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Part 4 Local government infrastructure plan^{1, 2, 3}

4.1 Preliminary

- (1) This local government infrastructure plan has been prepared in accordance with the requirements of the *Sustainable Planning Act 2009*.
- (2) The local government infrastructure plan was amended for alignment with the *Planning Act 2016* (the Act) under section 287(3) of the Act.
- (3) The purpose of the local government infrastructure plan is to:
 - integrate infrastructure planning with the land use planning identified in the planning scheme
 - provide transparency regarding a local government's intentions for the provision of trunk infrastructure
 - enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning
 - ensure that trunk infrastructure is planned and provided in an efficient and orderly manner
 - provide a basis for the imposition of conditions about infrastructure on development approvals
- (4) 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 2026
 - (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) water supply
 - (ii) sewerage
 - (iii) stormwater quantity
 - (iv) transport
 - (v) 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 4.5.2.

¹ Amended on 3 July 2017

² Amended on 9 June 2017

³ Amended on 4 August 2014

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 2016 and the following projection years to accord with future Australian Bureau of Statistics census years:
 - (i) 2021
 - (ii) 2026
 - (iii) 2031
 - (b) the LGIP development types in column 2 that include the uses in column 3 of Table 4.2:1—Relationship between development categories, LGIP development types and uses
 - (c) the projection areas identified on Local Government Infrastructure Plan Map LGIP SC3.2:1—Priority infrastructure area and projection areas map in Schedule 3, Section SC3.3 Local government infrastructure plan maps
- (4) Details of the methodology used to prepare the planning assumptions are stated in the extrinsic material

Table 4.2:1—Relationship between development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Residential development	Attached Dwelling	Caretaker's accommodation Dual occupancy Dwelling unit Multiple dwelling Retirement facility
	Detached Dwelling	Dwelling house
Non-residential development	Retail and commercial	Adult store Agricultural supplies store Bar Bulk landscape supplies Car wash Food and drink outlet Function facility Garden centre Hardware and trade supplies Health care services Hotel Indoor sport and recreation Nightclub entertainment facility

Table 4.2:1—Relationship between development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Outdoor sales Service station Shop Shopping centre Showroom Theatre Veterinary services Wholesale nursery
	Industry	High impact industry Low impact industry Major electricity infrastructure Marine industry Medium impact industry Port services Renewable energy facility Research and technology industry Rural industry Service industry Special industry Substation Telecommunications facility Transport depot Utility installation Warehouse
	Other	Animal husbandry Animal keeping Aquaculture Air services Cemetery Child care centre Club Community care centre Community residence Community use Crematorium Cropping Detention facility Educational establishment Emergency services Environment facility Extractive industry Function facility Funeral parlour

Table 4.2:1—Relationship between development categories, LGIP development types and uses

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Health care services Home based business Hospital Indoor sport and recreation Intensive animal industry Intensive horticulture Landing Major sport, recreation and entertainment facility Market Motor sport facility Natural-based tourism Non-resident workforce accommodation Office Outdoor sport and recreation Outstation Park Parking station Permanent plantations Place of worship Relocatable home park Residential care facility Resort complex Retirement facility Roadside stalls Rooming accommodation Rural workers' accommodation Sales office Short-term accommodation Tourist attraction Tourist park Winery

4.2.1 Population and employment growth

- (1) P A summary of the assumptions about population and employment growth for the planning scheme area is stated in Table 4.2:2—Population and employment assumptions summary

Table 4.2:2—Population and employment assumptions summary

Column 1 Description	Column 2 Assumptions				
	2016	2021	2026	2031	Ultimate Development
Population	168,235	182,551	197,173	210,484	377,893
Employment	66,890	73,495	80,418	87,055	211,981

- (2) Detailed assumptions about growth for each projection area and LGIP development type are identified in the following tables in Schedule 3, Section SC3.1 (Planning assumptions tables):
- (a) for population, Table SC3.1:1—Existing and projected population
 - (b) for employees, Table SC3.1:2—Existing and projected employees

4.2.2 Development

- (1) The net developable area is identified on Local Government Infrastructure Plan Map LGIP SC3.3:2— Net Developable area map in Schedule 3, Section SC3.3 Local government infrastructure plan maps.
- (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, Section SC3.1 Planning assumptions tables.
- (3) A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in Table 4.2:3—Residential dwellings and non-residential floor space assumptions summary.

