

# Cloncurry Shire Council

## Infrastructure Charges Resolution (No. 1) 2015

This resolution is made under s. 630 of the *Sustainable Planning Act 2009* (SPA) and is attached to the Cloncurry Shire Planning Scheme (2003).

### 1. Application to local government area

This resolution declares that an adopted charge applies to:

- The part of Cloncurry Shire Council Local Government Area identified in the PIA Map.

This resolution declares that the adopted infrastructure charges schedule does not apply to the part of Cloncurry Shire Council Local Government Area not identified in the PIA Map.

### 2. When resolution has effect

- This resolution has effect on and from 16 June 2015.

### 3. Priority infrastructure area

The priority infrastructure area for Cloncurry Shire Council is identified in the State planning regulatory provision (adopted charges).

### 4. Comparison of planning scheme use categories and SPRP charge categories

To assist in applying the adopted infrastructure charges schedule in Schedule 1 of the State planning regulatory provision (adopted charges), Table 1 provides a guide to the uses under the planning scheme that come within the uses mentioned in column 2 of the adopted infrastructure charges schedule.

**Table 1 - Planning scheme use categories and SPRP (adopted charges) charge categories**

Current planning scheme use categories	SPRP(adopted charges) charge categories
<b>Residential</b>	
Dwelling House	Dwelling house
Multiple Dwelling	Dual occupancy
Dwelling House	Caretaker's accommodation
Multiple Dwelling	Multiple dwelling
<b>Accommodation (short term)</b>	
Commercial Use	Hotel
	Short-term accommodation
	Tourist park
<b>Accommodation (long term)</b>	
Multiple Dwelling	Community residence
	Hostel
	Relocatable home park
	Retirement facility
<b>Places of assembly</b>	
Club House (if unlicensed) Place of Public Worship Commercial (if licensed)	Club
	Community use
	Function facility
	Funeral parlour
	Place of worship
<b>Commercial (bulk goods)</b>	
Commercial Use	Agricultural supplies store
	Bulk landscape supplies
	Garden centre
	Hardware and trade supplies
	Outdoor sales
	Showroom
<b>Commercial (retail)</b>	
Commercial Use	Adult store
	Food and drink outlet
	Service industry

	Service station
	Shop
	Shopping centre
<b>Commercial (office)</b>	
Commercial Use	Office
	Sales office
<b>Education facility (excluding Flying Start facilities)</b>	
Child Care Centre	Child care centre
Educational Establishment	Community care centre
	Educational establishment
<b>Flying Start Education facility</b>	
<b>Entertainment</b>	
Commercial Use	Hotel (non-residential component)
	Nightclub
	Theatre
<b>Indoor sport and recreational facility</b>	
Recreational Use (indoor recreation)	Indoor sport and recreation
<b>Industry</b>	
Low Impact Industry	Low impact industry
General Industry	Medium impact industry
	Research and technology industry
	Rural industry
	Warehouse
	Waterfront and marine industry
<b>High impact industry</b>	
Special Industry	High impact industry
	Noxious and hazardous industries
<b>Low impact rural</b>	
Rural Use	Animal husbandry
	Cropping
	Permanent plantations
	Wind farm
<b>High impact rural</b>	
Intensive Animal Husbandry Rural Use	Aquaculture
	Intensive animal industries
	Intensive horticulture

	Wholesale nursery
	Winery
<b>Essential services</b>	
Hospital	Correctional facility
	Emergency services
	Health care services
	Hospital
	Residential care facility
	Veterinary services
<b>Specialised uses</b>	
Public Utility Recreational Use (outdoor recreation) Railway Activities	Air services
	Animal keeping
	Car park
	Crematorium
	Extractive industry
	Major sport recreation and entertainment facility
	Motor sport
	Outdoor sport and recreation
	Port services
	Tourist attraction
	Utility installation
<b>Minor uses</b>	
Park Public Utility Undefined Use	Advertising device
	Cemetery
	Home based business
	Landing
	Market
	Outdoor lighting
	Park
	Roadside stalls
	Telecommunications facility
	Temporary use

## 5. Adopted infrastructure charges

The Cloncurry Shire Council resolves to adopt the charges mentioned in Table 2, Column 3, for development for a use mentioned in Table 2, Column 2.

The local government declares that an adopted charge in Table 2, Column 3, applies to that part of the local government area mentioned for that charge in Table 2, Column 4.

The area in which the adopted infrastructure charge applies is identified in Map – Priority Infrastructure Area (PIA) Map.

Charges may be levied for the following types of development:

- Reconfiguration of a lot
- Material change of use

**Table 2 – Adopted infrastructure charge**

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
Subdivision	• Reconfiguration of a lot	<b>Adopted infrastructure charge</b>	<b>Adopted infrastructure charges for stormwater network</b>	As shown in PIA Map
		\$5,000 per lot	N/A	
Residential	<ul style="list-style-type: none"> <li>• Dwelling house</li> <li>• Caretaker's accommodation</li> <li>• Multiple dwelling</li> <li>• Dual occupancy</li> </ul>	\$5,000 per 1 or 2 bedroom dwelling or \$5,000 per 3 or more bedroom dwelling	N/A	As shown in PIA Map

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
Accommodation (short term)	<ul style="list-style-type: none"> <li>•Hotel</li> <li>•Short-term accommodation</li> <li>•Tourist park</li> </ul>	For a tent or caravan site in a tourist park: \$1,000 per 1 or 2 tent/caravan sites or \$1,000 per 3 tent or caravan sites	N/A	As shown in PIA Map
		For a cabin in a tourist park: \$1,000 per cabin with 1 or 2 bedrooms or \$1,000 per cabin with 3 or more bedrooms		As shown in PIA Map
Accommodation (short term)		For a hotel or short-term accommodation: \$1,000 per suite (with 1 or 2 bedrooms) or \$1,000 per suite (with 3 or more bedrooms) or \$500 per bedroom (for a bedroom that is not within a suite)		As shown in PIA Map

