

## 4 Local government infrastructure plan

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### 4 Local government infrastructure plan

#### 4.1 Preliminary

1. This local government infrastructure plan has been prepared in accordance with the requirements of the *Planning Act 2016*.
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;
  - 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 2027;
  - 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 (quality, quantity and riparian corridors);
    - ii. transport (roads and active transport);
    - iii. public 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.

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### 4.2 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 of 2016 and the following projection years:
    - i. mid 2021;
    - ii. mid 2026;
    - iii. mid 2031; and
    - iv. mid 2036.
  
  - b. the LGIP development types in column 2 that include the uses in column 3 of Table 4.2.1 Relationship between LGIP development categories, LGIP development types and uses.
  
  - c. the projection areas identified on Local Government Infrastructure Plan Map LGIP-1 PA in Schedule 3 - Local government infrastructure plan mapping and tables.

**Table 4.2.1 Relationship between LGIP development categories, LGIP development types and uses**

<b>Column 1</b> <b>LGIP development category</b>	<b>Column 2</b> <b>LGIP development type</b>	<b>Column 3</b> <b>Uses</b>
Residential development	Detached dwelling	Caretaker's accommodation Community residence Dwelling house
	Attached dwelling	Dual occupancy Dwelling unit Multiple dwelling Relocatable home park Retirement facility Tourist park (Residential component)

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
	Other accommodation	Detention facility Hospital (Accommodation component) Hotel (Accommodation component) Nature-based tourism (Accommodation component) Non-resident workforce accommodation Residential care facility Resort complex (Accommodation component) Rooming accommodation Rural worker's accommodation Short-term accommodation Tourist park (Tourist component)
Non-residential development	Commercial	Brothel Car wash Motor sport facility Nature-based tourism (Non-accommodation component) Office Resort complex (Non-accommodation component) Sales office Telecommunications facility Veterinary services
	Community	Cemetery Child care centre Club (not including liquor licence) Community care centre Community use Crematorium

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Detention facility Educational establishment Emergency services Environment facility Function facility Funeral parlour Health care services Hospital Indoor sport and recreation Landing Major sport, recreation and entertainment facility Outdoor sport and recreation Outstation Park Place of worship Theatre Tourist attraction Mobile dispersed (Community services)
	Industry	Air services Bulk landscape supplies High impact industry Low impact industry Major electricity infrastructure Marine industry Medium impact industry Parking station Port services

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		<ul style="list-style-type: none"> <li>Renewable energy facility</li> <li>Research and technology industry</li> <li>Service industry</li> <li>Special industry</li> <li>Substation</li> <li>Transport depot</li> <li>Warehouse</li> <li>Wholesale nursery</li> <li>Utility installation</li> </ul>
	Retail	<ul style="list-style-type: none"> <li>Adult store</li> <li>Agricultural supplies store</li> <li>Bar</li> <li>Club (including liquor licence)</li> <li>Food and drink outlet</li> <li>Garden centre</li> <li>Hardware and trade supplies</li> <li>Hotel (Non-accommodation component)</li> <li>Nightclub entertainment facility</li> <li>Outdoor sales</li> <li>Roadside stall</li> <li>Service station</li> <li>Shop</li> <li>Shopping centre</li> <li>Showroom</li> <li>Tourist park (Non-residential component)</li> <li>Market</li> </ul>

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Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
	Rural resource	Animal husbandry Animal keeping Aquaculture Cropping Extractive industry Intensive animal industry Intensive horticulture Permanent plantation Rural industry Winery
	Work from Home	Home-based business
	Construction	Mobile dispersed (Trades)

### 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 4.2.1.1 - Population and employment assumptions summary.

Table 4.2.1.1 Population and employment assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base Date 2016	2021	2026	2031	2036	Ultimate development
Population	444,385	491,444	537,198	582,512	622,925	823,816
Employment	118,925	139,279	154,767	168,054	180,762	236,184

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:

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- a. for population, Table SC 3.1.1 'Existing and projected population';
- b. for employment, Table SC 3.1.2 'Existing and projected employees'.

