



PART 2 - STRATEGIC GUIDE

2.1 Explanatory Statement

Council has prepared a planning scheme under the Integrated Planning Act (IPA). The new IPA planning scheme (the planing scheme) will replace the transitional planning scheme¹ that was adopted in 1991.

The planning scheme is one mechanism used by local government to manage the impacts of development and sets out outcomes that are ecologically sustainable. The planning scheme is intended to guide the location and form of development in the Shire for around eight years. Part of this process involves identifying preferred land uses after known and significant physical features and other commitments are taken into account. Another aspect is to look beyond the life of the planning scheme and pre-empt the Shire's future land requirements for different uses. This assists Council in its forward planning by ensuring that land stocks can be committed for future purposes. This strategic guide is intended to complement the planning scheme by advising what is envisaged in selected areas through the continued development of the Shire.

The strategic guide is part of extrinsic material identified in section 1.16 of the planning scheme and will assist with the interpretation of the provisions of the planning scheme and with Council's planning policy directions during the ensuing eight years.

2.2 Strategic Guide Content

The strategic guide includes maps that show preferred development outcomes. Outcomes include the extent of the areas for urban development and park residential development for the next eight years. The areas are considered to be "in sequence development" (ISD) and supportive of the desired environmental outcomes of the planning scheme. The ISD areas are consistent with the urban areas containing contiguous zones such as Residential, Park Residential, Business, Industrial, Open Space, Special Purpose, Comprehensive Development.

Within the ISD areas and peripheral to these areas there are development opportunities that require further investigation. The location and form of further development has been mapped from the findings of specialist reports, investigations and community feedback, and as a result of State interests identified in the Shire.

Consideration of the strategic guide must include consideration of the special management areas (SMA) and provisions identified in the planning scheme.

(1) Maps and tables

Strategic advice on future land uses is provided in maps and supporting tables that accompany this document.

Content includes:

- (a) The eight year time frame for urban ISD and for park residential ISD;

¹ Transitional planning scheme refers to the planning scheme provisions for Livingstone Shire that are not inconsistent with Chapter 3 of the *Queensland Integrated Planning Act* (IPA) in place since the commencement of the IPA (March, 1998) until the commencement of the first IPA planing scheme for Livingstone Shire. For further details, refer to the IPA, Chapter 6, Division 2.



- (b) Notional (preferred) use of land containing significant physical features or other commitments including SMAs and the relevant outcomes expressed through the SMA codes'
- (c) Strategic considerations for land uses that may fall outside the life of the planning scheme, or that would require further investigation within the next eight years;
- (d) Future strategic road links for consideration in the short, medium and long term.

Details of development opportunities can be found within the planning scheme, specifically, zone maps, tables of assessment categories and assessment criteria, and zone and other codes. Details of significant physical features and other commitments are defined in the planning scheme as special management areas

2.3 Strategic Overview - The Caves To Capricorn Coast

ISD areas for the Capricorn Coast and the Caves-Rockhampton Corridor are anticipated to meet projected demands for residential land during the life of the planning scheme. The planning scheme provides opportunities for a range of housing forms and tenure.

Population growth in the Shire is associated with strong levels of residential construction particularly at the Capricorn Coast and The Caves-Rockhampton corridor. Population growth has resulted in an increased demand for services and facilities, a demand that can be expensive to address. As a result some communities with rapid population growth have experienced considerable pressure on existing infrastructure, facilities and services while Federal, State and local funding is secured to meet the burgeoning demand created by new people in the area. Community services such as retailing, general service industry and health are driven largely by the size and needs of the local population.

At present, Rockhampton has a strong influence on the future of Yeppoon that is likely to continue. Despite this, there is the potential for the relationship to change as it has for other coastal/regional centres. That is, as the town of Yeppoon matures into a city more of the services and facilities currently accessed in Rockhampton will be found at the Capricorn Coast. This has the potential to further attract people to the area due to the improvements in the level of service for a wider range of urban facilities.