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
Accommodation (long term)	<ul style="list-style-type: none"> <li>• Community residence</li> <li>• Hostel</li> <li>• Relocatable home park</li> <li>• Retirement facility</li> </ul>	<p>For a relocatable home park:</p> <p style="text-align: center;">\$2,500</p> <p style="text-align: center;">per 1 or 2 bedroom relocatable dwelling site</p> <p style="text-align: center;">or</p> <p style="text-align: center;">\$2,500</p> <p style="text-align: center;">per 3 or more bedroom relocatable dwelling site</p>	N/A	As shown in PIA Map
Accommodation (long term)		<p>For a community residence, retirement facility or hostel:</p> <p style="text-align: center;">\$2,500</p> <p style="text-align: center;">per suite (with 1 or 2 bedrooms)</p> <p style="text-align: center;">or</p> <p style="text-align: center;">\$2,500</p> <p style="text-align: center;">per suite (with 3 or more bedrooms)</p> <p style="text-align: center;">or</p> <p style="text-align: center;">\$500</p> <p style="text-align: center;">bedroom (for a bedroom that is not within a suite)</p>		As shown in PIA Map

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
Places of assembly	<ul style="list-style-type: none"> <li>• Club</li> <li>• Community use</li> <li>• Function facility</li> <li>• Funeral parlour</li> <li>• Place of worship</li> </ul>	\$10 per m <sup>2</sup> of gross floor area (GFA)	NIL	As shown in PIA Map
Commercial (bulk goods)	<ul style="list-style-type: none"> <li>• Agricultural supplies store</li> <li>• Bulk landscape supplies</li> <li>• Garden centre</li> <li>• Hardware and trade supplies</li> <li>• Outdoor sales</li> <li>• Showroom</li> </ul>	\$20 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map



Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
Commercial (retail)	<ul style="list-style-type: none"> <li>• Adult store</li> <li>• Food and drink outlet</li> <li>• Service industry</li> <li>• Service station</li> <li>• Shop</li> <li>• Shopping centre</li> </ul>	\$20 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map
Commercial (office)	<ul style="list-style-type: none"> <li>• Office</li> <li>• Sales office</li> </ul>	\$10 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map
Education facility (excluding Flying Start facilities)	<ul style="list-style-type: none"> <li>• Child care centre</li> <li>• Community care centre</li> <li>• Educational establishment</li> </ul>	\$10 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map
Flying Start Education facility	Education establishment for the Flying Start for Queensland Children program	Nil Charge		N/A

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
<b>Entertainment</b>	<ul style="list-style-type: none"> <li>• Hotel (non-residential component)</li> <li>• Nightclub</li> <li>• Theatre</li> </ul>	\$20 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map
<b>Indoor sport and recreational facility</b>	<ul style="list-style-type: none"> <li>• Indoor sport and recreation</li> </ul>	\$10 per m <sup>2</sup> of GFA, court areas at \$2.50 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map
<b>Industry</b>	<ul style="list-style-type: none"> <li>• Low impact industry</li> <li>• Medium impact industry</li> <li>• Research and technology industry</li> <li>• Rural industry</li> <li>• Warehouse</li> <li>• Waterfront and marine industry</li> </ul>	\$5 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map
<b>High impact industry</b>	<ul style="list-style-type: none"> <li>• High impact industry</li> <li>• Noxious and hazardous industries</li> </ul>	\$10 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges		Column 4 Part of local government area (LGA) to which charge applies
Low impact rural	<ul style="list-style-type: none"> <li>• Animal husbandry</li> <li>• Cropping</li> <li>• Permanent plantations</li> <li>• Wind farms</li> </ul>	Nil charge		
High impact rural	<ul style="list-style-type: none"> <li>• Aquaculture</li> <li>• Intensive animal industries</li> <li>• Intensive horticulture</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>	NIL	N/A	As shown in PIA Map
Essential services	<ul style="list-style-type: none"> <li>• Correctional facility</li> <li>• Emergency services</li> <li>• Health care services</li> <li>• Hospital</li> <li>• Residential care facility</li> <li>• Veterinary services</li> </ul>	\$10 per m <sup>2</sup> of GFA	NIL	As shown in PIA Map

<b>Column 1</b> <b>Adopted infrastructure charge category</b>	<b>Column 2</b> <b>Use</b>	<b>Column 3</b> <b>Adopted infrastructure charges</b>	<b>Column 4</b> <b>Part of local government area (LGA) to which charge applies</b>
<b>Specialised uses</b>	<ul style="list-style-type: none"> <li>• Air services</li> <li>• Animal keeping</li> <li>• Car park</li> <li>• Crematorium</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Motor sport</li> <li>• Non-resident workforce accommodation</li> <li>• Outdoor sport and recreation</li> <li>• Port services</li> <li>• Tourist attraction</li> <li>• Utility installation</li> <li>• Extractive industry</li> </ul>	<p>The adopted infrastructure charge is the charge (in Column 3) for the charge category (in Column 1) that the local government determines should apply for the use at the time of assessment.</p>	

Column 1 Adopted infrastructure charge category	Column 2 Use	Column 3 Adopted infrastructure charges	Column 4 Part of local government area (LGA) to which charge applies
<b>Minor uses</b>	<ul style="list-style-type: none"> <li>• Advertising device</li> <li>• Cemetery</li> <li>• Home-based business</li> <li>• Landing</li> <li>• Market</li> <li>• Roadside stalls</li> <li>• Telecommunications facility</li> <li>• Temporary use</li> <li>• Park</li> </ul> Outdoor lighting	Nil charge	
<b>Other uses</b>	A use not otherwise listed in Column 2, including a use that is unknown because the development application does not specify a proposed use	The adopted charge is the charge (in Column 3) for the charge category (in Column 1) that the local government determines should apply for the use at the time of assessment.	

## 6. Additional Demand

Section 636 of SPA provides that a levied charge may be only for additional demand placed upon trunk infrastructure. In working out additional demand the following must not be included:

- an existing use on the premises if the use is lawful and already taking place on the premises;
- a previous use that is no longer taking place on the premises if the use was lawful at the time it was carried out;
- other development on the premises if the development may be lawfully carried out without the need for a further development permit.