### 4.2.2 Development

1. The developable area is represented by zones relating to urban uses not affected by the following constraints:
  - a. Coastal hazard overlay - Erosion prone area;
  - b. Coastal hazard overlay - High risk & Medium risk storm tide inundation area;
  - c. Community activities and neighbourhood hubs;
  - d. Environmental Areas - Matters of local environmental significance (MLES) & Matters of state environmental significance (MSES);
  - e. Extractive resources - Resource processing area and Separation area;
  - f. Flood hazard - High risk and Medium risk;
  - g. Infrastructure buffers - Bulk water supply infrastructure buffer - 20m, Electricity supply substation buffer - 10m, High voltage electricity line buffer, Lake Samsonvale and Lake Kurwongbah setback - 400m, Landfill site, Landfill site buffer - 200m, Property containing bulk water supply facility, Pumping station buffer, Wastewater treatment site, Wastewater treatment site buffer - 400m;
  - h. Riparian and wetland setbacks;
  - i. Road hierarchy - Proposed arterial (15m buffer used = 30m corridor), Proposed district collector (15m buffer used = 30m corridor), Proposed sub-arterial (15m buffer used = 30m corridor);
  - j. Strategic framework - Unformed road (Strategic Framework Road Investigation Corridor); and
  - k. Rural residential lot sizes - No further reconfiguration.
2. The planned density for future development is stated in Table SC 3.1.3 'Planned density and demand generation rate for 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 4.2.2.1 Residential dwellings and non-residential floor space assumptions summary.

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Table 4.2.2.1 Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions					
	Base Date 2016	2021	2026	2031	2036	Ultimate development
Dwellings and accommodation	169,569	190,611	211,760	231,716	250,938	335,384
Non-residential floor space (m <sup>2</sup> GFA)	6,035,607	6,967,252	7,621,259	8,221,128	8,809,505	12,278,484

4. Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in Schedule 3 Local government infrastructure plan mapping and tables:
  - a. for residential development, Table SC 3.1.4 'Existing and projected residential dwellings';
  - b. for non-residential development, Table SC 3.1.5 'Existing and projected non-residential floor space'.

### 4.2.3 Infrastructure demand

1. The demand generation rate for a trunk infrastructure network is summarised in Column 4 of Table SC 3.1.3 'Planned density and demand generation rate for trunk infrastructure network' in Schedule 3 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 SC 3.1.6 'Existing and projected demand for the stormwater network'.
  - b. for the transport network, Table SC 3.1.7 'Existing and projected demand for the transport (roads) network' and Table SC 3.1.8 'Existing and projected demand for the active transport network'.
  - c. for the public parks and land for community facilities network, Table SC 3.1.9 'Existing and projected demand for the public parks and land for community facilities network'.



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### 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 2036.
2. The Priority infrastructure area is identified on Local Government Infrastructure Plan Map LGIP-1 - LGIP-76 PIA Extent Map.

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### 4.4 Desired standards of service

1. This section states the key standards of performance for a trunk infrastructure network.
2. Design standards for a trunk infrastructure network are identified in the extrinsic material.

#### 4.4.1 Stormwater network

The Desired standards of service for stormwater are as follows:

1. Collect and convey stormwater flows for both major and minor flood events from existing and future land use in a manner that protects life and does not cause nuisance or inundation of habitable rooms or public utility infrastructure;
2. Design the stormwater network to comply with council's adopted standards identified in the Planning Scheme Policy - Integrated Design;
3. Design trunk road crossing structures to provide an appropriate level of flood conveyance and immunity for a flood event in accordance with Council's adopted standards identified in the Planning Scheme Policy - Integrated Design;
4. In accordance with the MBRC planning scheme, assumes development provides local infrastructure necessary to ensure the development does not result in any increase in flood risk off-site;
5. Meet "No Net Worsening" (NNW) target load objectives at a major catchment level prescribed in the Total Water Cycle Management Plan (TWCMP), when compared to the 2016 pollutant loads;
6. Meet the water quality objectives for receiving waters outlined in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019 (EPP Water and Wetland Biodiversity);
7. Implement planning and management of urban stormwater to comply with the design objectives as set out in the ShapingSEQ, South East Queensland Regional Plan 2017 for water sensitive communities, including Goal 4: Sustain (primarily Water Sensitive Communities and Biodiversity elements) and Goal 5: Live (primarily Working with Natural Systems).

