

Part 15 Local government infrastructure plan

15.1 Preliminary

- (1) This local government infrastructure plan has been prepared in accordance with the requirements of the Sustainable Planning Act 2009.
- (2) The purpose of the local government infrastructure plan is to:
 - o integrate infrastructure planning with the land use planning identified in the planning scheme
 - o provide transparency regarding a local government's intentions for the provision of trunk infrastructure
 - o enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning
 - o ensure that trunk infrastructure is planned and provided in an efficient and orderly manner.
 - o provide a basis for the imposition of conditions about infrastructure on development approvals.
- (3) The local government infrastructure plan:
 - (a) states in [Section 15.2](#) (planning assumptions) the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network
 - (b) identifies in [Section 15.3](#) (priority infrastructure area) the prioritised area to accommodate urban growth up to [2031](#)
 - (c) states in [Section 15.4](#) (desired standards of service) for each trunk infrastructure network the desired standard of performance
 - (d) identifies in [Section 15.5](#) (plans for trunk infrastructure) the existing and future trunk infrastructure for the following networks:
 - (i) stormwater
 - (ii) transport
 - (iii) parks and land for community facilities
 - (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 [Section 15 in Table 15.5](#).
 - (f) [This local government infrastructure plan excludes the Water Supply and Sewerage networks as these are the responsibility of Unitywater as distributor-retailer and are the subject of their Netserv plan.](#)

15.2 Planning assumptions

- (1) The planning assumptions state the assumptions about:
 - (a) population and employment growth
 - (b) the type, scale, location and timing of development including the demand for each trunk infrastructure network
- (2) The planning assumptions together with the desired standards of service form 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 (2014) and the following projection years to accord with future Australian Bureau of Statistics census years:
 - (i) mid (2016)
 - (ii) mid (2021)
 - (iii) mid (2026)
 - (iv) mid (2031)
 - (b) the LGIP development types in column 2 that include the uses in column 3 of Table 15.1.
 - (c) the projection areas identified on Local Government Infrastructure Plan Map LGIP-PIA (Key Map) in Schedule 9—Local government infrastructure plan mapping and tables.

Table 15.1—Relationship between LGIP development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Residential development	Attached dwelling	Ancillary dwelling unit Multiple housing <ul style="list-style-type: none"> • Type 2 Duplex • Type 3 Retirement and special needs (retirement village) • Type 4 Conventional • Type 5 Relocatable Visitor accommodation <ul style="list-style-type: none"> • Type 1 Home hosted • Type 2 Caravan park • Type 3 Rural • Type 4 Conventional Open space <ul style="list-style-type: none"> • Type 2 Camp ground
	Detached dwelling	Detached house Community Residence

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Non-residential development	Commercial	Commercial business <ul style="list-style-type: none"> • Type 1 Office Retail business <ul style="list-style-type: none"> • Type 3 Landscape and rural • Type 4 Showroom • Type 5 Vehicle uses (a. standard) • Type 6 Hardware Store • Type 7 Garden
	Community purpose	Multiple housing <ul style="list-style-type: none"> • Type 3 Retirement and special needs (aged care facility) Education <ul style="list-style-type: none"> • Type 1 Childcare • Type 2 School • Type 3 Adult • Type 4 Information Emergency service <ul style="list-style-type: none"> • Type 1 Station • Type 2 Shed Entertainment and dining business <ul style="list-style-type: none"> • Type 2 Recreation, amusement and fitness Open space <ul style="list-style-type: none"> • Type 1 Sport and recreation Commercial business <ul style="list-style-type: none"> • Type 2 Medical • Type 3 Veterinary Wellbeing <ul style="list-style-type: none"> • Type 1 Health (hospital, hospice etc) • Type 2 Social (arts and crafts, community meeting hall CWA etc) • Type 3 Worship • Type 4 Funeral
	Industry	Industrial business <ul style="list-style-type: none"> • Type 1 Warehouse • Type 2 Production, alteration, repackaging and repairing • Type 3 Extractive Service & utility <ul style="list-style-type: none"> • Type 1 Depot • Type 2 Installation • Type 4 Treatment, recycling & disposal; Transport <ul style="list-style-type: none"> • Type 1 Passenger terminal • Type 2 Carpark • Type 3 Depot • Type 4 Aeronautical Cultivation <ul style="list-style-type: none"> • Type 2 Intensive Animal husbandry <ul style="list-style-type: none"> • Type 2 Intensive