The Shire's 'place' in the regional economy determines the need to identify those business and industry activities that can support the development of a diverse and robust local economy. In broad terms, the priorities for The Shire include information technology service industries, knowledge-driven home-based business activities, tourist accommodation, higher-order business, education and related services, and finally technical services to mining, manufacturing and agriculture. [Refer: Planning Information Forecasting Unit Planning Services (2001) and SGS Economics and Planning (2002)]

Demographic trends that have affected The Shire and are likely to continue impacting on the area include continuing high population growth, declining fertility rates, many people moving to the area while others move away, the ageing of the population, changing patterns of marriage and divorce and increasing family and household diversity [Refer: Planning Information Forecasting Unit Planning Services, 2001].

Housing trends that have had an impact and are likely to have a future impact on the Shire include an increase in the proportion of attached dwellings, changing tenure patterns to reflect less ownership and more renting, smaller households but larger dwellings, changing timing and frequency of life cycle events, increasing housing stress and poverty and high levels of mobility including personal mobility.

Explanatory Notes



New dwelling construction has been concentrated into four localities with the Capricorn Coast recording the highest number of approvals. Yeppoon was the location of more than nine out of every ten approvals for dwellings other than separate houses in recent years.

Over the fifteen years to 2014, population growth in Yeppoon is projected to account for more than one-third of the Shire's total growth. About 30 per cent of the growth is projected to occur in the Capricorn Coast while the remaining localities account for relatively small shares.

The allocation of land uses is derived through implementation of development through the zones in the planning scheme. The zones facilitate and promote a variety of land uses to meet life cycle requirements and housing choices of residents of the Shire. Future development will provide a high level amenity and be well serviced. High amenity within towns and settlements is brought about by orderly development, and the timely provision of services and facilities. The level of amenity within towns and settlements is high partly because of the extent of natural vegetation and planting within private gardens. Smaller towns and settlements are provided with basic services to meet daily requirements. The practice of urban expansion is to develop land that is closest to the established centre and its services and facilities as reflected in the ISD areas. That is, where it provides a logical extension to existing development, is within close proximity to existing or future centres and there is sufficient capacity in the existing infrastructure and road network, or it can be readily provided to cater for additional growth.

Opportunities exist to manage and enhance the mobility of communities between regions. Already improvements to the Coorooman Creek Road (Emu Park Route) provide better linkages from Emu Park and Cawarral to Yeppoon Road. Upgrading of the Artillery Road/Greenlakes Road area and that of Artillery Road will provide a viable and in-demand alternative North West Bypass of the Yeppoon Road/Bruce Highway and Parkhurst area. The Caves would benefit from the flow-on effects of through traffic to and from the Bruce Highway.

The Western Bypass is intended to alleviate the impacts of significant heavy vehicle movements from Byfield along Farnborough Road and Anzac Parade. These vehicles are carrying timber harvest and other produce of long term value for the region.

The Tanby Alternative Route linking Kinka to Tanby Road is intended to relieve pressure off the Scenic Highway for commuter traffic and provide alternative access during times of storm surge where parts of the Scenic Highway will be impassable due to flood waters. Similarly, the Rosslyn Bay Bypass links Rosslyn Bay (including Rosslyn Harbour and Keppel Bay Marina) through to Tanby Road avoiding much of tourist and local commuter journeys. Rosslyn Bay is acknowledged as a regionally significant transit node associated with tourism and the fishing industry. The focus for trip journeys along the Tanby Road corridor is preferred in lieu of the Scenic Highway which is intended for local traffic and tourist use.



TABLE 2.3
EXPLANATION OF DEVELOPMENT OUTCOMES
THE CAVES TO CAPRICORN COAST
(MAP 2.3)

Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	Benchmark Development Sequencing Study (2000) Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report General Meeting Report, 20 March 2002 Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Mobility		
Highway	State controlled road - Bruce Highway	<ul style="list-style-type: none"> · State Interest · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Secondary Road	Various roads under State control	<ul style="list-style-type: none"> · State Interest · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Railway	North Coast railway – Yeppoon Branch	<ul style="list-style-type: none"> · State Interest · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic Road Linkages - secondary		
North West Bypass	Road upgrade	<ul style="list-style-type: none"> · Links Bruce Hwy to Yeppoon Rd via Artillery Road · Long term strategy not necessarily realised within life of the planning scheme
Emu Park Route	Road upgrade	<ul style="list-style-type: none"> · Emu Park to northern entrance of Rockhampton via Coorooman Ck Rd/ Dairy Inn Rd · Long term strategy possibly realised within life of the planning scheme
Western Bypass	Road upgrade/new road link	<ul style="list-style-type: none"> · Links Yeppoon Rd to primary production areas and State Forest areas · Long term strategy possibly realised within life of the planning scheme
Rosslyn Bay Bypass	New road link	<ul style="list-style-type: none"> · Sub arterial road links regional traffic to Rosslyn Harbour and Keppel Bay Marina via Tanby Rd · Long term strategy not necessarily realised within life of the planning scheme