#### 4.4.2 Transport network

For the purpose of trunk road network planning, the Desired Standard of Service (DSS) provided by an element or combination of elements making up the trunk road, pedestrian/cycling and public transport systems in the region is to be assessed against service levels appropriate to the relevant "place types". The "place types" have been grouped into three categories/types to reflect the broad type of access and transport integration intended for each of the areas across the Council area. This will assist in achieving key strategic outcomes for the Council area including integrated movement networks, streets that prioritise the needs for pedestrians and cyclists, embracing more sustainable travel behaviour, as well as ensuring a transport network that meets the required needs of other road users in appropriate locations.

The "place type" groupings include:

- a. Category Type 1: All Activity Centres;
- b. Category Type 2: Urban Neighbourhoods, Next Generation Neighbourhoods, Enterprise and Employment areas, Rural Townships, Coast and Riverlands, Suburban neighbourhoods;
- c. Category Type 3: Rural Residential areas, Rural areas, Mountain Ranges, Forests and Waterways, Key Extractive Resource areas, Special areas.

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Table 4.4.2.1 Desired standard of service for the transport network

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/ planning standards	<p>The integrated movement networks and streets will prioritise the needs for pedestrians and cyclists, embracing more sustainable travel behaviour, as well as ensuring a transport network that meets the required needs of other road users in appropriate locations.</p> <p>Commensurate with the highly urbanised environment within Activity Centres, a lower level of service for motor vehicles and freight is considered acceptable to promote an improved walking and cycling environment and the greater use of public passenger and active transport modes. In comparison a higher level of service is considered acceptable in “place type 2 and 3” where the balance of users requires a greater need to ensure movement across the network for other traffic including freight.</p>	<ul style="list-style-type: none"> <li>Local government road design and development manual/ standards/ codes in planning scheme and planning scheme policy</li> <li>Road Planning and Design Manual (2nd edition) developed by the Department of Transport and Main Roads</li> <li>Australian Standards</li> <li>AUSTROADS guides</li> <li>Desired standard of service place type categories for the transport network refer to Table 4.4.2.2</li> <li>Level of service (LOS) for Roads and Street per Place Type refer to Table 4.4.2.2</li> <li>Desired standard of service for trunk road elements refer: <ul style="list-style-type: none"> <li>Tables 4.4.2.3 for speed</li> <li>Table 4.4.2.4 for access</li> <li>Table 4.4.2.5 for intersections and turning facilities</li> <li>Table 4.4.2.6 for parking</li> </ul> </li> </ul>
Measure	Planning Criteria (qualitative standards)	Design criteria (quantitative standards)
Public transport design/ planning standards	<p>New urban development is designed to achieve safe and convenient walking distances to existing or potential bus stops, or existing or proposed demand responsive public transport routes.</p> <p>The network promotes the provision of public transport infrastructure consistently across the movement network that is compatible with land uses, demand and is fully accessible.</p>	<ul style="list-style-type: none"> <li>Local government road design and development manual/standards/ codes in planning scheme and planning scheme policy</li> <li>Design accords with the performance criteria set by Department of Transport and Main Roads</li> <li>Design accords with the performance criteria and guidance set out in TransLink’s Public Transport Infrastructure Manual (PTIM)</li> <li>AUSTROADS guides for road-based public transport and high-occupancy vehicles</li> </ul>
Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)

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Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Cycleway and pathway design/ planning standards	<p>Cycle ways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable and attractive alternatives.</p> <p>Design of the network will comply with established codes and standards. Promote networks that are functional and connected and that reflect desire lines to key destinations, and meet appropriate standards of convenience, comfort and amenity.</p>	<ul style="list-style-type: none"> <li>• Local government road design and development manual/standards/codes in planning scheme and planning scheme policy</li> <li>• Australian Standards</li> <li>• AUSTRROADS Guide to Road Design – Part 6A: Paths for Walking and Cycling</li> <li>• AUSTRROADS Guides to Traffic Management Part 4: Network Management Strategies</li> <li>• State of Queensland, Transport Operations (Road Use Management - Road Rules) Regulation 2009</li> <li>• State of Queensland - Guideline Selection and design of cycle tracks</li> <li>• MBRC Contemporary standard design drawings</li> <li>• Complete streets</li> <li>• Active transport provision for trunk roads network: <ul style="list-style-type: none"> <li>• Desired standards of service for shared pathways: refer to Table 4.4.2.7</li> <li>• Desired standards of service for on-road cycling provision: refer to Table 4.4.2.8</li> <li>• Desired standards of service for crossings: refer to Table 4.4.2.9</li> <li>• Trunk active transport network - cycle DSS requirements: refer to Table 4.4.2.10</li> <li>• Trunk active transport network - pedestrian DSS requirements: refer to Table 4.4.2.11</li> </ul> </li> </ul>