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
	Other	Cultivation <ul style="list-style-type: none"> • Type 1 Traditional Animal husbandry <ul style="list-style-type: none"> • Type 1 Traditional Forestry <ul style="list-style-type: none"> • Type 1 Native • Type 2 Plantation Home-based business <ul style="list-style-type: none"> • Type 1 Limited visibility • Type 2 Evident • Type 3 Significant scale Service & utility <ul style="list-style-type: none"> • Type 3 Tower
	Retail	Entertainment and dining business <ul style="list-style-type: none"> • Type 1 Food & beverages • Type 3 Bar Retail business <ul style="list-style-type: none"> • Type 1 Local • Type 2 Shop & salon • Type 5 Vehicle uses (b. Service station)

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

15.2.1 Population and employment growth

- (1) A summary of the assumptions about population and employment growth for the planning scheme area is stated in Table 15.2—Population and employment assumptions summary.

Table 15.2—Population and employment assumptions summary

Column 1 Description	Column 2 Assumptions					Ultimate development
	Base date 2014	2016	2021	2026	2031	
Population (Residents)	52,646	53,638	55,562	58,164	60,160	64,065
Employment	19,379	20,987	23,299	24,453	25,542	37,515

- (2) Detailed assumptions about growth for each projection area and LGIP development type category are identified in the following tables in Schedule 9 Local government infrastructure plan mapping and tables:
- (a) for population, Table 15.6—Existing and projected population
 - (b) for employment, Table 15.7—Existing and projected employees

15.2.2 Development

- (1) The developable area is unconstrained land within the PIA represented by the planning scheme zones relating to urban uses and is identified on Local

Government Infrastructure Plan Map [LGIP-PIA](#) in [Schedule 9](#)—Local government infrastructure plan mapping and tables.

- (2) The planned density for future development is stated in [Table 15.8](#) in [Schedule 9](#)—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 15.3](#)—Residential dwellings and non-residential floor space assumptions summary.

Table 15.3—Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base date 2014	2016	2021	2026	2031	Ultimate development
Residential dwellings (Total)	28,753	29,434	30,833	31,343	32,070	34,330
Non-residential floor space (m2 GFA)	948,028	1,027,894	1,122,702	1,179,373	1,232,488	1,825,601

- (4) Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in [Schedule 9](#) Local government infrastructure plan mapping and tables:
 - (a) for residential development , [Table 15.10](#)
 - (b) for non-residential development, [Table 15.11](#)

15.2.3 Infrastructure demand

- (1) The demand generation rate for a trunk infrastructure network is stated in [Column 3 of Table 15.9 in Schedule 9](#) Local government infrastructure plan mapping and tables.
- (2) A summary of the projected infrastructure demand for each service catchment is stated in:
 - (a) for the stormwater network, [Table 15.12](#)
 - (b) for the transport network, [Table 15.13](#)
 - (c) for the parks and land for community facilities network, [Table 15.14](#)

15.3 Priority infrastructure area

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

15.4 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 a trunk infrastructure networks are identified in the extrinsic material.

