levied to the date that the establishment cost was determined by Council, using the 3-yearly PPI average.

8.3.4 If an offset applies, Council is to set off the establishment cost against the levied charge when the levied charge stated in the infrastructure charges notice is payable.

8.3.5 If a refund applies, Council is to:

(a) determine the value of the refund by subtracting the levied charge[6] from the establishment cost; and
(b) give the refund to the applicant.

8.3.6 Council has adopted a policy position in relation to the form of the refund to be given to the applicant. Council's policy position is that the refund will be provided as either an:

(a) Infrastructure demand credit, in the first instance and where agreed to with the applicant; or

[6] Indexed from the date it was levied to date that the establishment cost of the trunk infrastructure was confirmed by Council using the 3-yearly PPI average.

(b) Cash payment refund.

8.4 Infrastructure demand credits

8.4.1 In the first instance, Council will seek to provide a refund in the form of an infrastructure demand credit through written agreement with the applicant. The following methods for assigning the infrastructure demand credits will be applied in order of preference:

(a) Where future stages are to be developed under the approval and the future stages will be subject to a levied charge, the refund is to be held as a infrastructure demand credit on the land that is the subject of the future stages of development;
(b) Where a) does not apply, and the applicant or related entities of the applicant hold development approvals over other land in the local government area that will be subject to a levied charge, the refund is to be held as an infrastructure demand credit against the parcels of land the subject of the development approval(s);
(c) Where (a) or (b) do not apply and the applicant or related entities of the applicant:
    (i) have development applications currently being assessed by Council in the local government area that, if approved, would be subject to a levied charge; and
    (ii) is the current owner of the land;

the refund is to be held as a infrastructure demand credit against the land that is the subject of the development applications upon the application(s) being approved.

8.4.2 Infrastructure demand credits are determined by dividing the monetary value of the refund by the total adopted charge rate for a 3-bedroom dwelling (for applicable networks only) in the charge area in which the demand credits are to be assigned. The value of one infrastructure demand credit is the total adopted charge (for applicable networks) for a 3-bedroom dwelling in the charge area in which the infrastructure demand credit is assigned.

Example:

- *A refund of $170,722 has been calculated for an approved development in South Burnett.*
- *The refund is to be held on the land to be used in future stages of the same development.*
- *The adopted charge for a 3-bedroom dwelling is $20,085 (for all networks).*
- *The infrastructure demand credit is eight and a half (8.5) 3-bedroom dwellings ($170,722 / $20,085).*

8.4.3 Claiming Infrastructure demand credit – The infrastructure demand credits calculated under section 8.4.2 are to be multiplied by the current adopted charge rate for a 3-bedroom dwelling in the charge area in which the infrastructure demand credit was assigned. This amount can be used to reduce the amount of the levied charge that is payable for other development that is subject to the agreement.

8.5 Timing of refund

8.5.1 Where infrastructure demand credits do not apply, a cash payment refund will be paid in accordance with the following payment triggers:

(a) for a refund which is an amount that is $150,000 or less – the refund may be given by 30 June in the financial year following the date the trunk infrastructure was provided;
(b) for a refund which is an amount that is more than $150,000 but not more than $300,000 – the refund may be given in instalments by 30 June of each financial year for up to 3 years following the date the trunk infrastructure contribution was provided;
(c) for a refund which is more than $300,000 – the refund may be given in instalments by 30 June of each financial year for up to 5 years following the date the trunk infrastructure was provided.

8.5.2 Where the refund or part of the refund is not given in the same financial year that it was calculated, the refund or part of the refund provided in the subsequent financial year(s) is to be indexed to the time that it is refunded in accordance with the 3-yearly PPI average.