Explanatory Notes



Development Outcome	Description	Comment
Tanby Alt. Route	New road link	<ul style="list-style-type: none"><li data-bbox="810 441 1318 499">· Links Tanby Rd to Emu Park for natural disaster mitigation purposes<li data-bbox="810 506 1318 560">· Long term strategy not necessarily realised within life of the planning scheme





2.4 Strategic Overview – Yeppoon

Yeppoon is the main urban centre and small towns and settlements can be found throughout the Shire. Yeppoon provides an array of retail and business services and is the source of most of the residential growth in the Shire.

There are benefits for Yeppoon from the sequencing of development and progressive development of land within the existing urban fabric. Namely, the opportunity to provide for the efficient delivery of services to new areas from existing infrastructure. Future communities will have the advantage of integration with established neighbourhoods and networks and the ability to utilise existing social, retail and commercial facilities. Retaining the town's commercial activities centrally will strengthen existing business, retail and community sectors.

Incentives to bring forward future residential areas, such as in the Adelaide Park Road (section 2.8) and areas west of Yeppoon (sections 2.9 and 2.10), are possible as the long term cost savings to the community are apparent.

Locations with cultural, scenic or environmental values within the urban area are recognised and retained. For example, the Coast Range and Tanby Range and other smaller ridges and foothills, estuaries and riverine areas, and areas of significant physical features that is less suited for development.

Areas that are outside of the ISD areas of Yeppoon may have the potential for development in the medium to long term subject to a series of favourable events to assist in the commitment of fixed capital. However, unchecked and uncoordinated development can lead to the separation of communities from retail, community and social facilities, employment and adequate transport links. Land in advance of demand provides specific issues for Council and government agencies in coordinating services and facilities. Areas separated by undeveloped land or rural uses make it extremely difficult for Council and government agencies to efficiently provide urban services. The result is that the services and facilities provided by the community are at a premium because the location is being serviced in isolation. The failure to plan for adequate new infrastructure as development proceeds in an area, adds to the relative cost of the service or facility.

Not all land is suitable for development. For example, a site mooted for conventional residential development that requires significant engineering works for practical means of road access to dwellings, or water boosters to achieve water pressure sufficient for fire fighting purposes and domestic supply, or sewerage pump stations, or land that requires significant earthworks and landfill to protect future dwellings from storm surge or overflow flow, may not be ideal for residential use.

TABLE 2.4
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR YEPPOON
(MAP 2.4)

Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report 2000 · Demographic and Housing Profile for Livingstone Shire and its Localities (2001)

Explanatory Notes



Development Outcome	Description	Comment
		<ul style="list-style-type: none"> Report General Meeting Report, 20 March 2002 Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Mobility		
Highway	State controlled road - Bruce Highway	<ul style="list-style-type: none"> State Interest Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Secondary Road	Various roads under State control	<ul style="list-style-type: none"> State Interest Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Railway	North Coast railway – Yeppoon Branch	<ul style="list-style-type: none"> State Interest Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic Road Linkages - secondary		
Western Bypass	Road upgrade/new road link	<ul style="list-style-type: none"> Links Yeppoon Rd to primary production areas and State Forest areas Long term strategy possibly realised within life of the planning scheme
Rosslyn Bay Bypass	New road link	<ul style="list-style-type: none"> Sub arterial road links regional traffic to Rosslyn Harbour via Tanby Rd Long term strategy not necessarily realised within life of the planning scheme
Strategic Road Linkages - collector		
Northern Suburbs Route	New road link Yeppoon Rd/Adelaide Park Rd	<ul style="list-style-type: none"> Commuter traffic fed by Adelaide Park Road ISD areas Long term strategy possibly realised within life of the planning scheme
Coast Range Route	Upgrade/new road link Adelaide Park Rd/ Farnborough Rd	<ul style="list-style-type: none"> Links local traffic between Tanby Road to Northern suburbs where natural events such as storm tide events prevent access via Farnborough Road. The route is not intended to facilitate out of sequence residential expansion of areas along the route. Long term strategy not necessarily realised within life of the planning scheme
Lammermoor Route	Upgrade/new road link Scenic Hwy/Tanby Rd	<ul style="list-style-type: none"> Road links traffic to Lammermoor district via Tanby Rd Long term strategy not necessarily realised within life of the planning scheme
Strategic road linkages - local		
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As part of open space strategy within the life of the planning scheme as development

