



Agenda – Late Items

Ordinary Meeting

Tuesday, 5 September 2023

Time: 9.15 am
Location: Council Chambers
82 Brisbane Street
BEAUDESERT QLD 4285

**Scenic Rim Regional Council
Ordinary Meeting
Tuesday, 5 September 2023
Agenda – Late Items**

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11 Consideration of Business of Meeting

Additional Items

11.4 Review of Local Government Infrastructure Plan

Executive Officer: General Manager Asset and Environmental Sustainability

Item Author: General Manager Asset and Environmental Sustainability

Attachments: Nil

Councillor Portfolio

Not applicable.

Local Government Area Division

This report relates to the whole Scenic Rim region.

Executive Summary

A review of the Local Government Infrastructure Plan has been undertaken to fulfil the obligation under Section 25(3) of the *Planning Act 2016* (Planning Act), which requires Council to review its Local Government Infrastructure Plan within five years after it was included in the planning scheme.

Recommendation

That:

1. Council note the outcomes of the review of the Local Government Infrastructure Plan outlined in the attached Reviewer Statement; and
2. Council prepare an amendment to the Local Government Infrastructure Plan in accordance with the *Planning Act 2016* and Minister's Guidelines and Rules.

Previous Council Considerations / Resolutions

Not applicable.

Report / Background

Local governments plan for infrastructure in many ways including via Local Government Infrastructure Plan (LGIP) prepared under the Planning Act. This planning is influenced by local context, local government strategic direction, statutory requirements, and community aspirations.

The LGIP is an output of local government land use planning policy and an integral component of a local government's planning scheme. The LGIP, included as Part 4 of the Scenic Rim Planning Scheme 2020 (the planning scheme), identifies the local infrastructure necessary to support planned urban development in the local government area and provides a rationale to support local government infrastructure expenditure.

As a forward planning guide for the provision of infrastructure in the local government area, the LGIP also has important linkages with Council's Long-term Financial Forecast and Asset Management Plans.

The Scenic Rim Planning Scheme 2020 and accompanying Planning Scheme policies commenced on 20 March 2020 making the LGIP review due by 20 March 2025. While the LGIP review is not due until 2025, much of the information used to develop the LGIP is now dated which has the potential to affect the accuracy, currency and relevance of the current LGIP. The Scenic Rim Growth Management Strategy also identifies the need to review the LGIP to encourage growth in coordination with planned infrastructure.

Given the identified need to update the LGIP and the likelihood that this will require the commissioning of detailed studies to support the LGIP, it is considered prudent to begin an LGIP review well ahead of the review timeframe set by the Planning Act.

As part of the review, the accuracy, currency and relevance of the current LGIP has been considered by using the Review Checklist to identify any non-compliance with the matters under Chapter 5, Part 6 of the Minister's Guidelines and Rules. The LGIP Review checklist lists 55 areas for consideration as part of the LGIP review process.

The completed checklist with detailed commentary, is provided in the attached Five-Year Statutory Review, which broadly covers the following:

- Overall format and preliminary components;
- Planning assumptions;
- Priority Infrastructure Area;
- Desired standards of service;
- Plans for trunk infrastructure and maps;
- Schedules of works and Schedule of Service (SOW) model; and
- Extrinsic material.

The following infrastructure categories have been assessed with an overview provided of each.

Water and sewer infrastructure networks

While Council is not responsible for the planning and delivery of water and sewer infrastructure, these networks play a significant role in shaping the extent and timing of growth. For this reason, the planning assumptions and Priority Infrastructure Area established by local government as part of the LGIP, will continue to perform an important role in the planning of water and wastewater networks included in a water Netserv plan. This makes coordination between the Council and Urban Utilities (UU) critical in the management of growth.

As part of the review it has been identified that the current water and sewer infrastructure planning on which the Water Netserv Plan has been prepared is dated being prepared in 2011.

Given the review recommendation that the Council refresh its LGIP, including the planning assumptions, it is appropriate that UU be requested to undertake a similar refresh of its water Netserv plan for the Scenic Rim region.

Transport infrastructure network

Extrinsic material supporting the Transport infrastructure component of the LGIP consists of studies undertaken from 2013 to 2016.

The rates of construction have increased significantly since 2014. While costs have been indexed over time it is unlikely that this indexation would have accounted for the significant increases in construction costs experienced since 2020.

These reports are dated, and the traffic modelling undertaken would have been based on demographics from Census 2011. It is noted that the April 2022 Beaudesert Corridor Study (Crossley Consulting) acknowledges that previous assumptions overestimate the levels of growth expected by 2031 and at ultimate development.