Table 4.2:3—Residential dwellings and non-residential floor space assumptions summary

Column 1 Description	Column 2 Assumptions				
	2016	2021	2026	2031	Ultimate Development
Residential dwellings	60,173	65,825	71,628	76,962	137,899
Non-residential floor space (m2 GFA)	3,603,321	4,037,482	4,568,922	5,095,873	12,916,798

- (4) Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in Schedule 3, Section SC3.1 Planning assumptions tables:

- (a) for residential development, Table SC3.1:4—Existing and projected dwellings
- (b) for 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 Column 4 of Table SC3.1:3—Planned density and demand generation rate for a trunk infrastructure network in Schedule 3, Section SC3.1 (Planning assumptions tables).
- (2) A summary of the projected infrastructure demand for each service catchment is stated in:
 - (a) for the water supply network, Table SC3.1:6—Existing and projected demand for the water supply network
 - (b) for the sewerage network, Table SC3.1:7—Existing and projected demand for the sewerage network
 - (c) for the stormwater quantity network, Table SC3.1:8—Existing and projected demand for the stormwater quantity network
 - (d) for the transport network, Table SC3.1:9—Existing and projected demand for the transport network
for the parks and land for community facilities network, Table SC3.1:10—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 2026.
- (2) The priority infrastructure area is identified on Local Government Infrastructure Plan Map LGIP SC3.3:1— Priority infrastructure area and projection areas map in Schedule 3, Section SC3.3 (Local government infrastructure plan maps).

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 a trunk infrastructure network are identified in the extrinsic material.

4.4.1 Water supply network

- (1) The desired standard of service for the trunk water supply network is to:
 - (a) plan the network to collect, treat, store and convey potable water from source to consumers in accordance with the *Water Act 2000*.
 - (b) design the network in accordance with:
 - (i) Water Supply Code of Australia for minimum fire-fighting flow pressure
 - (ii) Toowoomba Regional Council Water Infrastructure Policy 2.03
 - (iii) *Water Act 2000*
 - (iv) *Water Supply (Safety and Reliability) Act 2008*
 - (v) NHMRC Australian Drinking Water Guidelines
 - (vi) *Plumbing and Drainage Act 2002*
 - (c) provide trunk water supply infrastructure that:
 - (i) minimises whole of life cycle costs of the network
 - (ii) minimises the extent of physical infrastructure required to deliver the service
 - (iii) integrates with existing and planned water supply infrastructure
 - (iv) minimises non-revenue water
 - (v) minimises power usage and greenhouse gas emissions
 - (vi) minimises interruptions to customer's water supply
 - (d) develop and maintain excellence in appropriate new technologies

4.4.2 Sewerage network

- (1) The desired standard of service for the trunk sewerage network is to:
 - (a) plan the network to collect, convey, treat and release wastewater in accordance with the *Water Act 2000*.
 - (b) design the network in accordance with:
 - (i) Toowoomba Regional Council Waste Water Infrastructure Policy 2.04
 - (ii) *Water Act 2000*
 - (iii) *Water Supply (Safety and Reliability) Act 2008*
 - (iv) *Plumbing and Drainage Act 2002*
 - (c) provide trunk sewerage infrastructure that:
 - (i) minimises the life cycle cost of the network
 - (ii) integrates with existing and planned sewerage infrastructure
 - (iii) minimises the extent of physical infrastructure required
 - (iv) minimises power usage and greenhouse gas emissions
 - (v) minimises discharge of wastewater to a waterway or external site