## 7. Trunk infrastructure

Until a local government infrastructure plan is made:

- the trunk infrastructure shown in Maps PFTI Map 1 to PFTI Map 4 is identified as the trunk infrastructure for the local government area
- the standard of service for each network or network mentioned above is stated to be the standard set out in attachment 2 - Standards for service trunk infrastructure networks

## 8. Indexing adopted charges

The adopted charge for a Material change of use or Reconfiguring of a lot may be increased after the charge is levied and before it is paid to the local government.

The increase must be calculated using the following method:

$$\text{Increase Amount} = (A \times B / C) - A$$

Where: A = the levied charge in the infrastructure charges notice.  
B = PPI for the quarter preceding the payment date.  
C = PPI for the quarter preceding the date the infrastructure charges notice was issued.

PPI is defined in section 627 of the Sustainable Planning Act 2009.

If the Increase Amount is less than zero, the Increase Amount applied to the levied charge will be zero.

The Increase Amount shall never be more than the lesser of the following:

- the difference between the levied charge and the maximum adopted charge Council could have levied for the development when the charge is payable; and
- the increase for the PPI for the period starting on the day the levied charge was levied and ending on the day it is paid, adjusted by reference to the three-yearly PPI average.

## 9. Method for recalculating the establishment cost

The method used to recalculate establishment cost when an application is made under section 657 of the SPA is outlined below:

(a). Trunk Infrastructure that is works

Trunk infrastructure that is works (trunk infrastructure other than land) must be costed using a first principles estimating approach. The first principles estimating approach must be implemented through the following procedural requirements:

- (i) The local authority must provide to the applicant the scope of works including the standard to which the trunk infrastructure is to be provided and the location of the trunk infrastructure (the scope of works)
- (ii) The applicant must, at their cost, provide to the local authority:
  - a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (the bill of quantities).
  - a first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (the cost estimate).
- (iii) The local authority may accept the bill of quantities and cost estimate provided by the applicant.
- (iv) If the local authority accepts the bill of quantities and the cost estimate, the cost estimate is the establishment cost of the infrastructure.
- (v) If the local authority does not accept the bill of quantities and cost estimate provided by the applicant it must, at its cost, have an assessment undertaken by an appropriately qualified person to:
  - determine whether the bill of quantities is in accordance with the scope of works;
  - determine whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
  - provide a new cost estimate using a first principles estimating approach.
- (vi) If the local authority rejected the bill of quantities and the cost estimate provided by the applicant, it must provide written notice to the applicant and propose the new bill of quantities and cost estimate and its reasons for doing so.
- (vii) Where a written notice of the local authority's proposed bill of quantities and cost estimate has been given, the applicant may negotiate and agree with the local authority regarding a cost estimate.

The agreed cost estimate is the establishment cost of the infrastructure.
- (viii) If agreement cannot be reached, the local authority must refer the bill of quantities and the cost estimate to an independent, suitably qualified person (the independent assessor) to:
  - assess whether the bill of quantities is in accordance with the scope of works;
  - assess whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
  - provide an amended cost estimate using a first principles estimating approach.

The independent assessor is to be appointed by agreement between the local authority and the applicant. The cost of this independent assessment is to be equally shared between the local authority and the applicant.

The amended cost estimate determined by the independent assessor is the establishment cost of the infrastructure.

If the local authority and the applicant cannot reach agreement on the appointment of an independent assessor, the establishment cost of the infrastructure is determined by calculating the average of the previous two cost estimates prepared on behalf of the applicant and the local government respectively.

- (ix) The local authority must give an amended ICN to the applicant stating:
- the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN using the Producer Price Index – Road and bridge construction index for Queensland.
  - that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and bridge construction index for Queensland.

(b). Trunk infrastructure that is land

The establishment cost of trunk infrastructure that is land must be determined using the before and after method for estimating the current market value of land (the before and after method of valuation).

The before and after method of valuation must be given effect through the following procedural requirements:

- (i) The applicant, at their own cost, must provide to the local authority a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (the valuation).
- (ii) The local authority may accept the valuation.
- (iii) If the local authority accepts the valuation, the valuation is the establishment cost of the infrastructure.
- (iv) If the local authority does not accept the valuation provided by the applicant, it must, at its own cost, have a valuation undertaken by a certified practicing valuer.
- (v) If the local authority rejected the valuation provided by the applicant, it must provide written notice to the applicant and propose a new valuation and its reasons for doing so.
- (vi) Where a written notice of the local authority's proposed valuation has been given, the applicant may negotiate and agree with the local authority regarding a valuation.

The agreed valuation is the establishment cost of the infrastructure.

- (vii) If agreement cannot be reached, the local authority must have a valuation undertaken by an independent, certified practicing valuer to assess the market value of the specified land.



The independent, certified practicing valuer is to be appointed by agreement between the local authority and the applicant. The cost of this independent assessment is to be equally shared between the local authority and the applicant.

The amended valuation determined by the independent certified practicing valuer is the establishment cost of the infrastructure.

If the local authority and the applicant cannot reach agreement on the appointment of an independent certified practicing valuer, the establishment cost of the infrastructure is determined by calculating the average of the previous two cost estimates prepared on behalf of the applicant and the local government respectively.

- (viii) The local authority must give an amended ICN to the applicant stating:
- the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended ICN using the Producer Price Index – Road and bridge construction index for Queensland.
  - that the establishment cost of the infrastructure stated in the amended ICN is indexed from the date that it is stated in the amended ICN to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and bridge construction index for Queensland.

When determining the value of the land using the before and after method of valuation, two valuations of the subject land are undertaken. In the first instance, the value of the original land is determined before any land is transferred to a local authority, using the direct comparison method at the site specific level. This will include those portions of the land which are able to be developed to the yield approved in a development application and the value of those portions of the land which will be used for trunk infrastructure. Assuming that the land to be used for infrastructure is otherwise developable (e.g. not within a stormwater or drainage corridor), these portions of the land should be valued based on a rate applicable to en globo land for the underlying zone.