Table 4.4.2.2 Level of Service (LOS) for Roads / Streets per Category Type

Desired standard of service	Category Type 1	Category Type 2	Category Type 3
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Road link	Level of Service E	Level of Service D	Level of Service C
	Degree of Saturation		
Arterial Degree of Saturation	0.95	0.85	0.65
Sub-arterial Degree of Saturation	0.95	0.80	0.65
District Collector Degree of Saturation	0.90	0.80	0.60
Desired standard of service	Category Type 1	Category Type 2	Category Type 3
Intersection	Level of Service D	Level of Service D	Level of Service C
	Degree of Saturation		
Signalised Degree of Saturation	0.90	0.90	0.70
Roundabout Degree of Saturation	0.85	0.85	0.70
Priority Degree of Saturation	0.80	0.80	0.65

Table 4.4.2.3 Speed Environment Desired Standard of Service for Trunk Roads

Desired standard of service (Speed environment)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	Note 1	60-80 km/h	60-100 km/h
	Sub-arterial		60-80 km/h	60-80 km/h
	District Collector		50-60 km/h	60 km/h

Note 1 - The speed environment should consider pedestrian and cycle provision, adjacent land uses and overall environmental context where the desired level of service favours walking and cycling as a priority.

Table 4.4.2.4 Access Desired Standard of Service for Trunk Roads

Desired standard of service (Access)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	Note 1	Intersections and limited commercial and industrial access	Intersections

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Desired standard of service (Access)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
	Sub-arterial		Intersections and limited commercial and industrial access	Intersections and frontages
	District Collector		Intersections and limited commercial and industrial access	Intersections and frontages

Note 1 - Level of access provided to be commensurate with the environmental context of the road link in Place Type 1.

**Table 4.4.2.5 Intersections and Turning Traffic Provisions Desired Standard of Service for Trunk Roads**

Desired standard of service		Intersections	Turning traffic
Hierarchy	Arterial	C - 0.5 to 1.0 km	Protected acceleration and deceleration lanes
	Sub-arterial	C – 0.2 to 0.5 km	Protected acceleration and deceleration lanes
	District Collector	C/P – 0.1/0.2 km	Localised protection

Note - C - Controlled intersections, P – Priority intersections

**Table 4.4.2.6 Parking Provision Desired Standard of Service for Trunk Roads**

Desired standard of service (Parking)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial	Limited/low provision	Limited / controlled	None
	Sub-arterial		Limited / controlled	Limited / controlled
	District Collector		On-road / shared off-road	On-road

**Table 4.4.2.7 Desired Standard of Service for Shared Pathways**

Desired standard of service (Pathways)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	State	Off-road: 2.5m (minimum) both sides*		
	Arterial			
	Sub-arterial			
	District Collector			

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\* Where on the LGIP trunk active transport network, the LGIP Active Transport requirements are to apply.

**Table 4.4.2.8 Desired Standard of Service for On-road Cycling Provision**

Desired standard of service (Cycling Provision)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Hierarchy	Arterial Sub-arterial	<b>On-road (cycle lanes):# where:</b>		
		Speed (kph)	Cycle provision (metres)	
		60	1.5	
	80	2.0		
		100	3.5	
	District^ Collector	<b>On-road (cycle lanes):#*</b> 1.5m both sides (minimum)		

# Parking and safety strips (separating parking bays from cycle lanes) are in addition to these requirements.

\* Contra-flow on-road facilities are not preferred, in exceptional circumstances with approval these should have a minimum width of 1.8 metres and should only be provided on 60kph roads or less.

^ Where on the LGIP trunk active transport network, the greater of the two provisions is to be applied.

