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## Part 4 Local government infrastructure plan

### 4.1 Preliminary

- (1) This local government infrastructure plan (LGIP) has been prepared in accordance with the requirements of the *Sustainable Planning Act 2009* (repealed).
- (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; and
  - (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) stormwater;
    - (ii) transport (roads);
    - (iii) transport (active transport);
    - (iv) parks and land for community facilities; and
  - (e) provides a list of supporting documents that assist in the interpretation of the local government infrastructure plan in the Editor's note – Extrinsic material at the end of Part 4.

### 4.2 Planning assumptions

- (1) The planning assumptions state the assumptions about:
  - (a) population and employment growth; and
  - (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 a 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 to accord with future Australian Bureau of Statistics census years:
- (i) mid 2021;
  - (ii) mid 2026; and
  - (iii) mid 2031.
- (b) the LGIP development types in column 2 that include the uses in column 3 of **Table 4.2 (Relationship between LGIP development categories, LGIP development types and uses)**; and
- (c) the projection areas shown on **Map SCC2 (Index Map)** in **Schedule 2 (Mapping)**, which are the local plan areas of the planning scheme which are inside the PIA.

**Table 4.2 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	Caretaker's residence Dwelling house Dwelling unit
	Attached	Dual occupancy Multiple dwelling Nature-based tourism Relocatable home park Resort complex Retirement facility Rooming accommodation Short-term accommodation Tourist park
Non-residential development	Office	Office Sales office
	Retail	Adult store Bar Food and drink outlet Garden centre Agricultural supplies store Hardware and trade supplies Market Outdoor sales Service station Shop Shopping centre Showroom
	Industry	Bulk landscape supplies Extractive industry High impact industry Low impact industry Marine industry Medium impact industry Port services Research and technology industry Service industry Special industry Transport depot Warehouse
	Education	Educational establishment
	Health	Hospital Health care services Residential care facility
	Community	Cemetery Child care centre Club Community care centre

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Community residence Community use Crematorium Emergency services Indoor sport and recreation Outdoor sport and recreation Park Place of worship
	Other	Air services Animal husbandry Animal keeping Aquaculture Carwash Cropping Function facility Funeral parlour Home based business Hotel Intensive animal industry Intensive horticulture Major electricity infrastructure Major sport, recreation and entertainment Motor sport facility Nightclub entertainment facility Parking station Permanent plantation Renewable energy facility Road side stall Rural industry Rural worker's accommodation Substation Telecommunications facility Theatre Tourist attraction Utility installation Veterinary services Wholesale nursery Winery

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

## 4.2.1 Population and employment growth

- (1) A summary of the assumptions about population and employment growth for the planning scheme area is stated in **Table 4.2.1 (Population and employment assumptions summary)**.

**Table 4.2.1 Population and employment assumptions summary**

Column 1 Description	Column 2 Assumptions				
	Base date 2016	2021	2026	2031	Ultimate development
Population	298,223	335,580	374,439	412,849	506,334
Employment	110,345	124,488	138,630	152,772	195,093

- (2) 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)**; and
- (b) for employment, **Table SC3.1.2 (Existing and projected employees)**.

## 4.2.2 Development

- (1) The developable area is identified on **Strategic Framework Map SFM1 – Land Use Elements**. The developable area is the area shown as Urban Area, Rural Residential Area and Industry and Enterprise Area. Future development within the developable area will be subject to consideration of the impacts of the development constraints depicted on the relevant Overlap Maps. The developable areas are stated in **Table SC3.1.3 (Planned density and demand generation rate for a trunk infrastructure network)** in **Schedule 3 (Local government infrastructure plan mapping and tables)**.
- (2) The planned density for future development is stated in **Table SC3.1.3 (Planned density and demand generation rate for a trunk infrastructure network)** in **Schedule 3 (Local government infrastructure plan mapping and tables)**.
- (3) A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in **Table 4.2.2 (Residential dwellings and non-residential floor space assumptions summary)**.

**Table 4.2.2 Residential dwellings and non-residential floor space assumptions summary**

Column 1 Description	Column 2 Assumptions				
	Base date 2016	2021	2026	2031	Ultimate development
Residential dwellings	121,552	138,493	156,591	175,029	220,555
Non-residential floor space (m <sup>2</sup> GFA)	4,330,395	4,770,966	5,211,535	5,652,104	6,973,811

- (4) 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 residential development, **Table SC3.1.4 (Existing and projected residential dwellings)**; and
  - (b) non-residential development, **Table SC3.1.5 (Existing and projected non-residential floor space)**.