The value of the remaining land that will not be transferred to a local authority is then determined – again using the direct comparison method at the site specific level. The value of the latter is then subtracted from the former value to arrive at the value of the land to be transferred to a local authority. This method ensures that the land is not valued as a stand-alone allotment, but rather as a part of the overall land holding of the owner and that the valuation reflects any enhancement or diminution of value of the remaining land that may occur as a result of the portion to be transferred to a local authority.

## **10. Conversion criteria**

Conversion criteria used for making a decision on a conversion application made under section 659 of the SPA is outlined below.

For infrastructure to be considered trunk infrastructure, each of the following criteria must be met:

- (i) The infrastructure has capacity to service other developments in the area;
- (ii) The function and purpose of the infrastructure is consistent with other trunk infrastructure identified in an LGIP, a charges resolution or Netserv Plan for the area;

- (iii) The infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 665 of the SPA or section 99BRDJ of the SEQ Water Act;
- (iv) The type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area. A definition of cost effectiveness as it relates to trunk infrastructure provision is stated below; and
- (v) The infrastructure must be located within the priority infrastructure area identified in the PIP.

Most cost effective option – means the least cost option based upon the life cycle cost of the infrastructure required to service future urban development in the area at the desired standard of service.

## **11. Dictionary**

Words and terms used in this resolution have the meaning given in SPA or the Queensland Planning Provisions version 3.1.

If a word or term used in this resolution is not defined in SPA or the Queensland Planning Provision version 3.1, it has the meaning given in this section.

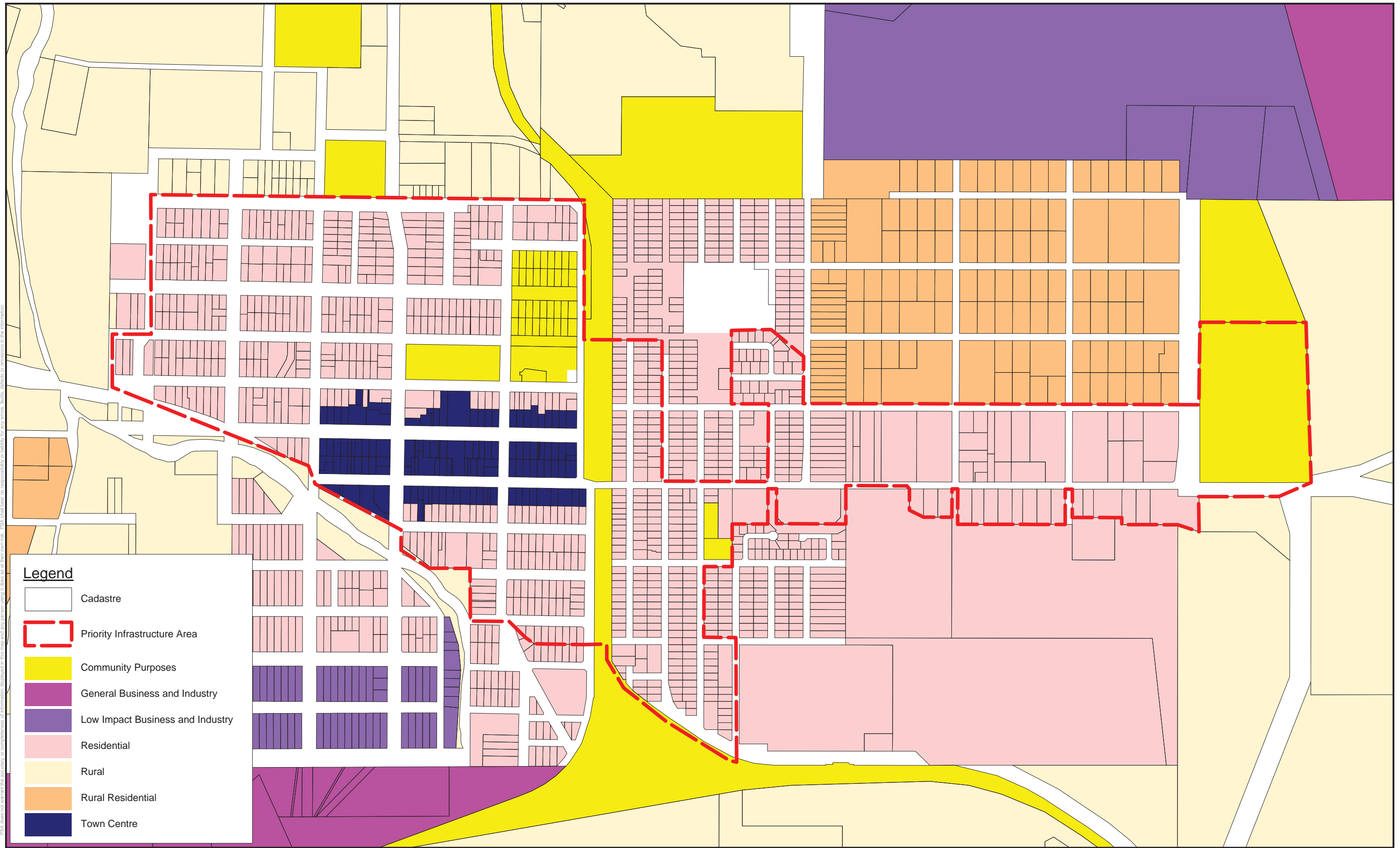
## **12. Resolution attachments**

Attachment 1 - MAPS

1. PIA Map – Priority Infrastructure Area
2. PFTI Map 1 – Water Supply Network
3. PFTI Map 2 – Sewerage Network
4. PFTI Map 3 – Transport Network
5. PFTI Map 4 – Public Parks Network