It is also noted that some of the upgrades identified appear to be based on addressing deficiencies in the existing trunk road transport infrastructure network serving the whole of the Council area. It is noted that some of the proposed upgrades, while improving the level of service, are not required to serve new development anticipated in the Scenic Rim region.

There are also proposed upgrades that, while serving demand from new development, will serve new development in the adjacent Logan City Council area or development in the Bromelton State Development Area.

This review has also identified that planning for active transport in the Council area is lacking and it would be appropriate to prepare an active transport strategy with associated infrastructure to include in the LGIP.

The Department of Transport and Main Roads released a 10-year forward plan for upgrading of the Mount Lindsay Highway in 2018. It is likely that many of the improvements included in this forward plan were not anticipated with earlier studies. The required trunk infrastructure should be included in the LGIP. An upgraded transport model, including these upgrades, may result in different infrastructure requirements, including changes to costs or timing.

Stormwater infrastructure network

There were three plans involved in the assessment of the existing stormwater networks, developing and testing mitigation strategies and selecting preferred mitigation solutions. The reports were undertaken using methodologies that were contemporary at the time.

It is noted that the stormwater catchments in the Plans for Trunk Infrastructure (PFTI) do not cover the full extent of the Priority Infrastructure Areas (PIAs) and that further work may be required to address stormwater infrastructure requirements in these areas. In addition, there is land zoned for urban development immediately outside the PIAs that may warrant studies to determine trunk stormwater infrastructure requirements.

The stormwater studies address the issue of stormwater quantity only and do not address water quality related infrastructure. It is not uncommon for the first generation LGIPs to only address stormwater quantity related infrastructure as the methodology for planning for stormwater quality related infrastructure was not well developed at the time. The methodology to model and determine stormwater quality infrastructure requirements has progressed in recent years and Council may now wish to address this requirement in the LGIP. This would require the development of Desired Standards of Service relating to stormwater quality.

Public parks and land for community facilities

Like all other trunk infrastructure networks, the planning for public parks and land for community facilities infrastructure has relied upon planning assumptions which are now out of date. A revision of the planning assumptions would require a reassessment of the proposed PFTI for public parks and land for community facilities.

It is also noted that some park upgrades identified in the PFTI appear to be based on addressing deficiencies in the existing public parks infrastructure network serving the whole of the Council area. It is noted that some of the proposed upgrades, while improving the level of service for the Council as a whole, are not required to serve the new development anticipated in the Scenic Rim region.

Local Government Infrastructure Plan Project Plan Briefing Note

The majority of the identified tasks contained within the timeline are currently funded within various aspects of the draft 2023-2024 budget within the Asset Management section.

A recent review of the Council's LGIP identified that it is no longer fit for purpose having regard to the currency and accuracy of the base information used to originally develop the LGIP.

Following presentation of the LGIP review findings, 2EH Consulting recommended the following technical works required for Council's consideration when informing preparation of the new LGIP. The following list of technical studies has been identified as critical inputs that are needed:

1. *Updated unit rates for infrastructure works and land* — to form the basis typical value of trunk infrastructure in the LGIP financial model.
2. *A transport strategy and model (including active transport network)* — to provide strategic direction and guidance to Council's critical and key roads, transport and active transport needs, investments and advocacy priorities.
3. *A review of park catchment planning* — to review the sufficiency/capacity of the existing and proposed future parks infrastructure and identify new trunk parks in response to the updated growth assumptions.
4. *A review of land for community facilities planning* — to review the sufficiency/capacity of the existing and proposed future land for community facilities and identify new trunk land in response to the updated growth assumptions.
5. *Updated stormwater catchment studies* — to review the adequacy of the existing trunk stormwater network (quantity and quality) and planning, and identify new stormwater trunk infrastructure in response to the updated growth assumptions.
6. *A detailed assessment of Urban Utilities (UU) network planning* — It is expected UU will have developed a new set of trunk infrastructure planning for its NetServ covering the SRRC region in the next 12-24 months. This assessment will identify the consistency and gaps between UU new updated new network planning against Council growth intentions/directions.

Based on the list of technical works, 2EH Consulting had prepared the technical consultant briefs and undertaken consultation with various SEQ councils' LGIP and technical network coordinators to ascertain the approximate budget required for these LGIP projects. A number of identified tasks contained within the proposed delivery timeline are currently funded within various aspects of the 2023-2024 budget within the Asset Management section.