## 4.2.3 Infrastructure demand

- (1) The demand generation rate for a trunk infrastructure network is stated in **Table SC3.1.3 (Planned density and demand generation rate for a trunk infrastructure network)** in **Schedule 3 (Local government infrastructure plan mapping and tables)**.
- (2) A summary of the projected demand for each service catchment is stated in:
  - (a) for the stormwater network **Table SC3.1.6 (Existing and projected demand for the stormwater network)**;
  - (b) for the transport network **Table SC3.1.7 (Existing and projected demand for the transport network)**; and
  - (c) for the parks and land for community facilities network **Table SC3.1.8 (Existing and projected demand for the parks and land for community facilities network)**.

## 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 the Local Government Infrastructure Plan Maps - Priority Infrastructure Area - LGIP Map PIA1 to PIA55 located in **Schedule 3 (Local government infrastructure plan mapping and tables)**.

## 4.4 Desired standards of service

- (1) This section states the key standards of performance for a trunk infrastructure network.
- (2) Details of the standard of service for the trunk infrastructure networks are identified in the extrinsic material.

### 4.4.1 Stormwater network

- (1) The desired standards of service (DSS) for the Stormwater network is provided in **Table 4.4.1 (Desired standard of service for the Stormwater network (Quality and Capacity))**. These standards have been derived from the **Stormwater management code** and **Planning scheme policy for development works**.

**Table 4.4.1 Desired standard of service for the Stormwater network (Quality and Capacity)**

Desirable Performance Outcomes		Desirable Design Criteria	
<b>PO1</b>	<b>Frequent (low) flow management, waterway stability and sediment transport</b> Protection of waterway stability and ecological low flows through implementation of appropriate discharge regimes.	<b>DC1</b>	Stormwater discharges are managed to achieve the waterway stability objective and the frequent (low) flow management objective consistent with the intent of the <b>Planning scheme policy for development works</b> .
<b>PO2</b>	<b>Protection of environmental values</b> Protection or enhancement of the environmental values and water quality objectives <sup>1</sup> of receiving waters or buffer areas.	<b>DC2</b>	As a minimum requirement, treatment measures contribute to achieving the stormwater pollutant load reduction objectives specified in the <b>Planning scheme policy for development works</b> .
<b>PO3</b>	<b>Integration</b> Well integrated into the natural and built environment.	<b>DC3</b>	Trunk Stormwater infrastructure must be delivered on land owned or managed by Council, preferably on land that has an existing drainage purpose. In addition the location of infrastructure must be consistent with the intent of the <b>Planning scheme policy for development works</b> .
<b>PO4</b>	<b>Natural processes and materials</b> Treatment measures utilise natural processes and materials wherever practicable.	<b>DC4</b>	Treatment measures are designed to be consistent with the intent of the <b>Planning scheme policy for development works</b> .
<b>PO5</b>	<b>Health, safety and aesthetic hazards</b> Stormwater infrastructure is designed to eliminate or minimise health, safety and aesthetic hazards.	<b>DC5</b>	Risks associated with insect breeding, odour and public safety are minimised by designing treatment systems consistent with the intent of the <b>Planning scheme policy for development works</b> .
<b>PO6</b>	<b>Non-Worsening</b> Stormwater infrastructure must meet design standards <sup>2</sup> and must not worsen the characteristics of flooding or problem	<b>DC6</b>	Stormwater drainage must be designing in accordance with the <b>Planning scheme policy for development works</b> .

<sup>1</sup> Editor's note—Water quality objectives are prescribed in Schedule 1 of the *Environmental Protection (Water) Policy 2009*.

<sup>2</sup> Editor's note—Design Standards for (urban) stormwater drainage infrastructure are prescribed in the *Queensland Urban Drainage Manual* (2013).

Desirable Performance Outcomes		Desirable Design Criteria	
	drainage and must discharge to a legal point of discharge		
<b>PO7</b>	<b>Maintenance costs</b> Treatment measures are designed to minimise maintenance, renewal and adaptation costs and the requirement for specialised equipment or maintenance techniques.	<b>DC7</b>	Design achieves acceptable maintenance, renewal and adaptation costs for the project life <sup>3</sup> consistent with the intent of the <b>Planning scheme policy for development works.</b>

## 4.4.2 Transport network (Roads and Active Transport)

### 4.4.2.1 Roads – Desired standards of service

- (1) The desired standards of service for the road transport network are stated in the following:
- (a) **Table 4.4.2.1.1 (Urban transport corridors standards)** states the design characteristics and requirements for urban transport corridors;
  - (b) **Table 4.4.2.1.2 (Rural transport corridors standards)** states the design characteristics and requirements for rural transport corridors;
  - (c) **Table 4.4.2.1.3 (Industrial transport corridors standards)** states the design characteristics and requirements for industrial transport corridors.