8.6 Infrastructure Agreements

8.6.1 Council, at its absolute discretion, may enter into an Infrastructure Agreement where alternatives to the above processes are being sought by an applicant or to address other matters including (but not limited to):

(a) the method for determining the establishment cost of trunk infrastructure;
(b) the required charges or trunk infrastructure to be contributed for each component or hierarchy of the network;
(c) the timing of payment of levied charges;
(d) the nature and timing of offsets and refunds;
(e) the nature of any security to be lodged and the details of the use and release of such security;
(f) details of the trunk infrastructure to be provided and the provision program;
(g) details of the responsible entity for the funding, design and construction of the trunk infrastructure including land acquisition (if applicable);
(h) Limited novation, assignment and rescission provisions to allow an alternate party to construct the same trunk infrastructure detailed in the agreement;
(i) Provisions for unforeseen delays and redundancy provisions where a development approval and trunk infrastructure construction activities are held in abeyance;
(j) Any other details considered appropriate by the Council.

(a) All infrastructure agreements are to be prepared at no cost to Council.

9.0 Plans for Trunk Infrastructure

9.1 Refer to the applicable section of the Local Government Infrastructure Plan.

10.0 Desired Standard of Service

10.1 Refer to the applicable section of the Local Government Infrastructure Plan

11.0 Schedule of infrastructure unit rates

11.1 Refer to the applicable section of the Local Government Infrastructure Plan

Attachment 1 – Method for recalculating the establishment cost for trunk infrastructure works – Determining Final Contract Value

1. Preliminary Engineering Assessment

a) Following the preliminary design for the trunk infrastructure works, the Applicant must provide to Council a ***Notice of Preliminary Design*** using the relevant Council forms, including a plan which clearly depicts the trunk infrastructure items that are the subject of the necessary trunk infrastructure condition;

b) The ***Notice of Preliminary Design*** must include preliminary bill of quantities for the trunk infrastructure items, and an opinion of cost, on which the initial recalculation will be based;

Note: *The intent of the Notice of Preliminary Design process is to attain early agreement as to the scope and nature of the trunk works generally described in the Development Approval.*

c) Council will assess the ***Notice of Preliminary Design*** in conjunction with the Development Approval and will advise the applicant if Council:

(i) Agrees; or
(ii) Agrees with amendments; or
(iii) Disagrees with the Applicant's **Notice of Preliminary Design**

d) Once a ***Notice of Preliminary Design*** is agreed, Council will issue a notice to the Applicant, acknowledging the commencement of the recalculation process, confirming the *Opinion of Cost Value*, and noting that the establishment cost in the ICN will be amended following compliance with the finalisation of the recalculation process.

e) Council, at the request of the Applicant and at its absolute discretion, may agree to issue an amended ICN prior to the completion of the works recalculation method, accepting the *Opinion of Cost Value* identified under ***Notice of Preliminary Design*** as the Establishment Cost for the trunk infrastructure.

2. Notice of Design with Operational Works

a) Upon lodgement of the development application for Operational Works, the Applicant is to provide to Council a ***Notice of Design***, which includes a plan which clearly depicts each trunk infrastructure item that is the subject of a necessary trunk infrastructure condition. The plan may be in the same format as the operational works plan; however, it must clearly distinguish the trunk infrastructure from any non-trunk infrastructure.

Note: *The intent of the Notice of Design process is to ensure agreement as to the scope and nature of the trunk works generally described in the Development Approval, including any changes that have occurred through the preliminary design process.*

b) Council will assess the ***Notice of Design*** in conjunction with the Operational Works application and will advise the applicant if Council:

(i) agrees; or
(ii) agrees with conditions, or
(iii) disagrees with the Applicant's ***Notice of Design***.

c) Once a Design Approval is given which forms part of the Operational Works Approval and Permit, the applicant may then seek to tender the construction of the trunk works.

3. Call for Tender Notification

a) At the time that the applicant calls for public tenders for the trunk infrastructure works, a notice (a ***Notice to Tender***) containing the following information is to be submitted to Council:

(i) Final detailed design documents;
(ii) A Bill of Quantities* for the Trunk Works (no costs required) that matches the Trunk Works identified in the Operational Works Approval including the ***Notice of Design***;
(iii) Notification of any prospective tenderers that the tender documents have been sent to specifically as part of the open public tender; and
(iv) The criteria and process for tender assessment that the Applicant and the RPEQ will undergo.