**Table 4.4.2.9 Desired Standard of Service for Crossings**

Desired standard of service (Crossings)		Place type category		
		Category Type 1	Category Type 2	Category Type 3
Spacing of crossings		200 metres	400 metres	600 metres (max 800 metres)
Hierarchy	Arterial	Signalised crossing, zebra or refuge If > 2 lanes, signalised only		
	Sub-arterial	Signalised crossing, zebra or refuge, raised platform or shared zone If > 2 lanes, signalised only		
	District Collector	Zebra or refuge, raised platform or shared zone Uncontrolled crossings only where sightlines are adequate		

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Table 4.4.2.10 Trunk active transport - Cycle Desired Standard of Service requirements

Cycling facilities on trunk active transport routes  treatment should be preferencing the most preferred to least preferred based on the local context and surrounding environment		Maximum allowable length	Minimum number of facilities per corridor (directions)	Minimum required widths by speed environment			
				50km/h	60km/h	80km/h	100km/h
Most preferred	Off-road cycle lanes / veloways	Unlimited	1	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m	3.0 - 4.0m
	Shared paths (nature reserve)	Unlimited	1	2.5 - 4.0m	2.5 - 4.0m	2.5 - 4.0m	2.5 - 4.0m
Preferred	Separated cycle lanes	Unlimited	2	N/A	1.2 - 2.5m <sup>^</sup>	2.0 - 2.7m <sup>^</sup>	2.5 - 3.0m <sup>^</sup>
	Shared paths (road corridor)	Unlimited	1	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m
	Protected two way cycle lanes	Unlimited	1	3.0 - 4.0m	3.0 - 4.0m <sup>^</sup>	3.0 - 4.0m <sup>^</sup>	3.0 - 4.0m <sup>^</sup>
Least preferred	On-road cycle lanes	Unlimited	2	N/A	1.2 - 2.5m <sup>*</sup>	2.0 - 2.7m <sup>*</sup>	N/A
	On-road peak period cycle lanes	2km	2	N/A	1.2 - 2.5m <sup>*</sup>	2.0 - 2.7m <sup>*</sup>	N/A
	Contra-flow bicycle lanes	0.5km	1	1.5 - 2.5m <sup>*</sup>	1.5 - 2.5m <sup>^*</sup>	N/A	N/A

\* Dimension given is per direction of travel

<sup>^</sup> Requires physical separation such as a kerb

Table 4.4.2.11 Trunk active transport - Pedestrian Desired Standard of Service requirements

Pedestrian facilities	Maximum allowable length	Minimum number of facilities	Minimum required widths by speed environment			



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treatment should be selected by preferencing the most preferred to least preferred based on the local context and surrounding environment			per corridor (directions)	50km/h	60km/h	80km/h	100km/h
Most preferred	Shared paths	Unlimited	1	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m	2.5 - 3.0m
Preferred	Footpaths, two sides	Unlimited	2	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m
Least preferred	Footpaths, one side (low demand areas)	Unlimited	1	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m	1.2 - 2.0m

### 4.4.3 Public parks and land for community facilities network

The Desired Standards of Service for the trunk are outlined below.

1. Provide an accessible network of public parks and land for community facilities that meets the needs of residents and visitors in accordance with the standards in Table 4.4.3.5, accessibility standards in Table 4.4.3.1 and 4.4.3.6 and rates of provision identified in Tables 4.4.3.2 and 4.4.3.7. The targets identify the expected quantum of land required to meet community demands for public parks and land for community facilities, based on rate of population and are related to the place types:
  - a. AC: Activity Centre
  - b. UN: Urban Neighbourhood
  - c. NGN: Next Generation Neighbourhood
  - d. SN: Suburban Neighbourhood
  - e. RR: Rural Residential
  - f. RT: Rural Township
  - g. CC: Coastal Communities
  - h. R: Rural
  - i. MFW: Mountain Ranges, Forests and Waterways
  - j. KER: Key Extractive Resource Areas
  - k. CR: Coast and Riverlands
  - l. EEA: Enterprise and Employment Areas
  - m. SA: Special Areas.
2. Ensure land for public parks and land for community facilities has:

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- a. a minimum land size as identified in Table 4.4.3.2 and Table 4.4.3.8;
  - b. a configuration, road frontage and acceptable level of flood immunity in accordance with the standards identified in Table 4.4.3.3 and Table 4.4.3.5 as well as Council's adopted standards identified in the planning scheme located in each of the relevant zone codes.
3. Embellish public parks to complement the type and purpose of the public park as identified in Table 4.4.3.4:
- a. LR: Local Recreation Park (including Foreshore);
  - b. LR+: Local Recreation (applicable only to NGN, UN, AC place types);
  - c. DR: District Recreation Park (including Foreshore);
  - d. RR: Regional Recreation Park (including Foreshore);
  - e. DS: District Sport Park;
  - f. RS: Regional Sport Park;
  - g. DC: District Civic Park;
  - h. RC: Regional Civic Park.