<sup>3</sup> Note—Project life is a minimum of 50 years, unless the asset is proposed to be decommissioned in a shorter period.

**Table 4.4.2.1.1 Urban transport corridors standards**

Criteria		Arterial Roads			Sub-arterial Roads			District Streets	
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street
Typical catchment (detached dwelling lots or equivalent)								300 to 1,000	
Minimum reserve width (metres) increase to accommodate utilities, public transport, WSUD etc, without reducing landscaping, pathways, signage etc.		40-100	40-60	39.4	29.6 (2 lane) 37 (4 lane)	24 (2 lane)	29.8	26.8 29.8 if median	24.8 27.8 if median
Design speed (km/h) minimum for roads		80-110	70	60	70	60	50		
Operating environment (km/h) speed appropriate for safety, amenity and convenience for the subject street								60	40
Maximum desirable volume / capacity ratio by location		0.75	0.85	0.85	0.85	0.85	0.85		
Maximum traffic volume (vehicles/day) * may increase to 10,000 if no direct vehicle access	per lane		9,000	9,000	9,000	9,000	9,000		
	per road							5,000 10,000 if median	5,000* 15,000 if median
General traffic lanes * operates as single moving lane for passing		2-6	2-4	2-4	2-4	2-4	2-4	2	2
Typical Intersection Performance	priority T (v/c)	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
	Roundabout (v/c)	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
	traffic signals	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
	grade separated	●							
Intersection treatments accommodate pedestrians and link cycle lanes	priority T		●	●	●	●	●	●	●
	priority 4-way								
	roundabout		●	●	●	●	●	●	●
	traffic signals		preferred	●	●	●	●	●	●
Median		●	●	desirable	●	desirable	desirable	localised where required, if not entire street	
Minimum intersection spacing (metres) + 150 if constrained by existing development * same side, # opposite side		1.5-2km	0.5-1km	>150	300	300+	150	100* 80# 100 if median	100
Longitudinal drainage	kerb & channel			●		●	●	●	●
	swale	●	●		●			●	
Street lighting		Refer AS1158.3.1 2005							

Notes—this table applies to transport corridors within the Urban area as identified on **Strategic Framework Map SFM 1 (Land use elements)**. The transport corridors are mapped on **Figure 9.4.8A (2031 Functional Transport Hierarchy)**.

DTMR current guidelines or standards apply to planning and design of State-controlled roads.

DTMR approval is required where any additional access is sought or existing access is modified to a State-controlled road.

**Table 4.4.2.1.2 Rural transport corridors standards**

Criteria		Arterial Roads		Sub-arterial Roads		District Streets	
		Highway / Motorway	Arterial Road	Distributor	Controlled Distributor	District Collector Street	Rural Residential District Collector Street
Minimum reserve width (metres) excluding any embankment		100	60	45	35	30	30
Design speed (km/h) minimum on roads, maximum on streets appropriate for safe environment and places		110	100	80	80	80	60
Maximum desirable volume / capacity ratio by location		0.7	0.75	0.75	0.75	0.8	
Maximum traffic volume (vehicles/day)		>40,000	20,000-40,000	<15,000	<15,000	1,000-5,000	5,000
Traffic lane width (metres)		volume driven	volume driven	3.5	3.5	3.3	3.3
Typical Intersection Performance	priority T (v/c)	0.8	0.8	0.8	0.8	0.8	0.8
	Roundabout (v/c)	0.85	0.85	0.85	0.85	0.85	0.85
	traffic signals	0.9		0.9	0.9	0.9	0.9
	grade separated	●					
Minimum intersection spacing (metres)		5 to 8km	>1000	300	300+	>100	100
Longitudinal drainage	kerb and channel						●
	swale	●	●	●	●	●	●
Street lighting		Refer AS1158.3.1 2005	v5	v5	v5	p5	p5

Notes—Rural residential streets referred to in this table are those within the Rural residential area as identified on **Strategic Framework Map SFM 1 (Land use elements)**. All other roads and streets are located within the rural area as identified on **Map SFM 1**. The transport corridors are mapped on **Figure 9.4.8A (2031 Functional Transport Hierarchy)**.