Attachment 2 – Standards for service trunk infrastructure networks

## **ATTACHMENT 1 MAPS**



**Legend**

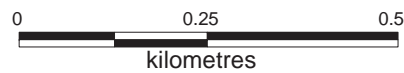
-  Cadastre
-  Priority Infrastructure Area
-  Community Purposes
-  General Business and Industry
-  Low Impact Business and Industry
-  Residential
-  Rural
-  Rural Residential
-  Town Centre



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**Mapping Data Information**

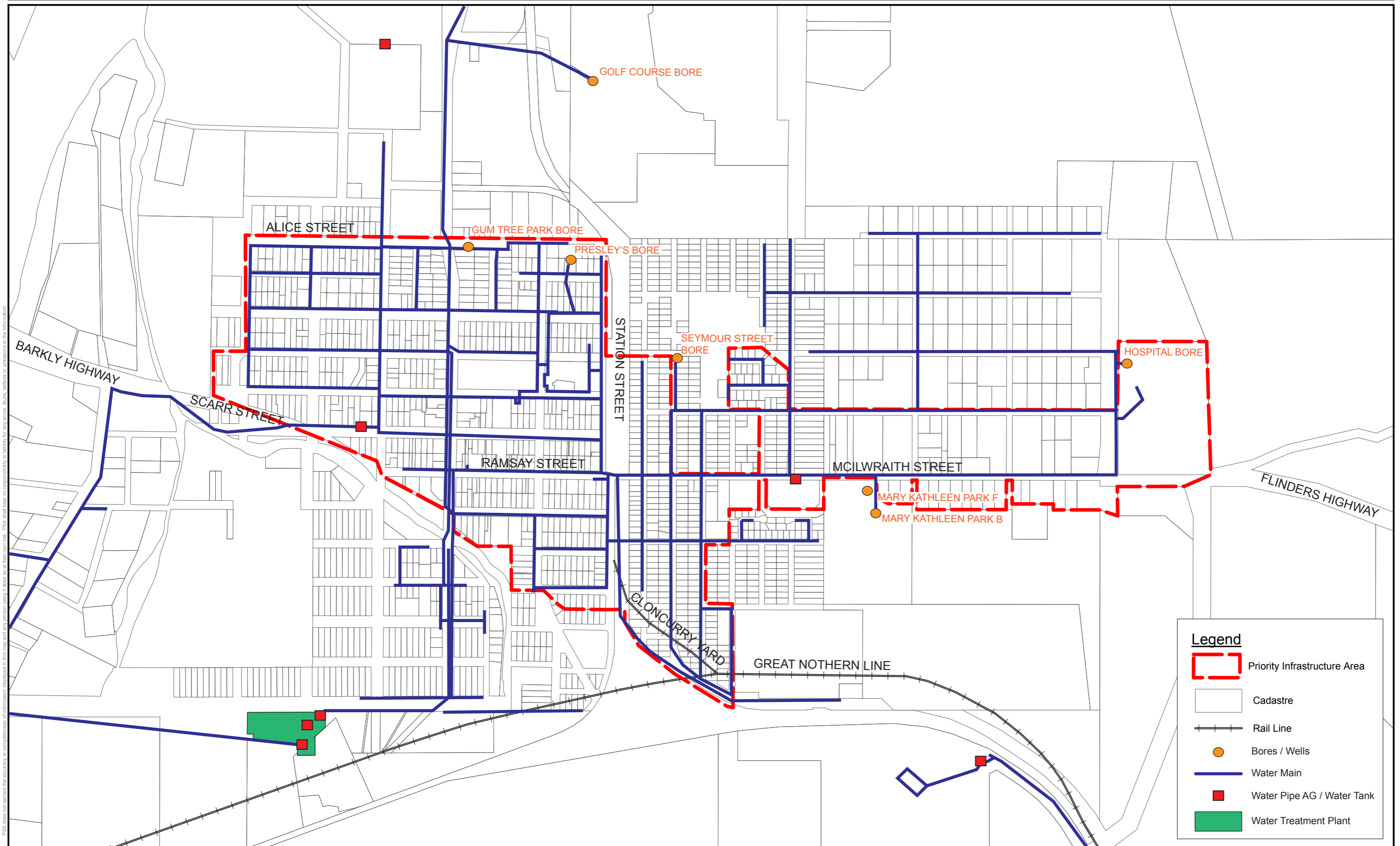
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 Date: 2010  
 Version: -  
 Spatial Reference: GDA1994 MGA Zone 54

Author: Nick Jimenez

Version: 2

Date: 16 July 2012

**Priority Infrastructure Area**



**Legend**

- Priority Infrastructure Area
- Cadastre
- Rail Line
- Bores / Wells
- Water Main
- Water Pipe AG / Water Tank
- Water Treatment Plant