15.4.1 Stormwater network

QUANTITATIVE STANDARDS (primarily about the capacity of the network)	
ITEM	DESIRABLE STANDARD
Overall objective	In accordance with Urban Stormwater Management Strategy, Noosa Council 2002 (Version 1- Revision 2 dated 8 August 2006), to Manage Stormwater Quantity to Ensure flooding impacts are minimised and environmental base flows in creeks and rivers are maintained.
Design	In accordance with: <ul style="list-style-type: none"> • Planning Scheme Policy 5 - Engineering Design Standards - Roads, Drainage And Earthworks ; • The Noosa Plan, Water Sensitive Design Code.
QUALITATIVE STANDARDS (primarily about the performance of the network)	
ITEM	SPECIFICATION OBJECTIVES & STANDARDS
Overall objectives	In accordance with: <ul style="list-style-type: none"> • Environmental Protection (Water) Policy 2009; • Noosa River Environmental Values and Water Quality Objectives (July 2010); • Mary River Environmental Values and Water Quality Objectives (July 2010); • South East Queensland Regional Water Quality Management Strategy September 2001; • Queensland Water Quality Guidelines 2009 (EPA); • Noosa River Plan 2004; • Noosa River Catchment Management Strategy 2001; • Urban Stormwater Management Strategy, Noosa Council 2002 (Version 1- Revision 2 dated 8 August 2006). • Noosa Council Stormwater Asset Management Plan (adopted 22 October 2015)
Stormwater Pollutants	In accordance with the water quality objectives to protect environmental values under the: <ul style="list-style-type: none"> • Noosa River Environmental Values and Water Quality Objectives (July 2010) - Environmental Protection (Water) Policy 2009; • Mary River Environmental Values and Water Quality Objectives (July 2010) - Environmental Protection (Water) Policy 2009.
Soil Erosion and Sediment Transport	In accordance with the water quality objectives to protect environmental values under the: <ul style="list-style-type: none"> • Noosa River Environmental Values and Water Quality Objectives (July 2010) - Environmental Protection (Water) Policy 2009; • Mary River Environmental Values and Water Quality Objectives (July 2010) - Environmental Protection (Water) Policy 2009. <p>On Site Construction standards to minimise soil erosion & sediment transport in accordance with:</p> <ul style="list-style-type: none"> • Soil, Erosion & Sediment Control, Engineering Guidelines for Queensland Construction Sites, June 1996, The Institution of Engineers, Australia, Queensland Division.
Waterway - Health and Amenity	In accordance with the water quality objectives to protect environmental values under the: <ul style="list-style-type: none"> • Noosa River Environmental Values and Water Quality Objectives (July 2010) - Environmental Protection (Water) Policy 2009; • Mary River Environmental Values and Water Quality Objectives (July 2010) - Environmental Protection (Water) Policy 2009. <p>In accordance with the Vision & Desired Environmental Outcomes for the Noosa River System in accordance with the Noosa River Plan 2004 - Parts 1& 2.</p>
Design	In accordance with The Noosa Plan: <ul style="list-style-type: none"> • Water Sensitive Design Code – addressing water harvesting and reuse, runoff treatment and natural stormwater treatment strategies, such as swales, bio-retention systems, vegetated filtration strips and GPTs; • Waste Management Code and supporting planning scheme policy - addressing the design and location of bin storage areas, recycling, waste separation and bin wash down areas; • Landscaping Code - addressing effective landscape treatment and water management to optimise stormwater filtration and minimise sedimentation and erosion activity and runoff; • Erosion and Sediment Control Code – addressing the minimisation and control of erosion and transport of sediments off site; • Biodiversity Overlay – addressing the management, conservation and rehabilitation of biodiversity values including Riparian vegetation, aquatic fauna, soils, landforms, waterways and drainage lines.

15.4.2 Transport network

The Desired Standards of Service (DSS) for the Transport network is for trunk infrastructure generally considered to:

- align within (or adjacent to) trunk road corridors;
- provides main through linkage connections and/or to specific high use destinations and facilities.