DTMR current guidelines or standards apply to planning and design of State-controlled roads.

DTMR approval is required where any additional access is sought or existing access is modified to a State-controlled road.

**Table 4.4.2.1.3 Industrial transport corridors standards**

Criteria		Industrial Streets
		Collector Street
Minimum reserve width (metres)		25
Minimum overall carriageway width (metres)		15
Verge width (metres)		5
Design speed (km/h) to be appropriate for the speed environment		60
Maximum traffic volume (vehicles/day)		12,000
Number of moving lanes		2
Intersection treatments		priority T, roundabout, traffic signals
Median		no if expected to carry >7500 vehicles/day, increase reserve width and provide a raised median, minimum 4.5m wide, with U-turn facilities or other route choice options
Minimum intersection spacing (metres)	same side	100
	opposite side	150
Typical longitudinal drainage		kerb and channel
Street lighting refer AS1158.3.1 2005		v3

#### 4.4.2.2 Active Transport - Desired standards of service

- (1) The links within the pedestrian and cycling networks are grouped within a hierarchy according to their function, in accordance with **Table 4.4.2.2.1 (Pedestrian and cycle network hierarchy)**.

**Table 4.4.2.2.1 Pedestrian and cycle network hierarchy**

Hierarchy	Function
Regional	Links of regional significance providing the quickest and most direct routes both within areas of high population density and major centres and providing connections between those centres. These links will typically have the highest use by pedestrians and cyclists.
District	Links serving a district, connecting residents to district centres and providing for shorter trips to facilities that serve a district rather than a region. Access to the wider regional network is provided for longer trips. These routes will typically have a high use by pedestrians and cyclists.
Local	These links act as basic connections to local centres and activities and provide for short trips within local areas. These trips cater for local volumes of pedestrians and cyclists.

- (2) Council's active transport links are classified as either trunk or non-trunk based on the hierarchy. The trunk network consists of regional links (not district and local links).
- (3) The planning and delivery of the networks is designed to provide pedestrians and cyclists with a standard of service that produces safe, comfortable, direct, coherent and attractive connections to where they wish to travel. The Desired Standards of Service includes both planning and design criteria as shown in **Table 4.4.2.2.2 (Active transport standards of service)**.

**Table 4.4.2.2.2 Active transport standards of service**

Qualitative standards (planning criteria)	Quantitative standards (design criteria)
Pathways, separated cycleways and on-road cycle facilities provide a trunk network that: <ul style="list-style-type: none"> <li>is safe, comfortable, direct, coherent and attractive;</li> <li>supports and encourages walking and cycling as an alternative to private vehicle use and as a healthy activity;</li> </ul>	Pathways, separated cycleways and on-road cycle facilities are designed to the following standards: <ul style="list-style-type: none"> <li>Council standards detailed in the planning scheme transport code and transport planning scheme policy;</li> <li>Austroads publications;</li> <li>DTMR publications;</li> <li>Australian Standards;</li> </ul>

Qualitative standards (planning criteria)	Quantitative standards (design criteria)
<ul style="list-style-type: none"> <li>links of regional significance provide the quickest and most direct routes both within areas of high population density and major centres and providing connections between those centres; and</li> <li>minimises conflicts between users.</li> </ul> <p>Located generally in accordance with the Sunshine Coast Active Transport Plan 2011-2031 and State Principal Cycle Network Plan routes.</p>	<ul style="list-style-type: none"> <li>Institute of Municipal/Public Works Engineering Australia Queensland Division (IPWEAQ) publications;</li> <li>MUTCD;</li> <li>TRUM Manual;</li> <li>Design characteristics and requirements for active transport in urban transport corridors, refer to <b>Table 4.4.2.6 (Design characteristics and requirements for active transport in urban transport corridors)</b>;</li> <li>Design characteristics and requirements for pathways outside road reserves, refer to: <b>Table 4.4.2.7 (Design characteristics and requirements for pathways outside road reserves)</b>; and</li> <li><b>Table 4.4.2.8 (Design characteristics and requirements for separated cycleways).</b></li> </ul>

(4) The specific design criteria for trunk active transport infrastructure may vary depending on whether the trunk infrastructure is located within or outside a road reserve. Design criteria are included in the **Transport and parking code** and are summarised in the following:

- (a) **Table 4.4.2.2.3 (Design characteristics and requirements for active transport in urban transport corridors);**
- (b) **Table 4.4.2.2.4 (Design characteristics and requirements for pathways outside road reserves); and**
- (c) **Table 4.4.2.2.5 (Design characteristics and requirements for separated cycleways).**

**Table 4.4.2.2.3 Design characteristics and requirements for active transport in urban transport corridors**

Criteria	Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets	
	Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street
<b>Pathways (minimum, metres)</b> * fully paved through centres	grade separated	3, both sides	both sides	3 both sides		both sides	2 one side 3 other side	both sides*	2 both sides	
<b>On-road cycling lane width (metres)</b> may not be required if: + design speed ≤30km/h and no traffic signals	refer DTMR	2	2	2 car-side 1.8 kerb-side	1.5 car-side 1.8 kerb-side	1.5 car-side 1.8 kerb-side +	1.5 car-side 1.8 kerb-side	1.5 car-side 1.8 kerb-side +	1.5 car-side 1.8 kerb-side	1.5 car-side 1.8 kerb-side+
<b>Pedestrian/cyclist crossings</b> at intersections, bus stops, pathways and other crossing desire lines	refuge	•	•	•	•	•	•	•	•	•
	signalised	•	•	•	•	•	•	•		
	zebra - comply with DTMR TRUM manual, may be considered midblock					•		•		

Criteria		Arterial Roads			Sub-arterial Roads			District Streets		Neighbourhood Streets	
		Highway / Motorway	Arterial Road	Arterial Main Street	Distributor	Controlled Distributor	Sub-Arterial Main Street	District Collector Street	District Main Street	Neighbourhood Collector Street	Mixed Use Collector Street
	grade separated	•	•								

**Table 4.4.2.2.4 Design characteristics and requirements for cycleways and pathways outside road reserves**

Criteria	Pathways outside road reserves		
Minimum widths	Local Access	Commuter	Recreational
Nominal width	2.5m	3.0m	2.5m
Preferred width	3.0m	3.5m	3.0m

Note—Refer to the **Planning scheme policy for the transport and parking code** for detailed design criteria.

**Table 4.4.2.2.5 Design characteristics and requirements for separated cycleways**

Criteria	Separated cycleways		
Type	Width	Separator (without parking)	Separator (with parking)
One-way separated cycleway	2.0m	0 - 1.0m	0.75 – 1.5m
Two-way separated cycleway	3.0m	0.4 - 1.0m	0.4 – 1.5m

Note—Refer to **DTMR Technical Note 128** for detailed design criteria.

## 4.4.3 Parks and land for community facilities network

### 4.4.3.1 Parks – Desired standards of service

(1) The desired standards of service for the trunk park network are summarised below.

**Table 4.4.3.1.1 Rate of provision and accessibility**

Open Space Type	Rate of provision (ha/1,000 people)	Accessibility
District Recreation Parks	1.3	3km (40min walk, 20min cycle 10min drive)
Council-wide Recreation Parks	0.7	20km (30min travel)
District Sports Parks	1.5	5km (60min walk, 45min cycle, 10min drive)
Council-wide Sports Parks	0.5	20km (30min travel)
<b>TOTAL</b>	<b>4</b>	

**Table 4.4.3.1.2 Minimum characteristics of each park**

Characteristic	Recreation Parks		Sports Parks	
	District	Council-wide	District	Council-wide
Minimum size of open space (ha)	3-5	10-20	15	20
Minimum width (m)	50-100	100-200	300	400 Minimum of 20m buffer on 2 sides

Characteristic	Recreation Parks		Sports Parks	
	District	Council-wide	District	Council-wide
Road frontage	Minimum of two sides or 50% of perimeter	Minimum 50% of perimeter	Minimum of 50% of perimeter	
Shape	A regular and compact shape that can accommodate the intended role and function			
Maximum desired grade	Activity areas <3%		Areas for sports activity to be generally flat and suitably graded for drainage	
Minimum desired flood immunity	<ul style="list-style-type: none"><li>Land &gt;5% AEP (1 in 20)</li><li>Key infrastructure &gt;2% AEP (1 in 50)</li><li>Buildings / structures &gt;1% (1 in 100)</li></ul>		<ul style="list-style-type: none"><li>Playing fields above 5% AEP (1 in 20).</li><li>Key infrastructure and activity areas &gt; 2% AEP (1 in 50)</li><li>Buildings/structures above 1% AEP (1 in 100)</li><li>Allowance of 5% of the site for drainage from within the site, with an appropriate runoff buffer</li></ul>	

