

# PART 15

## Priority Infrastructure Plan

Part of the Noosa Planning Scheme



  
The Noosa Plan

*Planning for sustainable outcomes*

16 September 2013

# INTRODUCTION

This document comprises the Priority Infrastructure Plan (PIP) for the Council planning scheme “The Noosa Plan” prepared in accordance with the requirements of the repealed Integrated Planning Act 1997 (IPA) and Priority Infrastructure Plan Guidelines.

Priority Infrastructure Plans are reviewed and amended in accordance with relevant legislation.

## 1 LEGISLATIVE REQUIREMENTS

Section 2.1.3 (1) of the Integrated Planning Act (IPA) requires that an IPA-based Planning Scheme contain a Priority Infrastructure Plan (PIP).

The IPA defines a PIP as follows:

**priority infrastructure plan** means the part of a planning scheme that -

- (a) identifies the priority infrastructure area; and
- (b) includes the plans for trunk infrastructure the local government intends to supply or for which infrastructure charges will be levied; and
- (c) identifies, if required by a supplier of State infrastructure with a relevant jurisdiction –
  - (i) a statement of intent for State-controlled roads; or
  - (ii) the roads implementation program under the Transport Infrastructure Act 1994, section 11; and
- (d) states the assumptions about the type, scale, location and timing of future growth on which the plan is based; and
- (e) states the desired standard of service for each development infrastructure network identified in the plan; and
- (f) includes any infrastructure charges schedule. The State Regulatory Provision (adopted charges) (SPRP) supersedes the infrastructure charging components of the PIP.

### 1.1 Priority Infrastructure Area (PIA)

The Priority Infrastructure Area (PIA) is a fundamental component of a PIP. It identifies the areas within the Shire that are (or are planned to be) serviced with development infrastructure, and for which detailed infrastructure plans have been prepared.

The IPA defines a PIA as follows:

**priority infrastructure area**, for a local government -

1. Priority infrastructure area means the area -
  - a) that is used, or approved for use, for any or all of the following -
    - i residential purposes, other than rural residential purposes;
    - ii retail and commercial purposes;
    - iii industrial purposes;
    - iv community and government purposes related to a purpose mentioned in subparagraphs (i) to (iii); and
  - b) that will accommodate at least 10 years, but not more than 15 years, of growth for the purposes mentioned in paragraph (a).

2. *Priority infrastructure area includes an area not mentioned in item 1 that -*
  - a) *the local government decides to include in the area; and*
  - b) *is serviced by development infrastructure.*

The PIA is detailed in Part 1.

## **1.2 Projections and Assumptions about Future Development**

The PIP is underpinned by logical and consistent assumptions about the type, scale, location and timing of development that is likely to occur given the amount of growth anticipated and the development potential provided in the planning scheme. This includes assumptions about future population size and distribution, dwelling numbers and type, employment sectors and service requirements.

These assumptions assist in planning for trunk infrastructure, which in turn provides a detailed benchmark for the calculation of infrastructure charges, upon which to base additional infrastructure cost assessments.

The projections and assumptions about future development are detailed in Part 2.

## **1.3 Desired Standards of Service (DSS)**

The PIP must state the desired standard of service of each trunk infrastructure network included in the plan. This requires statements about both the quantitative (capacity focussed) and qualitative (performance focussed) standards for the network.

The DSS for each infrastructure network is detailed in Part 3

## **1.4 Plans for Trunk Infrastructure (PFTI)**

The plans for trunk infrastructure must identify the trunk infrastructure networks that already exist in the PIA as well as networks proposed to service the assumed development at the stated desired standards of service. These may be new networks or augmentations of the existing networks and may extend beyond the borders of the PIA.

The trunk infrastructure plans outlined in the PIP will assist to provide input into Council's annual work programs.

The PFTI for each infrastructure trunk network is detailed in Part 4.

## **1.5 State Infrastructure Plans (SIP)**

A priority infrastructure plan may be required to include a reference to State infrastructure suppliers' plans for the supply of State infrastructure. This is to inform the community and developers about how the suppliers of State infrastructure intend to provide their infrastructure in the local government's area.

The State infrastructure plans referenced in this PIP by Suppliers of State infrastructure is detailed in Part 5.

## **1.6 Infrastructure Charges Schedules (ICS) and Regulated Infrastructure Charges Schedules (RICS)**

An Infrastructure Charges Schedule (ICS) or Regulated Infrastructure Charges schedule (RICS) is a mechanism for funding the supply of trunk infrastructure identified in a PIP. An ICS must be prepared in compliance with IPA Infrastructure Guideline - Infrastructure Charges Schedules and a RICS must be adopted and notified in accordance with relevant legislation. The *State*

*Regulatory Provision (adopted charges)* (SPRP) supersedes the infrastructure charging components of the PIP that would otherwise be included in Part 6.

### 1.7 Reference and Supporting Information

The PIP represents a concise summary of the detailed information gathered and studies undertaken in the preparation of the plan. Detailed information & supporting explanatory material that can aid in the interpretation of the plan is referenced and identified in the plan as extrinsic material under section 15 of the Statutory Instruments Act 1992.

The reference and supporting information list detailing information that can be made available for viewing upon request is detailed in Part 7.

## 2 PURPOSE OF PRIORITY INFRASTRUCTURE PLANS

The priority infrastructure plan (PIP) has been introduced to assist with the integration of land use and infrastructure planning in planning schemes. Accordingly, it is a key mechanism to assist in planning and managing urban growth.

The priority infrastructure plan establishes an infrastructure planning benchmark for the planning scheme. It identifies:

- where, through the priority infrastructure area, infrastructure has been planned to service the growth expected to occur during the next 15 years;
- assumptions about the nature and scale of this growth that have informed the local government's infrastructure planning; and
- the plans and service standards for the trunk infrastructure necessary to service the growth.

The priority infrastructure plan is an important strategic planning tool that aims to align the local government's ability to service with infrastructure, the areas identified for future urban growth in the planning scheme. It also is the core element of the infrastructure charging framework in the Act. It provides a clear, transparent and certain basis for the calculation of infrastructure charges. The *State Regulatory Provision (adopted charges)* (SPRP) supersedes the infrastructure charging components of the PIP.

The priority infrastructure plan is prepared in consultation with the State having regard, among other things, for local and State government policies, infrastructure efficiencies, expected population growth, demand for serviced land and market expectations.

## 3 ROLE OF THE PIP IN DEVELOPMENT ASSESSMENT

### 3.1 General

The priority infrastructure plan is a relevant consideration in development assessment. This means consideration must be given to the infrastructure implications of development proposals during development assessment.

It ensures proposals are assessed against the infrastructure planning benchmark detailed in the priority infrastructure plan and that development contributes equitably towards its share of costs for the trunk infrastructure that is provided for its use via applicable infrastructure charges schedules.

### **3.2 Inconsistent Development**

Under the IPA, if development inconsistent with the priority infrastructure plan is approved it may be subject to an additional infrastructure cost assessment and the imposition of conditions about the payment of the additional infrastructure costs.

A proposal may be inconsistent if it is located wholly or partially outside the priority infrastructure area, or if it is inconsistent with the assumptions about the type, scale, location or timing of future development stated in the planning assumptions.

The purpose of this assessment is to determine, after taking into account any infrastructure charges paid or to be paid, or infrastructure supplied or to be supplied by the applicant for the proposal, whether there would be any additional costs for the local government or State infrastructure provider in supplying infrastructure to the development. If there are additional infrastructure costs, these can be recovered through conditions imposed on the development approval.

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