(a) Road Infrastructure

QUANTITATIVE STANDARDS (primarily about the capacity of the network)		
ITEM	TYPE OF ROAD	DESIRABLE STANDARD
Road Standard Design Guidelines	Gravel road	Up to 1,000 vehicles per day (Non-Urban areas)
	Two-way two-lane road	<ul style="list-style-type: none"> • 16,000-20,000 vehicles per day (Urban areas) • 1,000-5,000 vehicles per day (Non-Urban areas)
	Four lane divided road	35,000-40,000 vehicles per day
	Unsignalised T-junction	<ul style="list-style-type: none"> • Degree of saturation of 0.70 • Intersecting flows of 16,000 vehicles per day and 4,000 vehicles per day (Urban areas) • Intersecting flows of 1,000 vehicles per day and 250 vehicles per day (Non-Urban areas)
	Single lane roundabout	<ul style="list-style-type: none"> • Degree of saturation of 0.70 • Intersecting flows of 16,000 vehicles per day and 8,000 vehicles per day
	Two-lane roundabout	<ul style="list-style-type: none"> • Degree of saturation of 0.70 • Intersecting flows of 35,000 vehicles per day and 16,000 vehicles per day
	All roads	Include provisions for on-road cyclists
QUALITATIVE STANDARDS (primarily about the performance of the network)		
ITEM	ROAD NETWORK	SPECIFICATION OBJECTIVES & STANDARDS
Desired Network Characteristics to reflect the Shire's Character & Lifestyle	All	<ul style="list-style-type: none"> • Maintaining low stress levels in the use of the road system; • Avoidance of significant traffic delays; • Excluding the use of traffic signals; • Maintenance of a predominantly two-way two-lane road network; • Encourage a modal shift from reliance of private motor vehicle usage to public & other modes of transport in accordance with The Noosa Community Transport Strategy & Noosa Integrated Local Transport Plan
Desired Standard of Service ¹ (during weekday peak periods)	In Urban areas	<ul style="list-style-type: none"> • C to D - good conditions outside peak holiday periods with only short delays at major intersections; and • D to E - moderate congestion during peak holiday periods, with congestion severe enough to discourage private transport increasing use of public transport trip making.
	In Non-Urban areas	<ul style="list-style-type: none"> • B to C - good conditions in all periods with only short delays at major intersections
Construction Design Standards	All	<ul style="list-style-type: none"> • Pavements designed with a design life of 20 years and the anticipated number of equivalent standard axles over its design life. • All work to comply with Department of Transport and Main Roads – Standard Specifications Roads – http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Specifications.aspx. • Austroads & Standards Australia- Guide to Traffic Engineering Practice - Complete Series.
Safety	All	<p>Network considerations to include suitability for all forms of road users as detailed in Noosa Integrated Local Transport Plan including:</p> <ul style="list-style-type: none"> • motor vehicles (private & public); • on-road cyclists; • road crossings by pedestrians

¹ In this instance the standard of service is taken to mean the level of service as defined in *Austroads 2009 Guide to Traffic Management Part 3: Traffic Studies and Analysis*

(b) Pathway Infrastructure

QUANTITATIVE STANDARDS (primarily about the capacity of the network)	
ITEM	DESIRABLE STANDARD
Quantity / Location	<p>The provision of off-road pathways is specifically designed to:</p> <ul style="list-style-type: none"> • Provide the main north-south & east-west linkage choices with routes linking major destinations within the major urban areas including residential areas, business districts, recreation, sporting and community facilities; • Form an integrated component of the movement network and open space system; • Provide a link to the Public Transport Network.
QUALITATIVE STANDARDS (primarily about the performance of the network)	
ITEM	SPECIFICATION OBJECTIVES & STANDARDS
Desired Network Characteristics to reflect the Shire's Character & Lifestyle	<ul style="list-style-type: none"> • Provide a clear, attractive and healthy alternative to private car travel; • Access to the trunk network is via acceptable walking distances generally in order of up to 1.5km within urban areas to 3.0km for rural settlement areas; • High level of customer satisfaction promoting an active & healthy lifestyle by encouraging walking and cycling; • Linkages allow for direct and safe movement; • All routes are constructed to fit in with the Noosa "Look and Feel" concept defined in the Noosa Corporate Plan; • Provision of end of trip facilities at all major activity centers including business centers, educational facilities, major recreational, major sporting and community facilities.
Construction Design Standards	<ul style="list-style-type: none"> • Concrete pathways designed with a design life of 50 years; • Design of the pathway network is to generally comply with established codes and standards (taking into consideration on the levels of anticipated usage) including: <ul style="list-style-type: none"> ○ Latest versions of Austroads and Australian Standards as related to Pedestrian and Cyclists facilities; ○ Crime Prevention through Environmental Design – Guidelines for Queensland. • Pathway kerb ramps shall be constructed in plain concrete and designed with a 1:15 ramp grade with black coloured warning tactile ground surface indicators cast into the ramp and positioned in accordance with Australian Standards requirements
Safety	<p>Network considerations to generally be suitable for all types of shared usage for:</p> <ul style="list-style-type: none"> • Pedestrians including disabled persons and children; and • Cyclists for recreational, tourist, commuter, school and general purposes; • Safety of all users in and around all connections to the public transport network and in the crossings of road networks; and • A high level of visibility with regard to personal safety of users. • Pathways have lighting in key locations and are signposted with wayfinding signage