#### 4.4.3.1.1 Land suitability

- (1) Land for parks must be suitable for its intended role and function. Suitable land includes land that:
  - (a) is outside of the erosion prone area as defined by the *Coastal Management and Protection Act 2005*;
  - (b) lies above the 5% AEP (1 in 20) flood level;
  - (c) is developable under environment related restrictions such as the *Vegetation Management Act 1999*;
  - (d) is free of health and safety hazards and encumbrances, i.e. easements and other utilities such as drainage, sewerage pump stations, electrical transformers and high voltage power lines;
  - (e) is relatively level with a natural slope less than 25%;
  - (f) is not required for:
    - (i) a buffer, esplanade or easement;
    - (ii) drainage purposes;
    - (iii) utility infrastructure or services;
    - (iv) storm water treatment or detention;
    - (v) underground infrastructure and services;
    - (vi) future transport infrastructure or services;
  - (g) is outside land designated for road reserve and at least 50m from easements with conflicting purposes;
  - (h) is uncontaminated; and
  - (i) is unconstricted by existing infrastructure or utilities.
- (2) Where topography requires additional land to achieve the required role and function, land area should be increased from the minimum size.

**Table 4.4.3.1.1.1 Typical Park Embellishments Table**

Embellishments	Recreation parks		Sports grounds	
	Council-wide	District	Council-wide	District
<b>Animals</b>				
Artificial fauna habitat (nest boxes, bat box etc.)				
Dog off leash	✓	✓		
Dog on leash	✓	✓		
Horse infrastructure				
<b>Barriers</b>				
Bollards	✓	✓	✓	✓
Fences and gates	✓	✓	✓	✓
Walls – retaining (hard and soft)	✓	✓	✓	
Walls – freestanding	✓	✓	✓	✓
<b>Furniture</b>				
Barbecues	✓	✓	✓	
Bicycle racks and rails	✓	✓	✓	✓
Bins	✓	✓	✓	✓
Drinking fountains	✓	✓	✓	✓
Picnic tables and benches	✓	✓	✓	✓
Seats	✓	✓	✓	✓
Showers (outdoor)	W	W		
Taps – maintenance	✓	✓	✓	✓
Taps – public access	✓	✓	✓	✓
<b>Pedestrian infrastructure</b>				
Boardwalks and viewing platforms	✓	✓		
Sealed paths, trails and tracks (internal)	✓	✓	✓	✓
Sealed footpath/bikeway (link to external network)	✓	✓	✓	✓
Unsealed trails and tracks				
Pedestrian bridges	✓	✓	✓	✓
Tactiles	✓	✓	✓	✓
<b>Planting</b>				
Garden edging	✓	✓	✓	✓
Planting (community gardens)	✓	✓		
Planting (landscape)	✓	✓	✓	✓
Planting (revegetation)	✓	✓	✓	✓
Shade trees (Native)	✓	✓	✓	✓
Weeding	✓	✓	✓	✓
<b>Signs, art, displays and memorials</b>				
Artwork *	✓	✓	✓	
Interpretive trails	✓	✓	✓	
Memorials and plaques	✓	✓	✓	
Naming Signage	✓	✓	✓	✓
Informational Signage (interpretation, trail head, directional and regulatory)	✓	✓	✓	✓
Interpretive displays				
<b>Play, sports and activities</b>				
Flat well drained play area for kick and throw	✓	✓	✓	✓
Play spaces	✓	✓	✓	
Exercise equipment	✓	✓	✓	
Nature based camping				
Adventure based sports				
Multi-use space (sports and games)	✓	✓	✓	
Multi-purpose fields			✓	✓
Multi-purpose courts	✓		✓	✓
Spectator seating			✓	✓
Event space	✓	✓		
Skate parks	✓	✓	✓	
<b>Structures and parking</b>				
Shade sails	✓	✓		✓