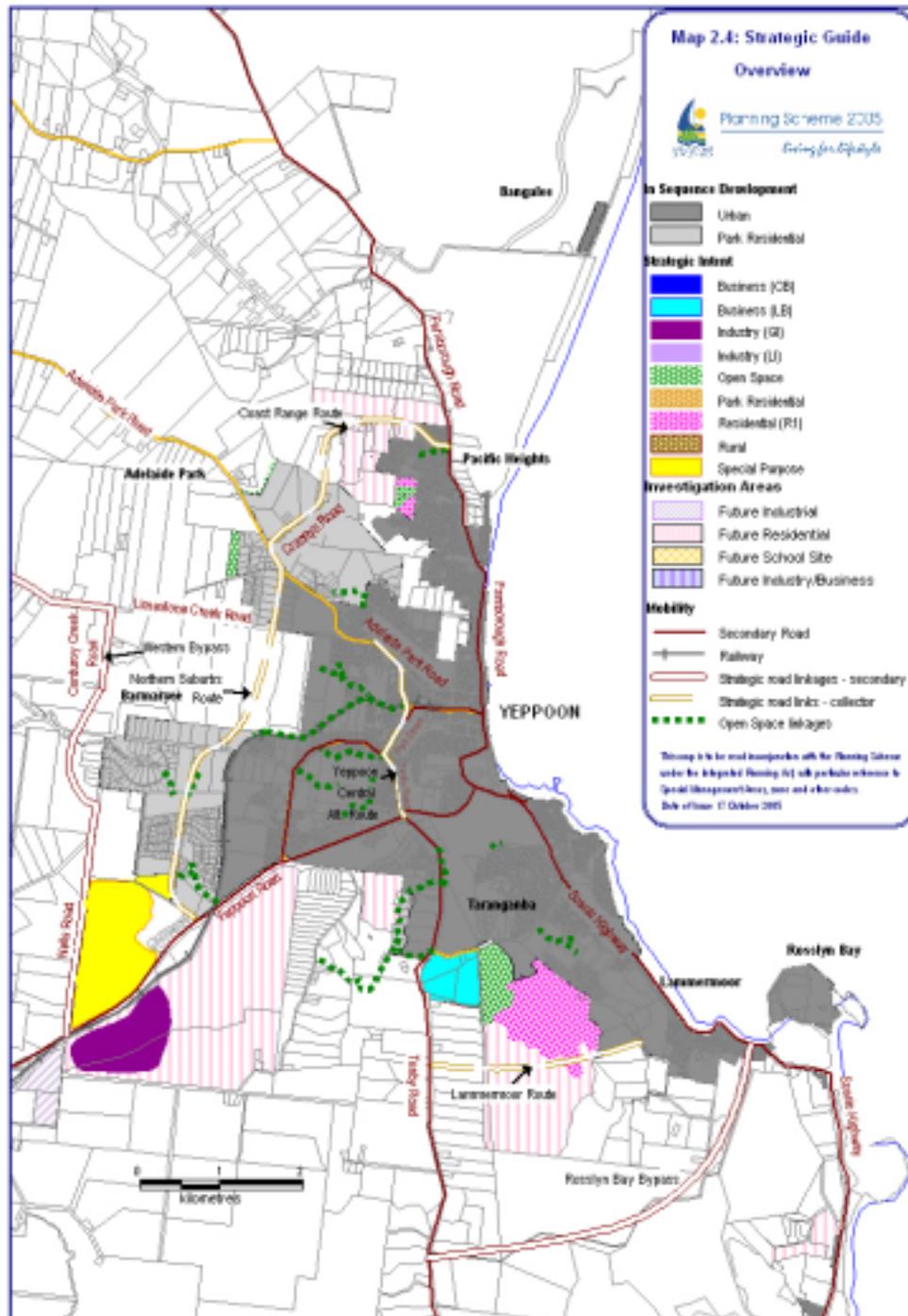
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Explanatory Notes



Development Outcome	Description	Comment
	various locations	progresses
Investigation Areas for future development		
Residential	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	Refer to Maps 2.6-2.14 for greater details.