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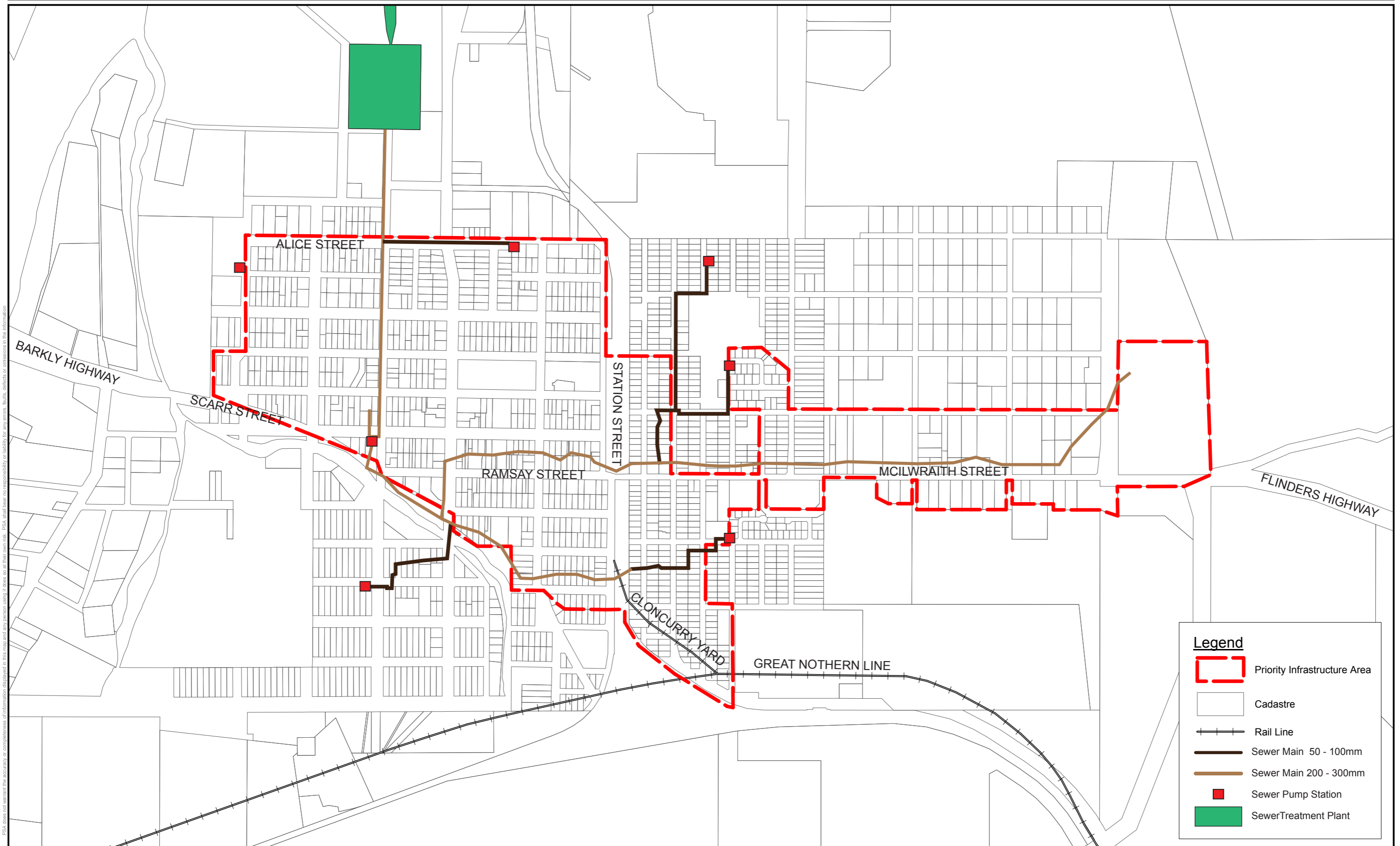
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**Mapping Data Information**



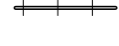




Data: Description: Cloncurry Cadastre  
 Data Source: Cloncurry Shire Council  
 Date: 2010  
 Version: -  
 Spatial Reference: GDA1994 MGA Zone 54

Author: Nick Jimenez  
 Version: 2  
 Date: 16 January 2012

**Water Supply Network**



**Legend**

-  Priority Infrastructure Area
-  Cadastre
-  Rail Line
-  Sewer Main 50 - 100mm
-  Sewer Main 200 - 300mm
-  Sewer Pump Station
-  Sewer Treatment Plant



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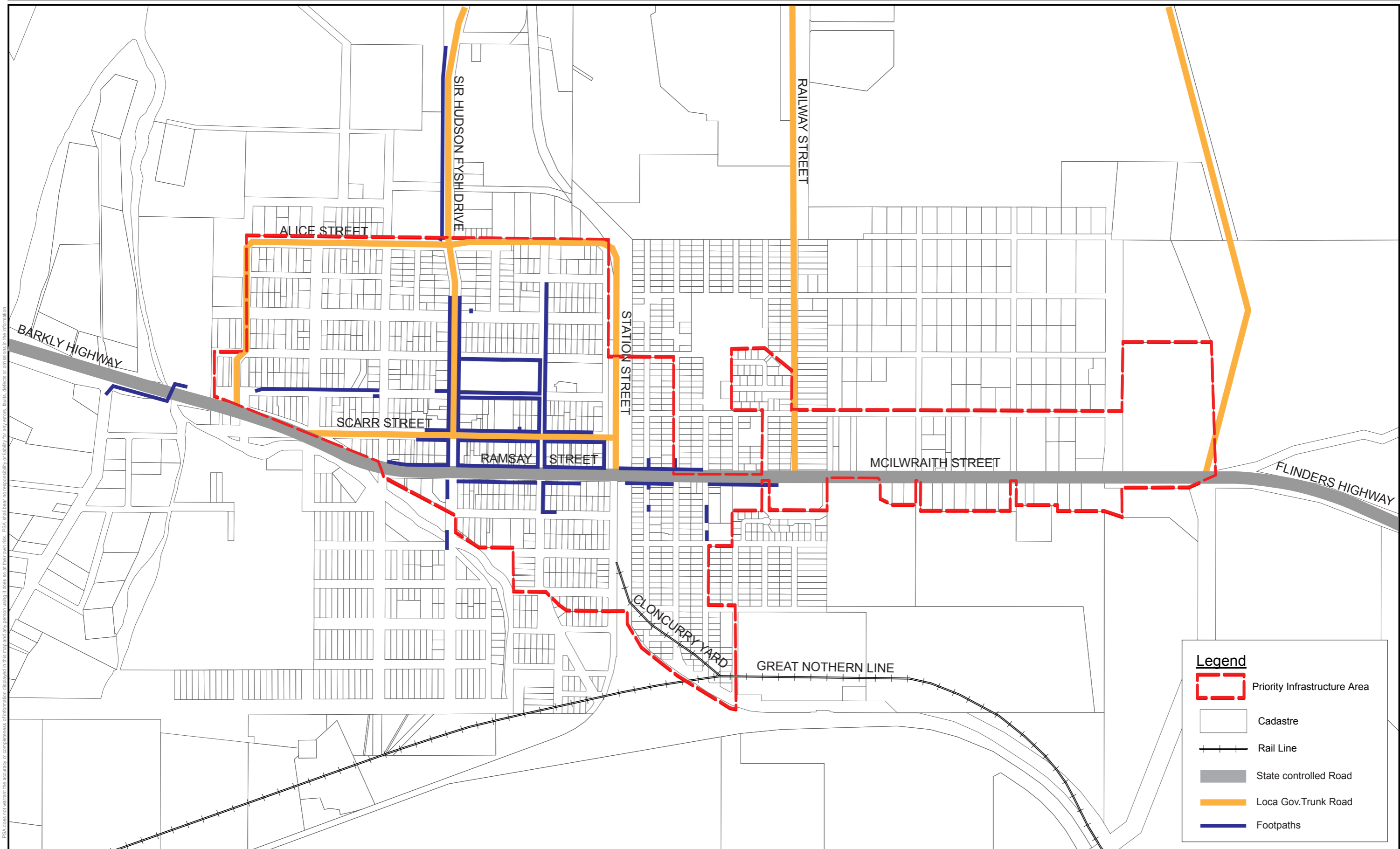
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**Sewerage Network**