(c) Public Transport Infrastructure

QUANTITATIVE STANDARDS (primarily about the capacity of the network)		
ITEM	NETWORK	DESIRABLE STANDARD
Desired Standard of Service ² (during weekday peak periods)	Coastal Area Public Transport Network	<ul style="list-style-type: none"> The provision of a major loop bus service specifically designed to provide a clear and attractive alternative to private car travel with routes linking the major destination areas within the coastal area including residential areas, business districts, recreation, sporting and community facilities. 1 of Type A facility based on passenger volumes & service frequency; 4 of Type B facility based on passenger volumes within central business districts; Type C & D Bus stop locations approximate spacing 400m along route based on passenger volumes.
	Rural to Coastal Area Public Transport Link	<ul style="list-style-type: none"> The provision of a major bus service specifically designed to provide a clear and attractive alternative to private car travel linking the Cooroy, Pomona & Cooran central business districts to the Coastal Area Network; 1 of Type A facility in the central Cooroy business district; 1 of Type B facility in the central Pomona business district; Type C & D Bus stop locations based on passenger volumes along the service route.
QUALITATIVE STANDARDS (primarily about the performance of the network)		
ITEM	SPECIFICATION OBJECTIVES & STANDARDS	
Desired Network Characteristics to reflect the Shire's Character & Lifestyle	<ul style="list-style-type: none"> Access to the network is via acceptable walking distances; Bus stops are connected to the local pathway network; Avoidance of significant waiting periods during peak times; The bus as a realistic travel option at all times; High level of customer satisfaction. All bus stops are constructed to fit in with the Noosa "Look and Feel" concept defined in the Noosa Corporate Plan. 	
Construction Design Standards	<ul style="list-style-type: none"> All work to comply with Department of Transport and Main Roads – Standard Specifications Roads – http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Specifications.aspx. Pavements to be designed with a design life of 20 years including the anticipated growth in number of equivalent standard axles over its design life. Pavement marking to comply with Department of Transport and Main Roads – Manual of uniform traffic control devices - http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Manual-of-uniform-traffic-control-devices. Road design to comply with Department of Transport and Main Roads – Road Planning and Design Manual - http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Road-planning-and-design-manual-2nd-edition. Bus stop layout to comply with – Translink – Public Transport Infrastructure Manual – https://publications.qld.gov.au/dataset/public-transport-infrastructure-manual Disability Standards for Accessible Public Transport 2002 amended under subsection 31 (1) of the Disability Discrimination Act 1992. Prepared on the 11th May 2005 from amendments to Disability Standards for Accessible Public Transport Amendment 2004 (No. 2). Australian Standard – Design for access and mobility Part 1: General requirements for access-new building work. AS 1428.1 – 1998. Australian Standard – Design for access and mobility Part 2: Enhanced and additional requirements – Buildings and facilities. AS 1428.2 – 1992. 	
Safety	<ul style="list-style-type: none"> Network considerations to include suitability for all public transport users eg: <ul style="list-style-type: none"> ➤ Disabled persons; ➤ Children; ➤ Elderly; ➤ Tourists Safety of pedestrians in and around all Bus stops; and A high level of visibility in and around all bus stops for the benefit of drivers and passengers. 	

² . In this instance the standard of service is taken to mean the level of service defined in both the *Noosa Community Transport Strategy* February 2006 and the *Draft Public Transport Infrastructure Manual* (2007) TRANSlink Qld Transport.