Table 4.4.3.1 Accessibility standards for public parks

Park Type	Place Type													Accessibility Standard
	AC	UN	NGN	SN	RR	RT	CC	R	MFW	KER	CR	EEA	SA	
Local Recreational Park	•	•	•	•										400m
						•	•							800m
					•			•	•	•	•	•	•	No Standard
District Recreation Park	•	•	•	•		•	•							2.5km
					•							•		3.5km
								•	•	•	•		•	No Standard
Regional Recreation Park	•	•	•	•	•	•	•	•	•	•	•	•	•	10km
District Sports Park	•	•	•	•										3km
					•	•	•					•		5km
								•	•	•	•		•	No Standard

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Park Type	Place Type													Accessibility Standard
	AC	UN	NGN	SN	RR	RT	CC	R	MFW	KER	CR	EEA	SA	
Regional Sports Park	•	•	•	•	•	•	•	•	•	•	•	•	•	15km
District Civic Park	•					•	•							Within district centre
		•	•	•	•			•	•	•	•	•	•	No Standard
Regional Civic Park	•													Within major centre
		•	•	•	•	•	•	•	•	•	•	•	•	No Standard

Note - The accessibility standard is measured "as the crow flies" however should consider barriers like roads, rivers and rail lines which limit or sever accessibility.

Table 4.4.3.2 Rate of land provision for public parks

Park Type	Place Type													Provision Target	Minimum Land Area
	AC	UN	NGN	SN	RR	RT	CC	R	MFW	KER	CR	EEA	SA		
Local Recreation Park	•	•	•	•		•	•							1ha / 1000 persons	0.5ha
					•							•		0.5ha / 1000 persons	
								•	•	•	•		•	Where required	
District Recreation Park	•	•	•	•	•	•	•	•	•	•	•	•	•	0.6ha / 1000 persons	4ha
Regional Recreation Park	•	•	•	•	•	•	•	•	•	•	•	•	•	0.5ha / 1000 persons	10ha
District Sports Park	•	•	•	•	•	•	•	•	•	•	•	•	•	0.8ha / 1000 persons	20ha
Regional Sports Park	•	•	•	•	•	•	•	•	•	•	•	•	•	0.4ha / 1000 persons	40ha
District Civic Park	•					•	•							1 Site per district centre	1,000m <sup>2</sup>

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Park Type	Place Type													Provision Target	Minimum Land Area
	AC	UN	NGN	SN	RR	RT	CC	R	MFW	KER	CR	EEA	SA		
		•	•	•	•			•	•	•	•	•	•	No Provision	
Regional Civic Park	•													1 per major centre	6,000m <sup>2</sup>
		•	•	•	•	•	•	•	•	•	•	•	•	No Provision	

**Table 4.4.3.3 Public park design requirements**

Park type	Width to depth ratio	Min. width	Min. road frontage	Road type	No. Access points	Flood immunity
Local Recreation Park	1:2	20m	40%	Collector or lower	1	100% of land above 2% AEP
District Recreation Park	3:4	30m	30%	Collector or higher	2	80% of land and all internal roads and car parking above 2% AEP
Regional Recreation Park	3:4	30m	30%	Arterial or higher	3	50% of land and all formal recreation areas, internal roads and vehicle parking above 2% AEP
District Sports Park	Square or otherwise compact overall shape		Accessible by public transport, bikeways and major roads		All playing fields/courts have adequate access	<ul style="list-style-type: none"> <li>All buildings above 1% AEP</li> </ul>
Regional Sports Park						<ul style="list-style-type: none"> <li>Formal recreation areas, internal roads, hard courts and vehicle parking above 2% AEP</li> <li>All playing fields above 5% AEP</li> </ul>
District Civic Park	Site specific		30%	Site specific	1	100% of land above 1% AEP
Regional Civic Park			40%		1	

