

Fact sheet: Local government infrastructure framework

Local government infrastructure plans (LGIPs)

This fact sheet explains why it is important for local governments to plan for infrastructure in their area.

Why plan for infrastructure?

Planning for infrastructure is a key component of the land-use planning system in Queensland as it identifies the infrastructure necessary to service development in an area in an efficient and orderly manner, and provides certainty to local communities and the development industry.

At a more detailed level, this resulting information (for example the type, cost, size, and expected timing of infrastructure) also facilitates decisions about development and its associated infrastructure requirements. The information supports and informs other local government business functions including asset management plans and financial plans.

What is an LGIP?

An LGIP is the result of an integrated land use and infrastructure planning process. It identifies the infrastructure necessary to support the intended urban development pattern of the local government area. An LGIP forms part of a local government's planning scheme and must be prepared in accordance with the *Planning Act 2016* and the Minister's Guidelines and Rules (MGR).

What infrastructure is in an LGIP?

Local governments are responsible for providing higher level infrastructure (water, sewerage, roads, stormwater, parks and land for community facilities) that is typically shared between different developments (for example, larger sewer mains). This level of infrastructure is termed trunk infrastructure and is included within a LGIP.

Infrastructure that is not shared with other development and is generally internal to a development site (for example, a cul-de-sac within a residential subdivision) is provided by development and termed non-trunk infrastructure. Non-trunk infrastructure is not included in a LGIP.

What does an LGIP do?

An LGIP:

- integrates infrastructure planning with land-use planning
- uses growth assumptions and planning scheme assumptions to determine infrastructure demands
- facilitates the efficient and orderly delivery of trunk infrastructure
- estimates the costs of trunk infrastructure and anticipated revenue



- provides transparency about the provision of trunk infrastructure
- will enable charges and conditions about infrastructure on development approvals
- supports strategic decision-making about infrastructure provision and funding

What are the components of an LGIP?

The main components of an LGIP are:

Planning assumptions

To plan infrastructure networks, a series of assumptions need to be made about the expected growth and development envisaged by the planning scheme. Specifically, the type, scale, location and timing of development all need to be considered. Collectively, these are termed the planning assumptions in an LGIP.

Priority infrastructure area (PIA)

The PIA is an area the local government identifies in which it will prioritise the provision of trunk infrastructure for the next 10 to 15 years. It is also a tool that assists local governments to manage the sequence of development across their area.

Desired standards of service (DSS)

The DSS is a high-level summary of the key planning and design standards that the local government will apply to its trunk infrastructure.

Plan for trunk infrastructure (PFTI)

The PFTI identifies the trunk infrastructure necessary to service existing and future urban development. The necessary infrastructure will be compiled on a series of maps, and also included in tabular format called the 'schedule of works'. The MGR provides further details on these elements.

What is the process for making an LGIP?

The MGR details the process to make, amend and review LGIPs. It documents the infrastructure planning process and establishes the approval and adoption process. Stage 1 is the planning and preparation of the draft LGIP, stage 2 includes review by the state government, stage 3 includes public consultation, and stage 4 is adoption of the LGIP by the local government.

Where the process to make an LGIP started under the *Sustainable Planning Act 2009* (SPA), it may continue under SPA, as provided for by the Planning Act.

Panel of pre-approved LGIP reviewers

The department has appointed a panel of pre-approved LGIP reviewers. Local governments may engage a reviewer from this panel to review their draft LGIP objectively against the requirements of the MGR. Only reviewers who have been appointed to the panel can be used, and local governments are responsible for appointing a reviewer from the panel without further involvement of the state.

By when are LGIPS to be adopted?

If a local government intends to levy infrastructure charges and impose conditions about trunk infrastructure, it must adopt its LGIP by the 'cut-off date'. The cut-off date is a date before 1 July 2018, as approved by the Minister on application by the local government.

More information

For more information on local government infrastructure conditions, adopted charges and planning matters, please visit the [Department of Infrastructure, Local Government and Planning website](#).