Note: *The bill of quantities should be presented as a 'separable portion' from the rest of the non-trunk (internal) development works, and in the same format it would be presented to tenderers as part of a tender process. Providing the information in this manner will ensure Council's assessment of the trunk infrastructure design, bill of quantities and costs is seamless and expedited.*

4. Tender Assessment of Trunk Works

a) In procuring the Trunk Works, the following costs can be included in the offset/refund value:

(i) the cost of planning and designing the work;
(ii) the cost of survey and site investigation for the work;
(iii) the cost of relocation of services which are considered necessary to deliver the works in accordance with Council standards;
(iv) a cost (fixed or provisional) under a construction contract for the work;
(v) contract administration;
(vi) construction/engineering supervision;
(vii) a portable long service leave payment for a construction contract;
(viii) an insurance premium for the work;
(ix) Council's inspection fee for the commencement and end of the maintenance period for the work;
(x) the cost of an approval for the work; and
(xi) any variations agreed to by Council as a result of agreed site directions including the superintendent of works and the Council officer.

b) The following is to be excluded from the offset/refund value of the trunk works:

(i) the cost of carrying out temporary infrastructure;
(ii) the cost of carrying out non-trunk infrastructure;
(iii) the cost of the decommissioning, removal and rehabilitation of infrastructure identified in (i) and (ii) above;
(iv) the part of the trunk infrastructure provided by Council or a person other than the person seeking the infrastructure offset;
(v) a cost to the extent that GST is payable and an input tax credit can be claimed for the work;
(vi) the cost of carrying out relocation or rehabilitation works for existing infrastructure not directly associated with the supply of trunk works.

c) In procuring the trunk works, the applicant is to provide to Council a Notice (***Notice of Tender Assessment***) which identifies:

(i) the tender process conducted;
(ii) the tenders received including separable portions and contract values for trunk works within the bill of quantities;
(iii) the applicant's preferred tenderer;
(iv) the applicant's reason(s) for the preferred tenderer in a tender evaluation report;
(v) the terms of the proposed work contract; and
(vi) a plan for each infrastructure network clearly showing the extent of the works or land for which the infrastructure offset is sought.

d) Within 10 business days of receiving a ***Notice of Tender Assessment***, Council is to provide a Notice confirming the *Initial Contract Value*, having regard to matters outlined in this section only.

5. Reconciliation of Contract Value (Interim)

a) A Reconciliation of the Contract Value is to occur following lodgement of the earlier of:

(i) an application for 'On Maintenance' with Council for the Trunk Works; or
(ii) Lodgement of an Uncompleted Works Bond.

b) If the Applicant is approaching completion of the Trunk Works and is seeking an **'On Maintenance' certificate** from Council for the Trunk Works, the Applicant is to provide to Council a ***Notice of Interim Contract Value***. The Notice is to include the following:

(i) Copy of RPEQ Certificate(s) of Payment for each Progress Claim for the Trunk Works and any agreed variations to date;
(ii) A reasonable amount of evidence to support any claimed and agreed variations (e.g. consultant reports, weigh bills, meeting minutes with Council officers, design details etc.); and
(iii) A consolidated Final Bill of Quantities in the same general format as was included in the Notice to Tender, but having regard for (i) and (ii) above.

c) Within five (5) business days of Council's satisfaction that:

(i) b) (i) and (ii) above are consistent with the Design Approval and ***Notice of Tender Assessment***; and
(ii) 'On Maintenance' being given by Council for the Trunk Works,

the Council is to confirm the *Interim Contract Value*.

d) In certain circumstances, and at Council's full discretion, Council may accept a bond or security for Uncompleted Works prior to the Trunk Works being accepted as 'On Maintenance'. In this circumstance, the following will apply:

(i) If the Applicant has **not fully** completed the Trunk Works and is seeking early Plan Sealing or compliance with Conditions from Council through the signing of an Uncompleted Works Deed, the Applicant is to provide a **Notice of Interim Contract Value**. The Notice is to include the following:

A. Copy of an RPEQ Certificate of Payment for each Progress Claim for the Trunk Works and any agreed variations to the date of the calculation of remaining works for the purpose of the Uncompleted Works Bond;

B. A reasonable amount of evidence to support any claimed and agreed variations (e.g. consultant reports, weigh bills, meeting minutes with Council officers, design details etc.);
C. An RPEQ certified assessment in line with the quantities and costs of remaining works specified for the Trunk Works component in the Uncompleted Works Deed submitted to Council; and
D. A consolidated final bill of quantities in the same general format as was included in the Notice to Tender, but having regard for A and B above, and including the estimated amount in line with C above.

(ii) Within 10 business days of Council's satisfaction that:

A. (i) and (ii) above are consistent with the Design Approval and ***Notice of Tender Assessment***; and
B. The acceptance of an Uncompleted Works Deed by Council for the Trunk Works,

the Council is to confirm the *Interim Contract Value*.

f) Council, at the request of the Applicant and at its absolute discretion, may agree to issue an amended ICN prior to the completion of the works recalculation method, accepting the *Interim Contract Value* identified under ***Notice of Interim Contract Value*** as the Establishment Cost for the trunk infrastructure.

6. Reconciliation of Final Contract Value

a) A reconciliation of the *Final Contract Value* is to occur following the finalisation of the contract for the infrastructure works. If the Applicant has **fully** completed the Trunk Works and is seeking an 'On Maintenance' certificate from Council for the Trunk Works, the Applicant is to provide to Council a **Notice of Final Contract Value**.

(i) The Notice is to include the following:

A. Copy of RPEQ Certificate(s) of Payment for each Progress Claim for the Trunk Works and any agreed variations;
B. A reasonable amount of evidence to support any claimed and agreed variations (e.g. consultant reports, weigh bills, meeting minutes with Council officers, design details etc.); and
C. A consolidated final bill of quantities in the same general format as was included in the Notice to Tender, but having regard for A and B above.

(iii) Within 10 business days of Council's satisfaction that:

A. (i) and (ii) above are consistent with the Design Approval and ***Notice of Tender Assessment***; and
B. The acceptance of an Uncompleted Works Deed by Council for the Trunk Works,

the Council is to confirm the *Final Contract Value*.

b) Council must issue an amended ICN, accepting the *Final Contract Value* identified under ***Notice of Final Contract Value*** as the Establishment Cost for the trunk infrastructure.

Attachment 2 – Method for recalculating the establishment cost for trunk infrastructure land

In accordance with the requirements of the Planning Act 2016 and the Ministers Guidelines and Rules, the recalculation process for the establishment cost of trunk infrastructure that is land, determines the market value using the before and after method of valuation.

For land infrastructure that has been identified in the LGIP, the valuation must be undertaken to determine the market value that would have applied on the day the development application, which is the subject of the trunk infrastructure condition, first became properly made.

For land infrastructure that has not been identified in the LGIP, the valuation must be undertaken to determine the market value that would have applied on the day the development application, which is the subject of the trunk infrastructure condition, was approved.

The following outlines the process identified within the Ministers Guidelines and Rules for determining the cost of infrastructure that is land.

1. Land Valuation Report

Submit a notice and land valuation report to Council, undertaken by a certified practicing valuer who must act professionally as a neutral and independent expert, using the before and after method of valuation by:

a) determining the value of the original land before any land is transferred to Council;
b) determining the value of the remaining land that will not be transferred to Council; and
c) subtracting the value determined for the remaining land that will not be transferred to Council from the value determined for the original land.