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Table 4.4.3.4 Standard facilities/embellishments for public parks

Public parks and their embellishments should be designed to ensure they can accommodate and appreciate a range of the following functions:								
<ul style="list-style-type: none"> <li>• Nature appreciation areas</li> <li>• Active recreation areas</li> <li>• Passive recreation nodes</li> <li>• Outdoor recreation opportunities</li> <li>• Youth spaces</li> <li>• Social gathering spaces</li> <li>• Activation and event space</li> <li>• Water quality solutions compatible with recreation uses</li> </ul>								
Facilities or embellishments included by park type	LR+	LR	DR	RR	DS	RS	DC	RC
Landscaping (i.e trees, turf, gardens and bollards)	•	•	•	•	•	•	•	•
Utility installations (water, sewer, electricity and telecommunications)	•	•	•	•	•	•	•	•
Drinking fountains (and taps)	•	•	•	•	•	•	•	•
Seating opportunities (i.e. seats, amphitheatre, informal seating elements like rocks, blocks or steps)	•	•	•	•	•	•	•	•
Pathways for cycling and walking	•	•	•	•	•	•	•	•
Open multi-use or kick-about space (minimum 20m x 40m)	•	•	•	•	•	•		
Hard surface, (multi-use) activity space (minimum size 15m x 14m) (e.g basketball hoops, handball, personal training/exercise)	•	•	•	•				
Play areas including range of multi-play elements ( <i>sized according to park hierarchy S = small, L = large</i> )	S	S	L	L	S	S	S	S
Fitness nodes	•	P	•	•				
BMX / skate / scooter opportunities			•	•				
Picnic areas (tables and seating)	•	•	•	•	•	•	P	P
Shelters and pavilions	•		•	•	•	•	•	•
Park name signage	•	•	•	•	•	•	•	•
Barbeque	•		•	•	•	•	•	•
Event / Performance space (i.e. stage, amphitheatre)			•	•			•	•

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Public parks and their embellishments should be designed to ensure they can accommodate and appreciate a range of the following functions:								
<ul style="list-style-type: none"> <li>• Nature appreciation areas</li> <li>• Active recreation areas</li> <li>• Passive recreation nodes</li> <li>• Outdoor recreation opportunities</li> <li>• Youth spaces</li> <li>• Social gathering spaces</li> <li>• Activation and event space</li> <li>• Water quality solutions compatible with recreation uses</li> </ul>								
Facilities or embellishments included by park type	LR+	LR	DR	RR	DS	RS	DC	RC
Gateway statement			•	•			•	•
Outdoor recreation elements (i.e. propriety climbing equipment)			•	•				
Dog off leash areas	P		P	P				
Paddle and recreational boating facilities (e.g. launch point for canoes, fishing cleaning tables) foreshore parks	P	P	P	P				
Public amenities (toilets)			•	•	•	•		•
Private vehicle movement and internal parking			•	•	•	•		
Formal sports fields / courts / surface (lighting & irrigation)					•	•		
Changing facilities (sports)					•	•		

Note - LR+ includes local recreation parks in place types NGN, UN and AC, P - preferred if meeting locational requirements, S - small scale play elements, L - large play elements

Table 4.4.3.5 Desired standard of service for land for community facilities

Measure	Planning criteria	Design criteria
Functional network	A network of land for community facilities is established to provide for the development of community facilities.	<ul style="list-style-type: none"> <li>• Land for community facilities is provided at a local, district and regional level.</li> <li>• Land for community facilities provides for development of community facilities.</li> </ul>
Accessibility	Land for community facilities is located to ensure adequate pedestrian, cycle and vehicle access. New land for community facilities is located within an appropriate place type in the Strategic Framework.	<ul style="list-style-type: none"> <li>• Accessibility design standards are identified in Table 4.4.3.6.</li> </ul>