Explanatory Notes

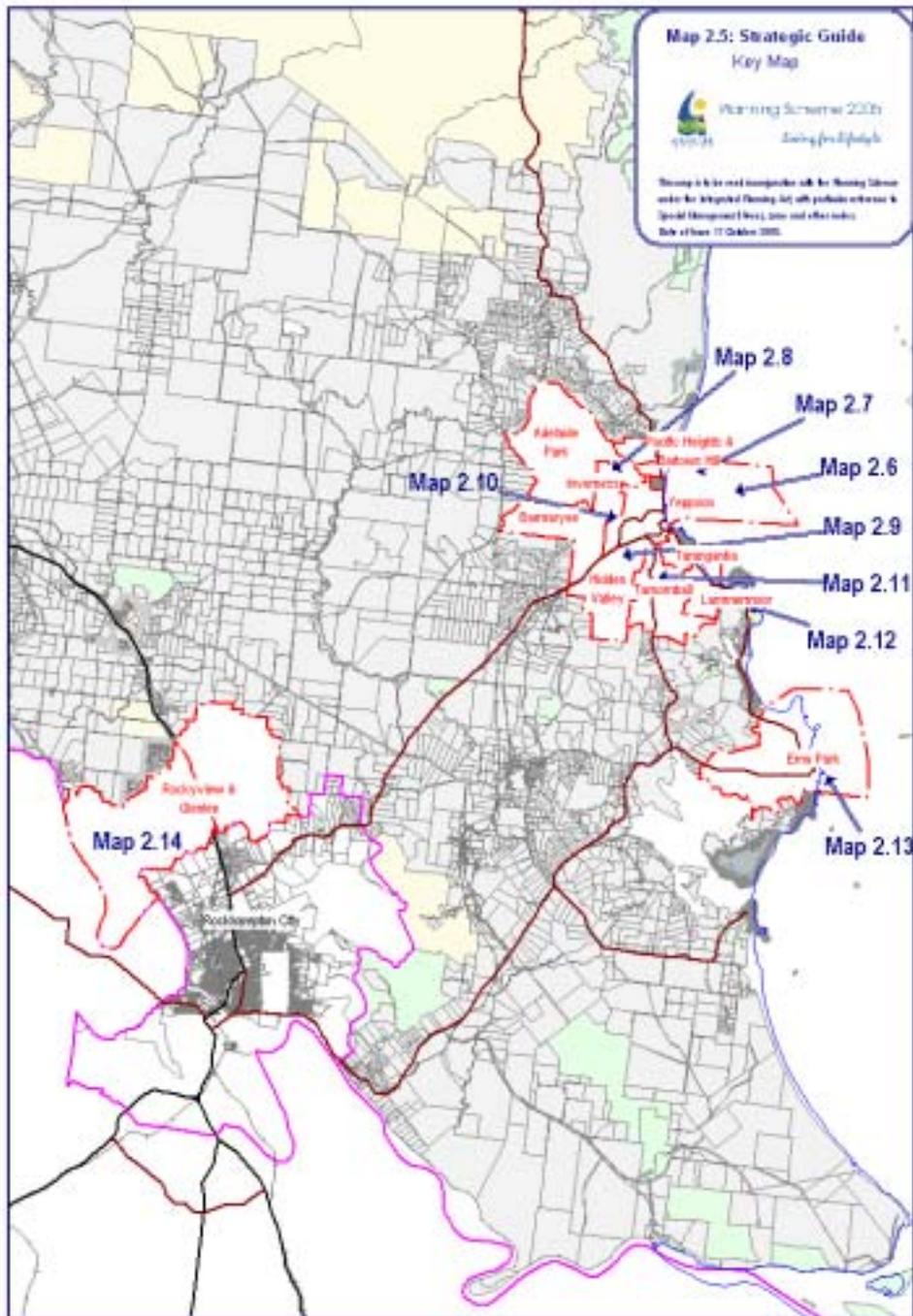


October 2005

Explanatory Notes



2.5 Key Map



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2.6 Yeppoon And Yeppoon Central