Embellishments	Recreation parks		Sports grounds	
	Council-wide	District	Council-wide	District
Shelters	✓	✓	✓	✓
Toilets	✓	✓	✓	✓
Clubhouses/change rooms/showers **			✓	✓
Storage sheds	✓		✓	✓
Vehicle access (emergency/maintenance)	✓	✓	✓	✓
Kiosk/café	✓		✓	✓
Parking (on-site)	✓	✓	✓	✓
Bus set down	✓	✓	✓	✓
Wi-Fi facilities	✓		✓	
Electronic counters or beacons				
Interpretive / tourist / information office	✓		✓	
Bird hide	✓	✓		
<b>Site preparation and utilities</b>				
Earthworks (grading, levelling and grassing)	✓	✓	✓	✓
Serviced site – water, sewerage, electricity	✓	✓	✓	✓
Irrigation (garden beds and turf)	✓	✓	✓	
Irrigation (sports fields)			✓	✓
Lighting/security lighting	✓	✓	✓	✓
Field lighting	✓		✓	✓
<b>Water access, facilities and treatment</b>				
Beach access	W	W		
Water access – ramp/jetty/pontoon	W	W		
Fishing facilities	W			
Landscape drainage	✓	✓	✓	✓
Rainwater tanks	✓	✓	✓	✓
<b>Planning and design</b>				
Master plan	✓	✓	✓	✓
Concept plan	✓	✓	✓	✓
Detailed design	✓	✓	✓	✓

#### Table Legend

W where adjacent to coast or waterway

✓ may be suitable

\* not included in the trunk infrastructure costs for park embellishments

\*\* clubhouses are not included in the trunk infrastructure costs for park embellishments

#### 4.4.3.2 Land for Community Facilities - Desired standards of service

- (1) The Desired Standards of Service used for the provision of land for community facilities, are based on Councils Draft Environment and Liveability Strategy 2017, summarised in **Table 4.4.3.2 (Desired standards of service for community facilities land)**.

**Table 4.4.3.2 Desired standards of service for community facilities land**

Hierarchy level	Council-wide	District
Provision rate	Council-wide	1: 30,000-50,000 people
Catchment	Council-wide	10km
Community use facilities		
Community venues	Site area: 15,000-30,000m <sup>2</sup>	Site area: 10,000m <sup>2</sup>  A provision rate of 1: 15-20,000 people is applicable for greenfield areas
Libraries	Site area: 15,000m <sup>2</sup>	Site area: 10,000m <sup>2</sup>  No resident within the urban area is more than 15 minutes' drive time from a library service
Cultural facilities	Site area: 10,000m <sup>2</sup>	Site area: 5,000m <sup>2</sup>
Community health and safety facilities		
Cemeteries	As required to service existing and future communities Site area: 4-10ha, size based on 500-600m <sup>2</sup> :1,000 people	

#### 4.4.3.2.1 Land Suitability

- (1) Land for community facilities is required to be unconstrained and optimised for development potential including:
  - (a) land and access is resilient to a changing climate and impacts from natural hazards, events and disasters;
  - (b) land is above the 1% AEP (1 in 100) flood level;
  - (c) land is free of health and safety hazards and encumbrances, i.e. easements and other utilities such as drainage, sewerage pump stations, electrical transformers and high voltage power lines;
  - (d) land slope is not in excess of 10%;
  - (e) land is fully serviced by water, power and utilities;
  - (f) there is a minimum 25% road frontage or a minimum frontage of 20 metres, whichever is the greatest;
  - (g) land provides for suitable operational and emergency vehicle access (back of house);
  - (h) land provides for onsite car parking requirements, including disability requirements with convenient access to user areas;
  - (i) land is regular in shape; and
  - (j) land has not been identified as a contaminated site.

## 4.5 Plans for trunk infrastructure

- (1) 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 up to 2031.

### 4.5.1 Plans for trunk infrastructure maps

- (1) The existing and future trunk infrastructure networks are shown on the following maps in **Schedule 3 (Local government infrastructure plan mapping and tables)**:
  - (a) Local Government Infrastructure Plan Map – Stormwater Network - LGIP Map SQN1 to SQN55;
  - (b) Local Government Infrastructure Plan Map - Transport Network - Roads – LGIP Map TNR1 to TNR55;

- (c) Local Government Infrastructure Plan Map - Transport Network - Active Transport – LGIP Map TNA1 to TNA55; and
  - (d) Local Government Infrastructure Plan Map – Parks and Land for Community Facilities Network – LGIP Map PCF1 to PCF55.
- (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 of the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model which can be viewed here:  
<https://www.sunshinecoast.qld.gov.au/Development/Local-Government-Infrastructure-Plan>.
- (2) The future trunk infrastructure is identified in the following tables in **Schedule 3 (Local government infrastructure plan mapping and tables)**:
  - (a) for the stormwater network, **Table SC3.2.1 (Stormwater network schedule of works)**;
  - (b) for the transport network - Roads, **Table SC3.2.2 (Transport network – Roads schedule of works)**;
  - (c) for the transport network – Active transport, **Table SC3.2.3 (Transport network – Active Transport schedule of works)**; and
  - (d) for the parks and land for community facilities network, **Table SC3.2.4 (Parks and Land for Community Facilities schedule of works)**.