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Measure	Planning criteria	Design criteria
Rate of provision: <ul style="list-style-type: none"> <li>• Minimum size</li> <li>• Land quality/suitability:               <ul style="list-style-type: none"> <li>○ Maximum grade</li> <li>○ Flood immunity</li> </ul> </li> </ul>	Land for community facilities is provided to a standard that supports a diverse range of community services - promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	<ul style="list-style-type: none"> <li>• The rate of provision for community facilities is identified in Table 4.4.3.7.</li> <li>• The size of land/GFA for community facilities is identified in Table 4.4.3.8.</li> <li>• The maximum gradient for land for community facilities is a site by site assessment.</li> <li>• The minimum flood immunity for land for community facilities is all facilities to be located above 1% AEP.</li> </ul>
Infrastructure design/performance standards	Maximise opportunities to co-locate community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	<ul style="list-style-type: none"> <li>• Local government standards in planning scheme and planning scheme policies.</li> <li>• Australian Standards.</li> </ul>

Table 4.4.3.6 Accessibility standard for land for community facilities

Infrastructure type	Accessibility standard		
	Local	District	Regional
Community Halls (Centres)	Within local centres or hubs	Within Activity Centres	
Youth Centres	N/A	Within Activity Centres	N/A
Library	Within Activity Centres		
Art Gallery	N/A	Within Activity Centres	
Cultural / Performing Arts Centre	Within Activity Centres		
Museum	N/A	Site specific	
Aquatic Centre	N/A	Within or adjacent to Activity centres	Site specific or within Regional Sports Complex

N/A not applicable

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Table 4.4.3.7 Rate of provision for land for community facilities

Infrastructure type	Rate of provision (facility / people)		
	Local	District	Regional
Community Centre (Halls)	1 per 15,000	1 per 50,000	1 per 200,000
Youth Centres	N/A	1 per 50,000	N/A
Library	Special need - as required (up to 30,000)	1 per 30,000	1 per 70,000 to 150,000
Art Gallery	N/A	1 per 70,000	1 per 150,000
Cultural/Performing Arts Centre	N/A	1 per 50,000	Site or community specific
Museum	N/A	1 per 80,000	N/A
Aquatic Centre	N/A	1 per 30,000	1 per 150,000

N/A not applicable

Table 4.4.3.8 Minimum size of land for community facilities

Infrastructure type	Accessibility Standard		
	Local	District	Regional
Community Halls (Centres)	Within local centres or hubs	Within Activity centres	
Youth Centre	N/A	Within Activity centres	N/A
Library	N/A	Within Activity centres	N/A
Art Gallery	N/A	Within Activity centres	
Cultural/Performing Arts Centre	N/A	Within Activity centres	
Museum	N/A	Site specific	
Aquatic Centre	N/A	Within or adjacent to Activity centers	Site specific or within Regional Sports Complex

N/A - not applicable



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### 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.

#### 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. Plans for trunk infrastructure - Transport (LGIP-1 - LGIP-76 TN)
  - b. Plans for trunk infrastructure - Active transport (LGIP-1 - LGIP-76 AT)
  - c. Plans for trunk infrastructure - Public parks and land for community facilities (LGIP-1 - LGIP-76 PC)
  - d. Plans for trunk infrastructure - Stormwater (LGIP-1 - LGIP-76 SW)
2. The State infrastructure forming part of the transport trunk infrastructure network has been identified using information provided by the relevant State infrastructure supplier.

#### 4.5.2 Schedule of works

1. Further details of the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model which can be viewed here: [MBRC Planning scheme background studies](#)
2. The future trunk infrastructure derived from the SOW model, is summarised in the following tables in Schedule 3 - Local government infrastructure plan mapping and tables:
  - a. for the stormwater network, Table SC 3.2.1
  - b. for the transport network, Table SC 3.2.2
  - c. for the public parks and land for community facilities network, Table SC 3.2.3.

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### 4.6 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*.

**Table 4.6.1 List of extrinsic material**

<b>Column 1</b> <b>Title of document</b>	<b>Column 2</b> <b>Date</b>	<b>Column 3</b> <b>Author</b>
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Stormwater Extrinsic Material	2021	MBRC
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Public Parks Extrinsic Material	2021	MBRC
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Land for Community Facilities Extrinsic Material	2021	MBRC
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Transport (Roads) Extrinsic Material	2021	MBRC
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Active Transport Extrinsic Material	2021	MBRC
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Planning Assumptions Extrinsic Material	2021	MBRC
Local Government Infrastructure Plan (LGIP) Interim amendment No.1 Schedule of Works Model Extrinsic Material	2021	MBRC