The valuation report must:

a) Include supporting information regarding the highest and best use of the land which the valuer has relied on to form an opinion about the value;
b) Identify the area of land that is above the Q100 flood level and the area that is below the Q100 flood level;
c) Identify and consider all other real and relevant constraints including
   (i) Vegetation protection
   (ii) Ecological values including riparian buffers and corridors
   (iii) Stormwater or drainage corridors
   (iv) Slope
   (v) Bushfire and landslide hazards
   (vi) Heritage
   (vii) Airport environs
   (viii) Extractive resources
   (ix) Flooding
   (x) Land use buffer requirements
   (xi) Tenure related constraints
   (xii) Restrictions such as easements, leases, licences and other dealings whether or not registered on title.
d) Contain relevant sales evidence and clear analysis of how those sales and any other information was relied upon in forming the valuation assessment.

2. Council Determination

Within 20 business days after the notice and accompanying land valuation report, Council is to:

a) Accept the Applicant's valuation; or

b) Refer the Applicant's valuation to an independent valuation expert nominated by Council to assess the following:

(i) Whether the Applicant's valuation is consistent with the current market value;
(ii) Whether the Applicant's valuation is correctly determined using the before and after method identified above

And give written notice to the applicant stating that it has referred the Applicant's valuation to an independent valuation expert.

Within 20 business days after the independent valuation expert has been given the Applicant's valuation, the independent valuation expert is to:

a) Provide the independent valuation expert's determination in relation to the matters outlined in section 2(b); and
b) If the independent valuation expert's determination is that the Applicant's valuation is not consistent with the current market value or is not correctly determined using the before and after method identified above:

(i) Provide the reasons for the independent valuation expert's determination; and
(ii) Provide a valuation using the before and after method of valuation identified above

Following receipt of the independent valuation expert's valuation, Council is to decide whether to accept or reject the Applicant's valuation within 10 business days.

a) If Council accepts the Applicant's valuation, it must give written notice to the Applicant stating that it has agreed to the Applicant's valuation.
b) If Council rejects the Applicant's valuation, it must give written notice to the Applicant stating that it has rejected the Applicant's valuation, its reasons for rejecting the Applicant's valuation, and that the independent valuation expert's valuation will be adopted as the establishment cost for land.

Attachment 3 – Indicative Trunk Infrastructure

The following table defines the indicative trunk infrastructure networks, systems and items.

Trunk Infrastructure Item	Systems	Elements
Water Supply	Bulk Supply Treatment Distribution	Water sources (dams, groundwater) Bulk supply mains Reservoirs Telemetry and instrumentation systems Water Treatment Plants Pump stations Re-chlorination facilities Distribution mains generally ≥ 200 mm diameter
Sewerage	Collection Treatment Disposal/Reuse	Gravity sewers generally ≥ 225 mm diameter Manholes located on trunk gravity sewers Pump stations Rising mains generally ≥ 150 mm diameter Odour and corrosion control systems Telemetry and instrumentation systems Sewerage treatment plants Storage facilities Effluent disposal and reuse systems
Transport	Local government and State controlled roads	Arterial and major collector roads including associated intersections, local road drainage, kerb and channel, swales, culverts, bridges, and pathways within the road reserve.
	Off-road pathways	Cycleways and pedestrian pathways not within the road reserve.
Stormwater	Stormwater Quantity	Natural waterways Overland flow paths/channels (natural and constructed) Piped drainage (including pipes, culverts, manholes, inlets and outlets) excluding items that have been included in the road network. Detention and retention facilities Trunk infrastructure excludes development infrastructure internal to a development or to connect a development to the external infrastructure network.
	Stormwater Quality	Stormwater Quality Infrastructure Devices (SQIDs) Gross Pollutant Traps (GPTs) Wetlands Riparian corridors Bio-retention facilities Bank stabilisation, erosion protection and revegetation Trunk infrastructure excludes development infrastructure internal to a development or to connect a development to the external infrastructure network.
Public Parks and Community Land	Public Parks	Land, works and embellishments for local, district and citywide parks.
	Land for community facilities	Land and basic works associated with the clearing of land and connections to service only.

Carried 7/0
FOR VOTE - Councillors voted unanimously

There being no further business the meeting was declared closed at 11.35am.

Confirmed before me this …….. day of ……2019

…… **MAYOR**