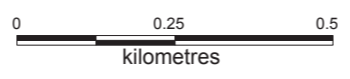
**Legend**

- Priority Infrastructure Area
- Cadastre
- Rail Line
- State controlled Road
- Local Gov. Trunk Road
- Footpaths



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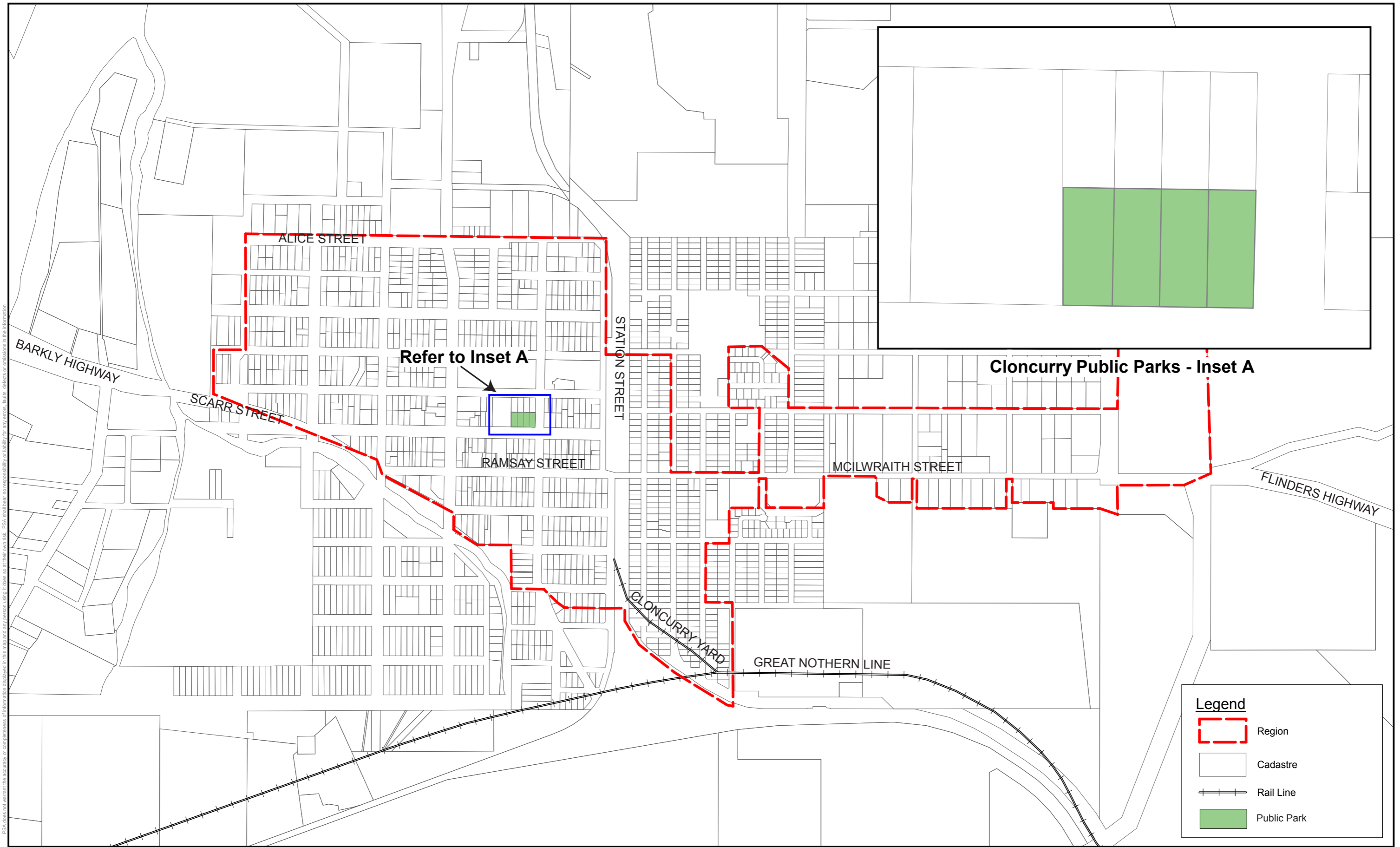


**Mapping Data Information**



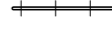

Data:	Description: Cloncurry Cadastre
Data Source:	Cloncurry Shire Council
Date:	2010
Version:	-
Spatial Reference:	GDA1994 MGA Zone 54

Author: Nick Jimenez  
 Version: 2  
 Date: 16 January 2012

# Transport Network



**Legend**

-  Region
-  Cadastre
-  Rail Line
-  Public Park



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0 0.25 0.5  
kilometres

N

**Mapping Data Information**

Data: Description: Cloncurry Cadastre  
 Data Source: Cloncurry Shire Council  
 Date: 2010  
 Version: -  
 Spatial Reference: GDA1994 MGA Zone 54

Author: Nick Jimenez  
 Version: 2  
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**Public Parks Network**