Supply and demand for district level retail floor space was in broad balance as at 2001. Yeppoon will be able to support an additional 8,000 square metres of retail floor space by 2014. This could comprise a full line supermarket (e.g. 5,000 square metres) plus 30 specialty shops or a small discount department store. Population forecasts suggest that a new supermarket could be required in about 2009/2010. Consequently, there is potential to meet forecasts within the life of the planning scheme within existing Business zoned land in Yeppoon including a significant area at the intersection of Park Street and Rockhampton Road. Inclusion of developments for retail showrooms and the like could also be envisaged in Park Street in the medium to long term (see site 4 on Map 2.6). New retail development is to be consolidated in the existing town centre of Yeppoon. Other possibilities include relocating the Yeppoon rail terminal to Bondoola to provide for additional Business zoned land (see site 1 on Map 2.6). The relocation of the rail terminal is presently not tenable and ultimately the development of the site may involve the inclusion of the Yeppoon terminal for passenger services. Such plans are long term and beyond the life of the planning scheme. Refer SGS Economics and Planning (2002).

A community and cultural centre precinct is appropriately located in Normanby Street where synergies exist between existing government services and retails services in James Street (see site 45 on Map 2.6).

“Yeppoon Central” is delineated on PSM 3A, 3B and 3C of the planning scheme with land included in the Yeppoon Central zone.. An Urban Design Study of the Yeppoon CBD and Wattle Grove was undertaken to determine acceptable building heights, built form, the capacity of infrastructure and appropriate population densities. The outcomes of the study have been adopted as the basis for the Yeppoon Central zone code in the planning scheme following extensive community consultation.

The scale and form of future multilevel developments will change the character of the area. The scenic qualities of the ‘Yeppoon Bowl’² are highly valued and worthy of protection from adverse impacts of multilevel development.

The Yeppoon Central Route is intended to serve commuters and provide a more direct access route to northern suburbs in favour of the Appleton Drive/Anzac Parade route. Anzac Parade and Barry Street are in the long term proposed for local and tourist use.

TABLE 2.6
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR YEPPOON AND YEPPOON CENTRAL
(MAP 2.6)

Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report

² The Yeppoon Bowl is defined in the “Capricorn Coast Landscape Study” by Chenoweth EPLA and UPLAN (2002).