- (vi) maximises opportunities for re-use of effluent
- (d) develop and maintain excellence in appropriate new technologies

4.4.3 Stormwater quantity network

- (1) The desired standard of service for the trunk stormwater quantity network is to:
 - (a) provide stormwater quantity infrastructure with sufficient capacity to manage impacts of development on stormwater quantity, flow rates, duration and frequency in receiving waters
 - (b) provide stormwater quantity infrastructure with appropriate flood immunity and capacity to convey floodwater to ensure:
 - (i) that flood and drainage characteristics are not worsened
 - (ii) risk of flooding to people and property is minimised
 - (c) design trunk stormwater quantity infrastructure in accordance with the standards stated in Schedule 6, Section SC6.2 PSP No. 2—Engineering Standards – Roads and Drainage Infrastructure, which generally accord with current best practice identified in:
 - (i) Integrated Water Cycle Management Code
 - (ii) Queensland Urban Drainage Manual
 - (iii) Healthy Waterways WSUD Guidelines
 - (iv) Department of Transport and Main Roads – Road Drainage Design Manual
 - (v) Toowoomba Regional Council approved Master Drainage Plan
 - (vi) Australian Rainfall and Runoff Soil Erosion and Sediment Control – Engineering Guidelines for Queensland Construction Sites
 - (d) provide trunk stormwater quantity infrastructure that:
 - (i) minimises whole of life cycle cost of the network
 - (ii) maximises the life of the system
 - (iii) minimises the extent of physical infrastructure required to deliver the service, through maintaining or improving natural waterway corridors and drainage channels
 - (iv) integrates with existing and planned stormwater infrastructure
 - (v) is located in accessible, safe and functional locations
 - (vi) integrates where possible with open space to maximise benefit to the community and natural environment

4.4.4 Transport network

- (1) The desired standard of service for the trunk transport network is to:
 - (a) provide a functional urban road hierarchy that supports settlement patterns, commercial and economic activities and freight movement
 - (b) plan the network to limit traffic on streets with residential frontage to below 3000 vehicle trips per day
 - (c) design the trunk road network to comply with:
 - (i) Council's adopted standards identified in Schedule 6, Section SC6.2 PSP No. 2—Engineering Standards – Roads and Drainage Infrastructure

- (ii) Austroads guidelines
- (iii) Department of Transport and Main Roads' Road Planning and Design Manual
- (iv) the speed environments and maximum road volume to capacity ratios stated in Table 4.4:1—Speed environment and volume to capacity ratios for trunk roads
- (v) the design standards stated in:
 - a. Table 4.4:2—Nominal lane widths and edge treatments for trunk roads,
 - b. Table 4.4:3—Desirable access management standards for trunk roads
 - c. Table 4.4:4—Turning traffic provisions
 - d. Table 4.4:5—Parking provisions

Table 4.4:1—Speed environment and volume to capacity ratios for trunk roads

Column 1 Road function	Column 2 Desirable speed environment	Column 3 Maximum volume to capacity ratio by general location		
		Rural	Suburban	Inner urban
Highway	100 kph	0.5	0.6	0.65
Regional Arterial	80-100 kph with generally free flow traffic and controlled access	0.5	0.6	0.65
Sub Arterial	60-80 kph with access limited to formal building address where volumes permit and controlled intersections	0.6	0.65	0.70
Distributor	60 kph with access limited to formal building address and generally priority junctions	0.65	0.70	0.75

Table 4.4:2—Nominal lane widths and edge treatments for trunk roads

Column 1 Road function	Column 2 Nominal lane width	Column 3 Edge treatment
Highway	3.5m	Shoulders no kerbing
Regional Arterial	3.5m	Rural shoulders, urban kerbing
Sub Arterial	3.5m	Rural shoulders, urban kerbing
Distributor	3.5m	Barrier kerb with adjacent pedestrian and cycle paths and at intersections