Attached (Attachment 2) is the proposed high-level timeline for the LGIP amendment project. At present, it has been estimated that this major policy project could be completed (adopted by the Council) by February 2026. It must be noted that the Queensland local government election and State election will be held in March 2024 and October 2024. These two major events may affect the estimated project completion at both the Council-level during the development of the new LGIP trunk infrastructure network planning and policy preparation, and the State government-level when the Council submits its new LGIP for the statutory review and the Planning Minister's sign-off.

Budget / Financial Implications

It is anticipated that the project plan developed as part of this review will provide a comprehensive list of recommended projects that will be needed to inform the LGIP over the following three successive financial years. Some preparation studies will be progressed earlier to ensure that the major projects are completed in time for the major review of the LGIP.

Resources of both staff time and budget for consultancies and equipment have been considered as part of the LGIP update; with suitable allowances made within the current 2023-2024 Asset Management budget in line with the proposed project timeline.

The table below provides a summary of the estimated costs for each technical work, equating to the cost estimate of \$600,000 to \$755,000.

No.	LGIP Technical Work	Estimated Budget (\$)
1	Updated unit rates for infrastructure works and land valuation	\$70,000
2	A transport strategy and model (including active transport network)	\$250,000 - \$350,000
3 & 4	A review of park catchment planning and land for community facilities planning	\$60,000 - \$70,000
5	Updated stormwater catchment studies (four catchments)	\$200,000 - \$240,000
6	A detailed assessment of UU network planning	\$20,000 - \$25,000
	Total	\$600,000 - \$755,000

Strategic Implications

Operational Plan

Theme: 2. Sustainable and Prosperous Economy

Key Area of Focus: A sustainable program of local, higher order infrastructure delivery necessary to support population and economic growth

Legal / Statutory Implications

This review of the LGIP has been undertaken in accordance with the requirements under the *Planning Act 2016*.

Risks

Strategic Risks

The following Level 1 and Level 2 (strategic) risks are relevant to the matters considered in this report:

SR43 Inadequate or ineffective planning, delivery and maintenance of infrastructure resulting in risk to public and staff safety and potential financial implications.

Risk Summary

Category	Explanation
Infrastructure, Assets & Service Delivery	Undertake Infrastructure planning to provide up-to-date trunk infrastructure requirements and costings for inclusion in the Local Government Infrastructure Plan. Inadequate planning of trunk infrastructure leads to inadequate trunk infrastructure networks that support the growing population.
Governance, Risk & Compliance	Undertake a review of Local Government Infrastructure Plans in accordance with the Planning Act 2016 and implement the recommendations of the review. Non-compliance with statutory requirement for Council to review its LGIP in accordance with the Planning Act 2016

Human Rights Implications

No human rights have been impacted by any actions recommended in this report.

Consultation

The LGIP impacts on a number of functional areas across Council. The business units consulted as part of this process include:

- Capital Works and Asset Management;
- Regional Development, Health and Biodiversity; and
- Resources and Sustainability.

External consultation has also been undertaken with UU and the Queensland Department of Transport and Main Roads.

Conclusion

This review has identified that Council’s current LGIP is no longer fit for purpose having regard to the currency and accuracy of the base information used to originally develop the LGIP. A key and critical finding has been that the planning assumptions originally developed are now dated, with comparison against Census 2021 showing that growth within the Council area has been lower than anticipated. Employment growth has been less than predicted and the differences between forecast and actual growth being less than for population.

It has also revealed that some of the planning assumptions relating to residential development densities may also not have been achieved.

Given population and employment growth are a fundamental building block of the planning assumptions, the determination of infrastructure demand and subsequent planning for trunk infrastructure, including timing for delivery, is essential for a future LGIP.

In addition, it is recognised that there have been significant escalations in construction costs in recent times and the costings used to develop the SOW model are dated. This requires a refresh of costings used in the SOW model. This will have input into a revision of infrastructure planning on the basis of altered demand and costings. It is noted that the infrastructure modelling used to develop the LGIP is also dated and needs to be revised in light of changes that have occurred since modelling was completed.

Options

Option 1

That:

1. Council note the outcomes of the review of the Local Government Infrastructure Plan outlined in the attached Reviewer Statement; and
2. Council prepare an amendment to the Local Government Infrastructure Plan in accordance with the *Planning Act 2016* and Minister's Guidelines and Rules.

Option 2

That:

1. Council does not note the outcomes of the review of the Local Government Infrastructure Plan outlined in the attached Reviewer Statement; and
2. Council does not prepare an amendment to the Local Government Infrastructure Plan in accordance with the *Planning Act 2016* and Minister's Guidelines and Rules.