Explanatory Notes



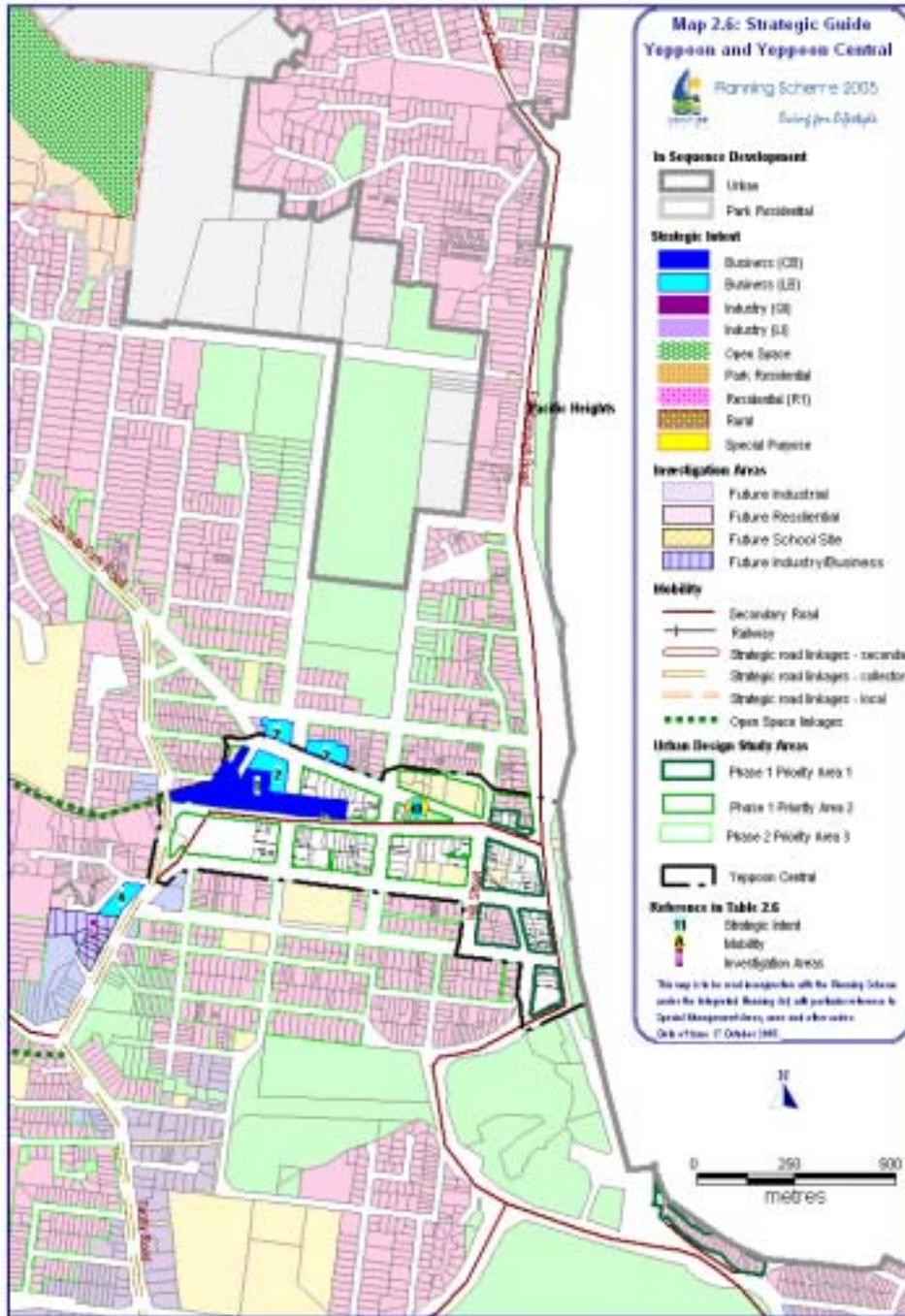
Development Outcome	Description	Comment
		<ul style="list-style-type: none"> General Meeting Report, 20 March 2002 Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Business (CB) Map 2.6 Site 1	Commercial uses incorporating the Yeppoon railway site	<ul style="list-style-type: none"> Statement of Proposals (2001) Review of the Business Industry Scoping Study (2002) Long term strategy unlikely to be realised within life of the planning scheme
Business (LB) Map 2.6 Site 2	Professional offices, allied health services	<ul style="list-style-type: none"> Community consultation feedback, Review of the Business Industry Scoping Study (2002) development approvals Medium term strategy possibly realised within life of the planning scheme
Business (LB) Map 2.6 Site 4	Retail showrooms	<ul style="list-style-type: none"> Community consultation feedback Review of the Business Industry Scoping Study (2002) Buffers to stream and waterways required Medium term strategy possibly realised within life of the planning scheme
Special Purpose Map 2.6 Site 45	Community & cultural centre	<ul style="list-style-type: none"> Yeppoon Civic Centre Precinct Final Report (Hassall) 2002 Medium term strategy possibly realised within life of the planning scheme
Open Space Map 2.6 Site B	Pedestrian link along railway line	<ul style="list-style-type: none"> As park of open space development (strategic intent) in various locations Medium term strategy possibly realised within life of the planning scheme
Mobility		
Strategic road linkages - collector		
Yeppoon Central Alt. Route	Upgrade Tanby Rd/Adelaide Park Rd	<ul style="list-style-type: none"> Links Tanby Rd to Northern suburbs and is an alternative route to Yeppoon Central, facilitating Anzac Pde and Barry St for local traffic and tourist scale usage Medium term strategy possibly realised within life of the planning scheme
Strategic road linkages - local		
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses

Explanatory Notes



Development Outcome	Description	Comment
Investigation Ares for future development		
Industry/Business Site 5	Potential opportunities for industry and business	This area to be considered in concert with DSDI.