Table 4.4:3—Desirable access management standards for trunk roads

Column 1 Road function	Column 2 Minimum intersection spacing	Column 3 Direct access	Column 4 Preferred intersection form
Highway	5 km (possibly 3 km in urban situations)	None	Grade separated
Regional Arterial	1 km	None	Signals or roundabout depending on flow distribution and pedestrian/cycle movements
Sub Arterial	500m	Limited building address only and not within 60m of intersections	Signals or roundabout depending on flow distribution and pedestrian/cycle movements
Distributor	200 – 3,000m	Limited to building address only and not within 40m of intersections	Priority tee but controlled depending on flow distribution and pedestrian and cycle movements

Table 4.4:4—Turning traffic provisions

Column 1 Road function	Column 2 Turning traffic provisions
Highway	Grade separated turning lanes with acceleration, deceleration and merging for design speed environment
Regional Arterial	Protected right turn lanes within minimum 6 metre median. Free left turn provisions with deceleration lanes. Acceleration lanes for entering traffic
Sub Arterial	Protected right turn lanes within minimum 6 metre median. Free left turn provisions with deceleration lanes. Acceleration lanes for entering traffic
Distributor	Protected right turn lanes within minimum 6 metre median. Free left turn provisions with deceleration lanes. No acceleration lanes for entering traffic

Table 4.4:5—Parking provisions

Column 1 Road function	Column 2 On street parking provisions
Highway	No on-road provisions
Regional Arterial	No on-road provisions
Sub Arterial	Priority to service vehicle and short stay parking where width provisions exist
Distributor	Priority to service vehicle and short stay parking where width provisions exist

- (d) design intersections to achieve:
- (i) for signalised intersections and roundabouts, a maximum degree of saturation of 95 percent and delay rate of 25 vehicle hours per hour

- (ii) for unsignalised intersections, a maximum degree of saturation of 80 percent and delay rate of 25 vehicle hours per hour
- (e) plan a convenient, safe and attractive pathway and cycle path network that links residential areas to major activity nodes and public transport interchanges thereby encouraging walking and cycling as acceptable travel alternatives
- (f) design pathways and cycle paths (including on-road cycle lanes) located within the trunk road reserve in accordance with:
 - (i) CPTED principles
 - (ii) Schedule 6, Section SC6.2 PSP No. 2 - Engineering Standards – Roads and Drainage Infrastructure
 - (iii) the standards stated in Table 4.4:6—Footpath standards on trunk roads and Table 4.4:7—Cycle path standards on trunk roads

Table 4.4:6—Footpath standards on trunk roads

Column 1 Road function	Column 2 Longitudinal provisions	Column 3 Crossing provisions
Highway	Off road	Grade separated (in settled areas or where volumes are very high)
Regional Arterial	Up to 2.5m off road paths	Temporal or grade separation
Sub Arterial	2 - 2.5m shared path on both sides of corridor	Generally temporal separation
Distributor	1.2m each side or 1.2m and 1.5m shared path one side adjacent to carriageway	Temporal separation at signals or pedestrian crossings

Table 4.4:7—Cycle path standards on trunk roads

Column 1 Road function	Column 2 Longitudinal provisions	Column 3 Crossing provisions
Highway	2.5 - 4m off road paths	Grade separated
Regional Arterial	2.5m off road paths	Temporal or grade separation
Sub Arterial	2.5m shared path on both sides of corridor	Generally temporal separation
Distributor	1.2m on road cycle lanes combined with parking or 1.5m shared path one side adjacent to carriageway	Temporal separation at signals or pedestrian crossings

- (g) plan the public transport network to locate bus stops within 400m of 90 percent of households and within 250m of activities in activity centres
- (h) design trunk roads carrying bus routes to permit appropriate bus operating speeds and where necessary provide bus priority measures to bypass congestion
- (i) provide bus stops including bus bays on trunk roads in accordance with Table 4.4:8—Bus and coach standards on trunk roads