QUALITATIVE STANDARDS (Continued)		
ITEM	SPECIFICATION OBJECTIVES & STANDARDS	
	Type of Facility	Desirable Standard
Bus Stop Standard Design Guidelines Ref: Public Transport Infrastructure Manual (2015) Translink Qld Transport	Transit Centre (Type A) Servicing locations where there are moderate to high passenger volumes and high bus service frequency.	Bus stop consisting of multiple firm non-slip boarding points, large capacity seating and shelter infrastructure, with Bus Stop Blade design signage and provisions for off - road bus bays, lay over bays for bus fleets, driver amenity and integrated with suitable car parking facilities.
	Premium Stop (Type B) Servicing locations where there are moderate to high passenger volumes and moderate to high bus service frequency (at least every half hour).	Bus stop consisting of firm non-slip boarding point, large capacity seating and shelter area with Bus Stop Blade design signage, standing room for more than one bus and integrated with suitable car parking facilities.
	Intermediate Stop (Type C) Servicing locations where there are moderate passenger volumes and service frequency (every half hour).	Bus stop consisting of firm non-slip boarding point, seat, shelter and J-pole signage.
	Regular Stop (Type D) Servicing predominantly low passenger volumes and service frequency (less than every half hour).	Bus stop consists of firm non-slip boarding point, flag signs and seating.

15.4.3 Public parks and land for community facilities network

The Public Parks and Land for Community Facilities Network relates to District and Shire Wide facilities consisting of:

- Land and embellishments relating to “outdoor” sport and recreation parks; and
- Land for Community Facilities only relating to “indoor” sport and recreation (Land for other types of community purposes are not included in this LGIP).

QUANTITATIVE STANDARDS (primarily about the capacity of the network)					
ITEM	DESIRABLE STANDARD				
Quantity of District and Shire-Wide^{##} <ul style="list-style-type: none"> • Sport & Recreation Parks and • Land for Community Facilities (Indoor Sport & Recreation) 	Predominant Land Use*	Recreation Parks* (ha / 1000 resident population)	Sports Parks* (ha / 1000 resident population)	Land for Community Facilities (Indoor Sport & Recreation*) (ha / 1000 resident population)	Total (ha / 1000 resident population)
	All Types of Housing & Mixed Use and Rural & Rural Residential	2.0 ha	1.5 ha	0.2 ha	3.7 ha
	Business Centres & Industry	0.25 ha	Nil	Nil	0.25 ha
Size of District and Shire-Wide <ul style="list-style-type: none"> • Sport & Recreation Parks (relating to new acquisitions) 	Park Type*	Desired Park Areas (Varies according to the recreation features and sporting activities being catered for)			
			District*		Shire-wide*
	Recreation Parks	1 - 10 ha		2 - 30+ ha	
Sports Parks	2 - 10 ha		2.5 - 20+ ha		
Distribution of District and Shire-Wide <ul style="list-style-type: none"> • Sport & Recreation Parks and • Land for Community Facilities (Indoor Sport & Recreation) 	Park Hierarchy*	Population Serviced	Predominant Land Use*		
				Residential (Urban)	Rural or Rural Settlement
	District	10,000 – 15,000	Within 2.5 km	Within 10 km	
Shire-wide	50,000 +	Within 15 km	Within 15 km		
Service of District and Shire-Wide <ul style="list-style-type: none"> • Sport & Recreation Parks and • Land for Community Facilities (Indoor Sport & Recreation) 	Park Type* & Hierarchy*		Catchment Depending on Residential Zone Type		
	Recreation district		Urban = 2.5 km; Rural = 10.0 km		
	Recreation shire-wide		15.0 km		
	Sports parks district		Urban = 2.5 km; Rural = 10.0 km		
	Sports parks shire-wide		15.0 km		
	Indoor sport and recreation district		Urban = 2.5 km; Rural = 10.0 km		
Indoor sport and recreation shire-wide		15.0 km			

^{##} NOTE: Recreation parks, sports parks and indoor sport & recreation facilities for Business Centres & Industry are included in the provision for All Types of Housing & Mixed Use and Rural & Rural Settlement
 i.e. The total planned provision for District and Shire-Wide public Sport & Recreation Parks is 3.7 ha/1000 resident population.