## ATTACHMENT 2

# STANDARDS OF SERVICE TRUNK INFRASTRUCTURE NETWORKS

### WATER SUPPLY NETWORK STANDARDS OF SERVICE:

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability/continuity of supply	All development receives a reliable supply of potable water with minimal interruptions to their service.	<i>Local government standards in planning scheme and planning scheme policies</i> <i>Customer service standards</i> <i>Customer service obligations</i>
Adequacy of supply	All development is provided with a water supply that is adequate for the intended use.	<i>Water Service Association of Australia codes</i> <i>IPWEA standards</i> <i>Customer service standards</i> <i>Local government standards in planning scheme and planning scheme policies</i>
Quality of supply	Provide a uniform water quality in accordance with recognised standards that safeguards community health and is free from objectionable taste and odour.	<i>The Australian Drinking Water Guidelines developed by the National Health and Medical Research Council</i>
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	<i>Compliance with the requirements of the Environmental Protection Act 1994 and associated Environmental Protection Policies and the Water Act 2000</i>
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	<i>System Leakage Management Plan (Chapter 3, Part 3, Division 1A Water Act 2000)</i>
Infrastructure design/planning standards	Design of the water supply network will comply with established codes and standards.	<i>Water Supply Code of Australia—Water Services Association of Australia—WSA 03-2002</i> <i>The Australian Drinking Water Guidelines developed by the National Health and Medical Research Council</i> <i>Planning Guidelines for Water Supply and Sewerage—Department of Natural Resources and Water (NRW)</i> <i>Local government standards in planning scheme policies</i>

**SEWERAGE NETWORK DESIRED STANDARDS OF SERVICE:**

<b>Measure</b>	<b>Planning criteria (qualitative standards)</b>	<b>Design criteria (quantitative standards)</b>
Reliability	All development has access to a reliable sewerage collection, conveyance, treatment and disposal system.	<p><i>Local government standards in planning scheme and planning scheme policies</i></p> <p><i>Customer service standards</i></p> <p><i>Customer service obligations</i></p>
Quality of treatment	Ensures the health of the community and the safe and appropriate level of treatment and disposal of treated effluent.	<p><i>Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy</i></p> <p><i>Queensland Water Quality Guidelines 2006—Environmental Protection Agency (where local guidelines do not exist)</i></p> <p><i>National Water Quality Guidelines—National Water Quality Management Strategy (where local or regional guidelines do not exist)</i></p>
Environmental impacts	The environmental impacts of the sewerage network are minimised in accordance with community expectations.	<p><i>Compliance with the requirements of the Environmental Protection Act 1994 and associated Environmental Protection policies</i></p>
Effluent re-use	Reuse effluent wherever possible.	<p><i>Guidelines for Sewerage Systems: Reclaimed Water—February 2000</i></p> <p><i>Queensland Water Recycling Guidelines—December 2005</i></p>
Infrastructure design / planning standards	Design of the sewerage network will comply with established codes and standards.	<p><i>Planning Guidelines for Water Supply and Sewerage—NRW</i></p> <p><i>Sewerage Code of Australia—Water Services Association of Australia—WSA 02—2002</i></p> <p><i>Sewerage Pumping Station Code of Australia—Water Services Association of Australia—WSA 04—2005</i></p> <p><i>Local government standards in planning scheme and planning scheme policies</i></p>

**STORMWATER NETWORK DESIRED STANDARDS OF SERVICE:**

<b>Measure</b>	<b>Planning criteria (qualitative standards)</b>	<b>Design criteria (quantitative standards)</b>
Quantity	Collect and convey stormwater in natural and engineered channels, a piped, drainage network and system of overland flow paths to a lawful point of discharge, in a safe manner that minimises the inundation of habitable rooms and protects life.	<i>Queensland Urban Drainage Manual—NRW</i> <i>Local government standards in planning scheme and planning scheme policies</i>
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	<i>Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy</i> <i>Queensland Water Quality Guidelines 2006—Environmental Protection Agency (EPA) (where local guidelines do not exist)</i> <i>National Water Quality Guidelines—National Water Quality Management Strategy (where local or regional guidelines do not exist)</i>
Environmental impacts	Adopt water-sensitive urban design principles and on-site water quality management to achieve EPA water quality objectives.	<i>Section 42 Environmental Protection [Water] Policy 1997)</i> <i>Local Government standards in planning scheme and planning scheme policies</i>
Infrastructure design/planning standards	Design of the stormwater network will comply with established codes and standards.	<i>Queensland Urban Drainage Manual—NRW</i> <i>Local government standards in planning scheme and planning scheme policies</i> <i>Natural Channel Design Guidelines</i>

**TRANSPORT NETWORK DESIRED STANDARDS OF SERVICE:**

<b>Measure</b>	<b>Planning criteria (qualitative standards)</b>	<b>Design criteria (quantitative standards)</b>
Road network design/planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities, and freight movement.</p> <p>Design of the road system will comply with established codes and standards.</p>	<p><i>Local government road design and development manual/standards/codes in planning scheme and planning scheme policy</i></p> <p><i>Interim Guide to Road Planning and Design</i></p> <p><i>Australian Standards</i></p> <p><i>AUSTROADS guides</i></p>
Public transport design/planning standards	<p>New urban development is designed to achieve safe and convenient walking distance to existing or potential bus stops, or existing or proposed demand-responsive public transport routes.</p>	<p><i>Local government design and development manual/standards/codes in planning scheme and planning scheme policy</i></p> <p><i>Design accords with the performance criteria set by Department of Transport and Main Roads</i></p> <p><i>AUSTROADS guides for road-based public transport and high-occupancy vehicles</i></p>
Cycleway and pathway design/planning standards	<p>Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable alternatives.</p> <p>Design of the network will comply with established codes and standards.</p>	<p><i>Local government road design and development manual/standards/codes in planning scheme and planning scheme policy</i></p> <p><i>Australian Standards</i></p> <p><i>AUSTROADS Guide to Road Design – Part 6A: Pedestrian and Cycle Paths</i></p> <p><i>Complete Streets Manual</i></p>