Table 4.4:8—Bus and coach standards on trunk roads

Column 1 Road function	Column 2 Bus and coach provisions
Highway	No provisions for stops (stops only on auxiliary roads or within interchanges)
Regional Arterial	Indented bus and coach stops with acceleration and deceleration provisions
Sub Arterial	Indented bus and coach stops with acceleration and deceleration provisions
Distributor	Indented bus stops or priority utilisation of parking lane if available

4.4.5 Parks and land for community facilities network

- (1) The desired standard of service for the trunk parks and land for community facilities network is to:
- (a) provide an accessible network of parks, open space, and community facilities that meets the needs of residents and visitors in accordance with:
 - (i) the accessibility standard identified in column 4 of Table 4.4:9—Accessibility and rate of land provision standards for trunk parks
 - (ii) the rate of land provision identified in column 5 of Table 4.4:9—Accessibility and rate of land provision standards for trunk parks
 - (iii) the size, slope, frontage and level of flood immunity standards for park land stated in column 3 of Table 4.4:10—Land and embellishment standards for trunk parks
 - (iv) embellish parks to complement the type and function of the park in accordance with the standards stated in column 3 of Table 4.4:10—Land and embellishment standards for trunk parks

Table 4.4:9—Accessibility and rate of land provision standards for trunk parks

Column 1 Park function	Column 2 Category	Column 3 Hierarchy	Column 4 Accessibility	Column 5 Rate of land provision (per 1,000 people)
Recreation Parks	Local	Urban	400m walking catchment of 90% of residential dwellings	0.7 ha
	Local	Township		0 ha
	District (includes linear corridor)	Urban	1km walking catchment of 90% of residential dwellings	1.0 ha
		Township		1.2 ha
	Regional	N.A.	Centrally located to serve entire region including urban, township and rural catchments	0.1 ha
Sports Parks	District	Urban	20km accessibility catchment for 90% of residential dwellings	1.3 ha
		Township		
	Regional	N.A.	Centrally located to serve entire region including urban, township and rural catchments	0.5 ha

Table 4.4:10—Land and embellishment standards for trunk parks

Column 1 Park classification	Column 2 Standard	Column 3 Standard description
Local recreation park (urban and township)	Minimum size	0.5 ha
	Shape	The preferred shape for a park is square to rectangular with a boundary ratio no greater than 2:1
	Road frontage	50% of the park perimeter to have direct road frontage (maximum 75% road frontage)
	Gradient	Maximum grade of 1:30 for 80% of the area of the park Maximum of 20% of the land may have a gradient greater than 1:30 but less than 1:6 for maintenance purposes
	Flood immunity	15% of the park above Q15 10% of the park above Q50 5% of the park above Q100
	Recreation activity area	Mix of 3 or 4 activity options within one activity node
	Fencing	Fencing to perimeter – typically bollards or similar
	Landscaping	Park trees
	Park furniture	Small park sign Water bubbler Bench seats Picnic table Rubbish Bins (if deemed appropriate, will depend on park location and use)
	Pathways	Link external path network to key activity node
District recreation park (urban and township)	Minimum size	2.0 ha
	Shape	The preferred shape for a park is square to rectangular with a boundary ratio no greater than 2:1.
	Road frontage	Minimum 50% of the park perimeter to have direct road frontage
	Gradient	Maximum grade of 1:30 for 70% of the area of the park A maximum of 30% of the land may have a gradient greater than 1:30 but less than 1:6 for maintenance purposes