QUALITATIVE STANDARDS (primarily about the performance of the network)		
ITEM	SPECIFICATION OBJECTIVES & STANDARDS	
Quality of Land	<p>SUITABLE LAND for recreation and sport activities must be suitable for the intended use and would normally be considered as land that meets the following criteria:</p> <p>Land with slopes suitable for its intended use, i.e:</p> <ul style="list-style-type: none"> Sports facilities – final slope of 1:100 Recreation parks variable but usually with 75% between flat and 1:10 maximum slope <p>Well drained land above the 1:5 Average Recurrence Interval level (Q5 flood level) with at least 10% above the 1:100 ARI level or the highest known flood level, whichever is the greater; and</p> <p>Contaminated land where the levels of all contaminants are below the appropriate Environmental Protection Agency (EPA) threshold levels, and an approved Site Management Plan and Suitability Statement have been issued, by the EPA, for the intended use.</p> <p>Should satisfy the Noosa Plan, Part 3 – Desired Environmental Outcomes, Section 3.1.3, items: c) Community Uses and Facilities, g) Open Space, Environment & Conservation Functions, h) Sport & Recreation Uses.</p>	<p>UNSUITABLE LAND would normally be considered as:</p> <p>Steeply sloping land; or</p> <p>Land used as a separation or buffer area to any transport corridor, industrial or commercial use; or</p> <p>Power easements (Council may consider the use of such land as a linear link for walking, cycling or other transport network); or</p> <p>Land encumbered by any other infrastructure distribution network that may limit park development opportunities or present a hazard to users; or</p> <p>Land affected by chemical contaminants, soil stability problems or hazardous substances presenting a hazard to users; or</p> <p>Land containing other hazards that pose a risk to users.</p>
	Typical Facility Provisions for District and Shire-Wide Sport & Recreation Parks	<p>Park Setting* / Park Type*</p> <p>Typical Level of Embellishment</p> <p>Roads (Internal) Parking Fencing / bollards Paths (walking & cycling) Landscape Rehabilitation Lighting Toilets Seating Shelter / Shade Structure Play Facilities Tap / bubbler BBQ Facilities Rubbish bins Camping Facilities Boat Launching Club Facilities Change Rooms Sporting Fields / Facilities Irrigation Information (e.g. signage)</p>
		Natural Settings*
		Recreation Parks x > ? x > x x x x x x x x ? x >
		Semi-Natural Settings*
		Recreation Parks x > ? > > x x ? ? x x > ? ? x x x x x x
Sports Parks ? > > > > x > x x x x x x > > > x >		
Semi-Developed Settings*		
District Recreation Parks ? > > > > ? > > > > > > > > x ? x x >		
Shire-Wide Recreation Parks ? > > > > ? > > > > > > > > x ? x x >		
District Sports Park ? > > ? > > > > > ? > > > > x ? > > > ? >		
Shire-Wide Sports Park > > > ? > > > > > ? > > > > x ? > > > ? >		
Developed Settings*		
District Recreation Parks ? > > > > ? > > > > > > > > ? ? ? x >		
Shire-Wide Recreation Parks > > > > > ? > > > > > > > > x ? ? x >		
District Sports Park > > > > > > > > > ? > > > > x > > > > >		
Shire-Wide Sports Park > > > > > > > > > ? > > > > x > > > > >		
Key to symbols: > = normally provided; x = not normally provided; ? = may be provided if appropriate &/or essential; Blank = not applicable		

* NOTE: All terms relating to Predominant Land Use, Park Type, Park Hierarchy and Park Settings have the qualifications as defined in the “Noosa Park Strategy – January 2006”

15.5 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 the planning horizon stated for a trunk infrastructure network in [Table 15.4](#)—Planning horizon for a trunk infrastructure network.

Table 15.4—Planning horizon for a trunk infrastructure network

Column 1 Trunk infrastructure network	Column 2 Planning horizon
Stormwater	2026
Transport	2031
Parks and land for community facilities	2031

15.5.1 Plans for trunk infrastructure maps

- (1) The existing and future trunk infrastructure networks are shown on the following maps in [Schedule 9](#)—Local government infrastructure plan mapping and tables:
 - (a) Local Government Infrastructure Plan Map [LGIP-PFTI Stormwater](#)—Plan for trunk stormwater infrastructure
 - (b) Local Government Infrastructure Plan Map [LGIP-PFTI Transport](#)—Plan for trunk transport infrastructure
 - (c) Local Government Infrastructure Plan Map [LGIP-PFTI Public Parks & LCF](#)—Plan for trunk parks and land for community facilities infrastructure
- (2) The State infrastructure forming part of transport trunk infrastructure network has been identified using information provided by the relevant State infrastructure supplier.