## Editor's note – Extrinsic material

The below table 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

Document Description	File Name Reference or web page link.
<b>Stormwater network</b>	
Stormwater Network - Background Information	Stormwater Network - Background Information 14 03 2017
Toral Drive and Jorl Court, Buderim Master Drainage Study Date: 31 May 2016	30031546-Toral Drive and Jorl Court, Buderim, Master Drainage Study
Sunshine Coast Council – Local Government Infrastructure Plan (Stormwater) Supporting Material	SCC LGIP - Stormwater Extrinsic Material Report 08-10-15
<b>Transport - Roads network</b>	
Sunshine Coast Transport Analysis Technical Note February 2017	Transport network analysis technical note
<b>Transport - Active transport network</b>	
Background information for the Active transport network	LGIP Active Transport Extrinsic Material
Sunshine Coast Active Transport Plan 2011-2031	Sunshine Coast Active Transport Plan 2011-2031
Unit Rates for Active Transport	2016 Unit Rates for Active Transport LGIP 2_FINAL
2015/16 LGIP & Capital Works Strategic Pathways & On-Road Cycle Facilities Subprogram Criteria	Criteria_15_16 v2
<b>Parks and Land for Community Facilities network</b>	
Background Information for Public Parks Network	Background Information for Parks LGIP Ver 1.2 March 2017
Background information for Land for Community Facilities Network	Background Information for Community Facilities LGIP Version 1.2 March 2017
Parks Standard Embellishment Cost - LGIP 2016	Embell Costs 2016 FINAL 20160201
Environment and Liveability Strategy 2017 Part C – Network Plan	PART C EL Strategy
Sunshine Coast Sport and Active Recreation Plan 2011-2026 June 2016 edition	<a href="https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Sport-and-Active-Recreation-Plan">https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Sport-and-Active-Recreation-Plan</a>
Sunshine Coast Social Infrastructure Strategy 2011 August 2014 edition	<a href="https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Strategies/Sunshine-Coast-Social-Infrastructure-Strategy">https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Strategies/Sunshine-Coast-Social-Infrastructure-Strategy</a>
Sunshine Coast Cemetery Plan 2012-2027	<a href="https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Cemetery-Plan">https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Cemetery-Plan</a>
Sunshine Coast Performance and Community Venues Service Plan 2014-2029	<a href="https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Performance-and-Community-Venues-Service-Plan">https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Performance-and-Community-Venues-Service-Plan</a>
Sunshine Coast Libraries Plan 2014-2024	<a href="https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Libraries-Plan">https://www.sunshinecoast.qld.gov.au/Council/Planning-and-Projects/Council-Plans/Sunshine-Coast-Libraries-Plan</a>
Open Space Landscape Infrastructure Manual	<a href="https://www.sunshinecoast.qld.gov.au/Development/Development-Tools-and-Guidelines/Infrastructure-Guidelines-and-Standards/Open-Space-LIM">https://www.sunshinecoast.qld.gov.au/Development/Development-Tools-and-Guidelines/Infrastructure-Guidelines-and-Standards/Open-Space-LIM</a>

Document Description	File Name Reference or web page link.
<b>Schedule of Works model , Planning assumptions and General</b>	
Department of Transport and Main Roads Advice	DTMR LGIP advice 20 10 2016
Unitywater Advice	Unitywater LGIP advice 21 10 2016
Roads and bridges unit rates from FAIM (finance asset information module)	Cardno_SCC Roads and Bridges Unit Rates - email 20150622
Parks unit rates from FAIM (finance asset information module)	Parks Units Rates GHD 12062015
Generic Land Valuations by CBRE Valuations	Generic Land Valuations SCC 2015 [FINAL2]
Compliance LTFF	LGIP Financials
Compliance LTAMP	Infrastructure Services TAMPS advice
Background Information for Planning Assumptions – October 2017	Background Information for Planning Assumptions – October 2017