Table 4.4:10—Land and embellishment standards for trunk parks

Column 1 Park classification	Column 2 Standard	Column 3 Standard description
	Flood immunity	40% of the park above Q15 20% of the park above Q50 10% of the park above Q100
	Recreation activity area	Mix of 6 - 8 activity options in 2 – 3 clusters. Activity options to attract a range of age-cohorts
	Fencing	Fencing to perimeter – typically bollards or similar
	Vehicular and Pedestrian Movement	Internal road and off-road car parking Pedestrian pathway connecting activity areas (link to external path network)
	Buildings	Amenity blocks
	Landscaping	Park trees and irrigated garden beds
	Park furniture	Park signage (road frontage park name and wayfinding signage) Park lighting Bike racks Water bubbler Bench seats Picnic tables Barbeques Shade Structure (natural shade preferred) Rubbish Bins
District recreation park (linear)	Minimum size	Width depends on the number of activities or functions to be accommodated within the linear corridor A minimum of 10m of usable land is preferred
	Shape	Subject to the nature of the linear corridor
	Road frontage	Minimum 75% of the park perimeter to have direct road frontage 100% road frontage may allow for a reduced width outside of activity nodes and may be incorporated into road verge as associated street trees and footpaths
	Gradient	AS1428 will need to be considered for accessibility standards
	Flood immunity	Approximately 30% above Q100

Table 4.4:10—Land and embellishment standards for trunk parks

Column 1 Park classification	Column 2 Standard	Column 3 Standard description
	Embellishments	Sites should have clearly defined footpaths and natural features Each section should have a logical and functional end point Desirable for sites to have litter and dog bins (at end points), appropriate planting, lighting and seating
		Feature Paving / Concrete Stencilling: As required to identify exit / entrance points
		Qualitative improvements should consider environmental issues as well as recreational needs
Regional recreation park	Minimum size	Variable (regional parks are unique and not tied to specific size other than population needs)
	Shape	The preferred shape for a park is square to rectangular with a boundary ratio no greater than 2:1 There is scope to explore other proportions dependant on land available to meet regional size needs and deliver on activity needs identified for new regional park land
	Road frontage	Minimum 75% of the park perimeter to have direct road frontage
	Gradient	Maximum gradient of 1:30 for 80% of the area of the park A maximum of 20% of the land may have a gradient greater than 1:30 but less than 1:6 for maintenance purposes
	Flood immunity	60% of the park above Q15 40% of the park above Q50 30% of the park above Q100
	Recreation activity area	To meet a regional recreation activity needs analysis (the site should accommodate identified activity needs – activity areas should flow and legibility be of paramount concern)
	Fencing / bollards / lock rail	Bollard fencing to perimeter and lock rail where appropriate for maintenance / venue access
	Pedestrian / pathway network	All pathways to be shared pathways - minimum 2.5m width (wider for key/high use areas) Pathway network should have a legible layout

Table 4.4:10—Land and embellishment standards for trunk parks

Column 1 Park classification	Column 2 Standard	Column 3 Standard description
	Internal roads	Potentially depending on site and site needs (should be considered with respect to delivery of goods for venue use and maintenance needs)
	Car parking	Minimum 20 spaces per key activity node (additional parking considered as relates to venue use other than general park recreation activity) Consider overflow / event parking opportunities and bump-in / out needs
	Bus parking / pull-through	Bus pull-through ideally accommodated (may be on-site or in close proximity, ensure there is clear way finding to link with parkland) Bus parking may be considered as park of overflow / event parking opportunities
	Buildings	Amenity Blocks (toilets)
	Landscaping	Significant landscaping required. All garden beds should be irrigated
	Irrigation	Required in high use areas and all garden beds.
	Feature paving / concrete stencilling	As required to identify activity nodes and entrance points to assist in legibility
	Park signage	May extend outside of park boundary to link with public transport nodes or town centre
	Park furniture	Park lighting required for all activity nodes and all key pathways
		Bike racks required at entry points and attached to key activity nodes
		Water bubbler to serve 50m catchments – should include drinking fountain and hose pipe connection
		Seating clustered at nodes and to serve 50m catchments along key pathways
		Picnic tables and shelters tied to activity / use analysis
		Barbeques tied to activity / use analysis
		Shade Structure tied to activity / use analysis
		Rubbish Bins