15.5.2 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: [<insert link to the website where the file can be found>](#).
- (2) The future trunk infrastructure is identified in the following tables in [Schedule 9](#)—Local government infrastructure plan mapping and tables:
 - (a) for the stormwater network, [Table 15.15](#)
 - (b) for the transport network, [Table 15.16](#)
 - (c) for the parks and land for community facilities network, [Table 15.17](#)

Editors 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*.

Table 15.5 List of extrinsic material

Column 1 Title of document	Column 2 Date	Column 3 Author
Ext.01_Council Report - Legislative Amendments to Trunk Infrastructure Plan & Charges (Resolve to Amend PIP to LGIP)	19.08.2014 (OM-28.08.2014)	Infrastructure Assessment Officer, Noosa Council
Ext.02_Noosa Design Principles	August 2015	Noosa Council
Ext.03_Council Report – LGIP (PIA)	12.07.2016 (OM-21.07.2016)	Infrastructure Assessment Coordinator, Noosa Council
Ext.04_Council Report - LGIP (Planning Assumptions)	06.12.2016 (OM-15.12.2016)	Infrastructure Assessment Coordinator, Noosa Council
Ext.04-1_DMaTT Briefing Note (Growth Forecasts Noosa, March 2015)	March 2015	Strategic Planning Officer, Unitywater
Ext.04-2_DMaTT Briefing Note (Information Inputs Noosa, March 2015)	March 2015	Strategic Planning Officer, Unitywater
Ext.04-3_DMaTT Briefing Note (Noosa Plan LGIP Planning Assumptions, April 2016)	April 2016	Strategic Planning Officer, Unitywater
Ext.05_Council Report - LGIP (Public Parks & LCF Network DSS)	07.02.2017 (OM-16.02.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.05-1_Noosa Park Strategy January 2006	January 2006	John Wood Consultancy Services
Ext.05-2_Noosa Sport & Recreation Plan August 2004	August 2004	John Wood Consultancy Services
Ext.06_Council Report - LGIP (Transport - DSS)	07.12.2017 (OM-16.02.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.07_Council Report - LGIP (Stormwater - DSS)	11.04.2017 (OM-20.04.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.08_Council Report - LGIP (Public Parks & LCF Network - PFTI & SOW)	09.05.2017 (OM-18.05.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.09_Council Report - LGIP (Stormwater Network PFTI & SOW)	11.07.2017 (OM-20.07.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.09-1_Att 1-Stormwater Project Attachments.zip	June 2017	Coordinator Asset Planning, Noosa Council
Ext.10_Council Report - LGIP (Transport Network PFTI & SOW)	11.07.2017 (OM-20.07.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.10-1_Att 1-Road Project Attachments.zip	June 2017	Coordinator Design, Noosa Council
Ext.10-2_Att 1-Pathway Project Attachments.zip	June 2017	Coordinator Asset Planning, Noosa Council
Ext.10-3_Att 1-Bus Stop Project Attachments.zip	June 2017	Coordinator Design, Noosa Council
Ext.11_Council Report - LGIP (SOW Costs & Network Demands)	12.09.2017 (OM-21.09.2017)	Infrastructure Assessment Coordinator, Noosa Council
Ext.11-1_Network Demand Calcs_v2.zip	August 2017 (amended 2 March 2018)	Infrastructure Assessment Coordinator, Noosa Council
Ext.12_Consultation Department of Transport and Main Roads.zip	Various	Director Infrastructure Services & Coordinator Design, Noosa Council
Ext.13_LGIP Briefing Note - SOW Model Inputs & Methodology	October 2017	Financial Services Manager
Ext.13-1_SOW Model Inputs (Workings).zip	October 2017	Financial Services Manager
Ext.14_Financial Sustainability Statement & LGIP Alignment with AMPs & LTFFs	October 2017	Director Corporate Services & Coordinator Asset Planning, Noosa Council

Part 2 –Definitions

The following terms are to be included in the definitions section of Part 2 of the IPA based planning scheme.

Column 1 Term	Column 2 Definition
LGIP	Means the Local Government Infrastructure Plan contained in Part 15 of the IPA based Planning Scheme and replaces all references to the Priority Infrastructure Plan (PIP).