

NAVIGATING TOWNSVILLE'S LOCAL GOVERNMENT INFRASTRUCTURE PLAN

Planning Act 2016
Townsville City Plan 2014



A local government infrastructure plan (LGIP) contains information about the trunk infrastructure planned to service the assumed development of the city.

The LGIP forms Part 4 and Schedule 3 of the Townsville City Plan. Part 4 contains information about the underlying planning assumptions, while Schedule 3 contains maps and plans about the trunk infrastructure.

PART 4

Planning assumptions

Development is categorised by the following types:

- » single dwelling (urban)
- » single dwelling (rural residential)
- » single dwelling (rural)
- » multiple dwelling
- » other dwelling
- » retail
- » services
- » professional
- » industry
- » other
- » primary school
- » secondary school
- » tertiary institution.

For each type of development, assumptions are made about the scale of development in different land use zones and precincts of the planning scheme.

These development densities reflect assumptions made about occupancy rates, plot ratios, job/floor space ratios, and development mixes for the various zoning and precincts.

For example, the low density residential zone assumes 11.8 single dwellings, 1.3 multiple dwellings, 3m² retail and 13m² services per broad hectare of developable land.

Infrastructure demand rates

Assumptions are also made about the infrastructure demand for each type of development, allowing broad hectare ultimate demand rates for infrastructure to be established for the different land use zonings and precincts.

For example, low density residential assumes ultimate demands for 36 equivalent persons, 99 road trip ends per day, 6 pathway trip ends per day and 35 residential persons per broad hectare of developable land.

Trunk infrastructure

The LGIP is for local government owned or controlled trunk infrastructure. Generally, this is the land or works that are efficiently planned and coordinated by council, and deliverable as public works where required.

Definitions are provided to guide the identification of such infrastructure, which includes elements of:

- » water supply
- » sewerage
- » roads
- » footpaths and cycleways
- » public parks and land for community facilities.

Note: Local parks are not trunk infrastructure.

Desired standards of service

Infrastructure standards of service are also specified, allowing for infrastructure upgrades to be identified when the demand exceeds the capacity at those levels of service.

For example, district recreation parks are planned at a rate of 4m² per equivalent residential person.

SCHEDULE 3

Assumed growth

Maps and tables identify the location of existing development, and assumed growth for the 2011, 2016, 2021, 2026, 2031 and ultimate horizons. Locations are represented by 413 growth model zones, correlated by 64 LGIP reporting areas, which in turn align with the Australian Bureau of Statistics' statistical local areas.

These assumptions are represented for each development type by population, employment and enrolments, and are also converted to forecasts by dwelling number, floor space and land area.

These assumptions are generally based on state government informed city-wide growth, distributed in accordance with space capacity algorithms, considerate of district growth trends, as informed by census data. Other assumptions are specifically derived, as for special areas like the port, airport, defence establishments, university, hospital, etc.

Service areas

Maps identify the areas planned to be serviced by different infrastructure, up to the year 2031. The plans take into account the planning scheme's intent for different land use zonings.

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Infrastructure demand

Tables in Schedule 3 identify the location and demand for infrastructure, in line with the assumed growth, service areas, and infrastructure demand rates for development.

Priority infrastructure area

The maps also identify the priority infrastructure area (PIA). The PIA includes the existing urban area at 2011, and the location of preferred future urban growth up to 2031. It represents the most infrastructure-efficient urban footprint, with growth at maximum expected densities at 2031. Remote urban communities may not have been included in the PIA.

Plans for trunk infrastructure

Maps also identify the trunk infrastructure required to service the assumed growth, and for the urban constraints of the PIA. These plans for trunk infrastructure (PFTI) allow for existing infrastructure at 2011 to be identified separately to future infrastructure needed up to 2031. Schedules attached to the PFTI specify the size, timing and description of the infrastructure. Identifiers for particular infrastructure elements allow maps and schedules to be cross-referenced.

The PFTI also show the service areas and PIA at a larger scale, where allotment boundaries are also visible.

FURTHER INFORMATION

- » [Local government infrastructure plan technical information sheet](#)
- » Department of State Development, Manufacturing, Infrastructure and Planning fact sheets and statutory guidelines
- » *Planning Act 2016* (Chapter 4 - Infrastructure).

DISCLAIMER

The contents of this information sheet have been prepared to assist in the understanding of the Townsville City Plan and trunk infrastructure matters. The information contained herein is not guaranteed for currency or accuracy and does not replace the relevant provisions of the Townsville City Plan or the *Planning Act 2016*.