Table 4.4:10—Land and embellishment standards for trunk parks

Column 1 Park classification	Column 2 Standard	Column 3 Standard description
District and regional sports park	Minimum size	For district sports park, 6.0 ha
		For regional sports park, sized as required to meet provision standards
	Shape	The preferred shape for a park is square to rectangular with a length to width ratio of no greater than 2:1 (dependant on intended sporting facilities and flexibility that allows for change in programs)
	Road frontage	Minimum 50% of the park perimeter to have direct road frontage
	Gradient	Maximum gradient of 1:100 for all playing surfaces and 1:30 for remaining 70% of the park area A maximum of 30% of the land outside of any playing surface may have a gradient greater than 1:30 but less than 1:6 for maintenance purposes
	Flood immunity	80% of the park above Q15 70% of the park above Q50 25% of the park above Q100
	Playing fields	Depending on size program and sport typology
	Recreation activity area	Depending on the size of the park and proximity to adjacent residents Minimum level of provision equivalent to that of a local recreation park
	Fencing	Fencing to perimeter – typically bollards or similar and lock rails where required
	Vehicular and Pedestrian Movement	Internal road and off-road car parking Pedestrian pathway minimum 2.5m width connecting activity areas and external path network
	Public transport	Bus pull-through and parking where possible
	Buildings	Amenity blocks
	Landscaping	Park trees / screening vegetation as required
	Irrigation	Dependant on sport type and park use
Lighting	Lighting for sports fields, all activity nodes and key pathways	

Table 4.4:10—Land and embellishment standards for trunk parks

Column 1 Park classification	Column 2 Standard	Column 3 Standard description
	Park furniture	In addition to any recreation activity area: Park signage (road frontage park name and way finding signage) Bike racks Water bubbler Bench seats (spectator) Picnic tables/seats Rubbish Bins

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 2026.

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, Section SC3.3 (Local government infrastructure plan maps):
 - (a) Local Government Infrastructure Plan Map LGIP SC3.3:3—Plan for trunk water supply infrastructure
 - (b) Local Government Infrastructure Plan Map LGIP SC3.3:4—Plan for trunk sewerage infrastructure
 - (c) Local Government Infrastructure Plan Map LGIP SC3.3:5—Plan for trunk stormwater quantity infrastructure
 - (d) Local Government Infrastructure Plan Map LGIP SC3.3:6—Plan for trunk transport infrastructure
 - (e) Local Government Infrastructure Plan Map LGIP SC3.3:7—Plan for trunk parks and land for community facilities infrastructure
- (2) The State infrastructure forming part of the trunk transport 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.tr.qld.gov.au/planning-building/planning-scheme-strategies-tools/planning-scheme-new/14063-lgip>
- (2) The future trunk infrastructure is identified in the following tables in Schedule 3, Section 3.2 (Schedules of works):
 - (a) for the water supply network, Table SC3.2:1—Water supply network schedule of works
 - (b) for the sewerage network, Table SC3.2:2—Sewerage network schedule of works
 - (c) for the stormwater quantity network, Table SC3.2:3—Stormwater quantity network schedule of works
 - (d) for the transport network, Table SC3.2:4—Transport network schedule of works
 - (e) for the parks and land for community facilities network, Table SC3.2:5—Parks and land for community facilities network 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

Column 1 Title of document	Column 2 Date	Column 3 Author
Toowoomba Regional Council Demographic Projections	19 March 2014	RPS Australia East Pty Ltd
Toowoomba Regional Council LGIP Planning Assumptions Report	April 2016	Toowoomba Regional Council
Toowoomba Regional Council LGIP Extrinsic Material Report – Water Supply Network	April 2016	Toowoomba Regional Council
Toowoomba Regional Council LGIP Extrinsic Material Report – Sewerage Network	April 2016	Toowoomba Regional Council
Toowoomba Regional Council LGIP Extrinsic Material Report – Stormwater Quantity Network ⁴	October 2020	Toowoomba Regional Council
Toowoomba Regional Council LGIP Extrinsic Material Report – Transport Network	April 2016	Toowoomba Regional Council
Toowoomba Regional Council LGIP Extrinsic Material Report – Parks Network	April 2016	Toowoomba Regional Council

⁴ Amended on 22 January 2021