Explanatory Notes





2.7 Northern Yeppoon

Pacific Heights, Barlows Hill and Meikleville Hill lie between Farnborough Road and the Coast Range. These areas present high residential amenity due to availability of sea breezes and sea views. The Pacific Heights area is located approximately 5 kilometres from Yeppoon Central business area. Therefore, continued growth in a northerly direction has the potential to suffer in terms of urban facilities and services. Specifically the topography of the area is such that significant recreational opportunities are limited, that is a lack of parks and playing fields. The area is bounded to the west by the Coast Range which provides a scenic backdrop to residential development in the area. Significant amount of vegetation remains in the steeper areas which comprise mid to upper slopes of the Coast Range. The exception is the area in the vicinity of Jarman Street. In general terms the extent of the existing housing development mirrors the vegetation line. The Coast Range itself presents an excellent opportunity for the development of a continuous open space belt north of Yeppoon (see site 33 on Map 2.7). Limited expansion in this area (see site 9 on Map 2.7) is possible subject to considerations of slope, access, water supply and bushfire hazard management.

A constraint to development in the area is the presence of potentially good quality agricultural land to the north of Pacific Heights Road, as identified in the (overlay) Maps O4A and O4B of the planning scheme. Topography and vegetation are also identified as significant physical features in the planning scheme. These physical features indicate that development beyond the existing allotments is likely to be problematic in terms of creating sustainable communities living in areas of safety and amenity. The Coast Range places limitations on land available for future expansion. Constraints to development include slope stability and servicing. The scenic backdrop of the Coast Range may be potentially impacted by visual scarring from development and potential hazard from bushfire risk if not properly managed. Land slide and bushfire risk have been identified in State Planning Policy 1/03 “Mitigating the adverse impacts of flood, bushfire risk and landslide” meaning that these are issues of relevance to the State as well as Council.

Pacific Heights provides further urban expansion areas and at the same time reveals constraints to such development. The desirability of further northern accretion is to be carefully weighed with the ability to sustain liveable communities and equitable distribution of resources such as road improvements and community facilities. Remoteness from existing community infrastructure places pressure on service providers to extend or spread scarce resources. For example, duplication of schools or reallocation of road maintenance funds.

The suburbs are accessed from Farnborough Road which is the only route to the northern suburbs after the Bluff. Improvements to Anzac Parade and Farnborough Road have been carried out in order to better manage the increase in commuter traffic from the northern suburbs. The intent of the Coast Range route would be to provide an alternative emergency access for residents and emergency services in the event that Farnborough Road is inaccessible due to natural events such as storm surge. The Coast Range Route is not intended to facilitate out of sequence residential expansion of areas along the route. A review of the need for the Coast Range Route will require revision in terms of future intended growth patterns north of Yeppoon after the life of the planning scheme, or approximately 2012.

A local road linkage between Barlows Hill and Pacific Heights has been identified as well as a neighbourhood centre incorporating community services such as a child care centre (see site 3 on Map 2.7). The ultimate location for the neighbourhood centre will be

Explanatory Notes



determined taking consideration that the site does not cause a traffic hazard and is of sufficient size to accommodate a range of uses and provide sufficient buffering to residences. It is envisaged that only one neighbourhood centre would be provided for the Barlows Hill/Pacific heights enclave and be located with direct access to Pacific Heights Road.

Along Farnborough Road there are significant areas for medium density purposes in the Residential zone, R2 and R3 precincts. Some limited development has occurred or been approved. Development of these sites for medium and high density residential living has been slow to proceed, despite this land being zoned for the purpose since 1991 and reiterated in the transitional planning scheme. More recent trends provide examples where multilevel development or higher density development is gaining increasing acceptance as an alternative housing form as supported in the planning scheme. Much of this land remains undeveloped and is situated on steep slopes immediately fronting Farnborough Road. The planning scheme aims to ensure that development is concentrated in areas that are capable of accommodating growth while still meeting visual quality outcomes.

TABLE 2.7
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR NORTHERN YEPPON (MAP 2.7)

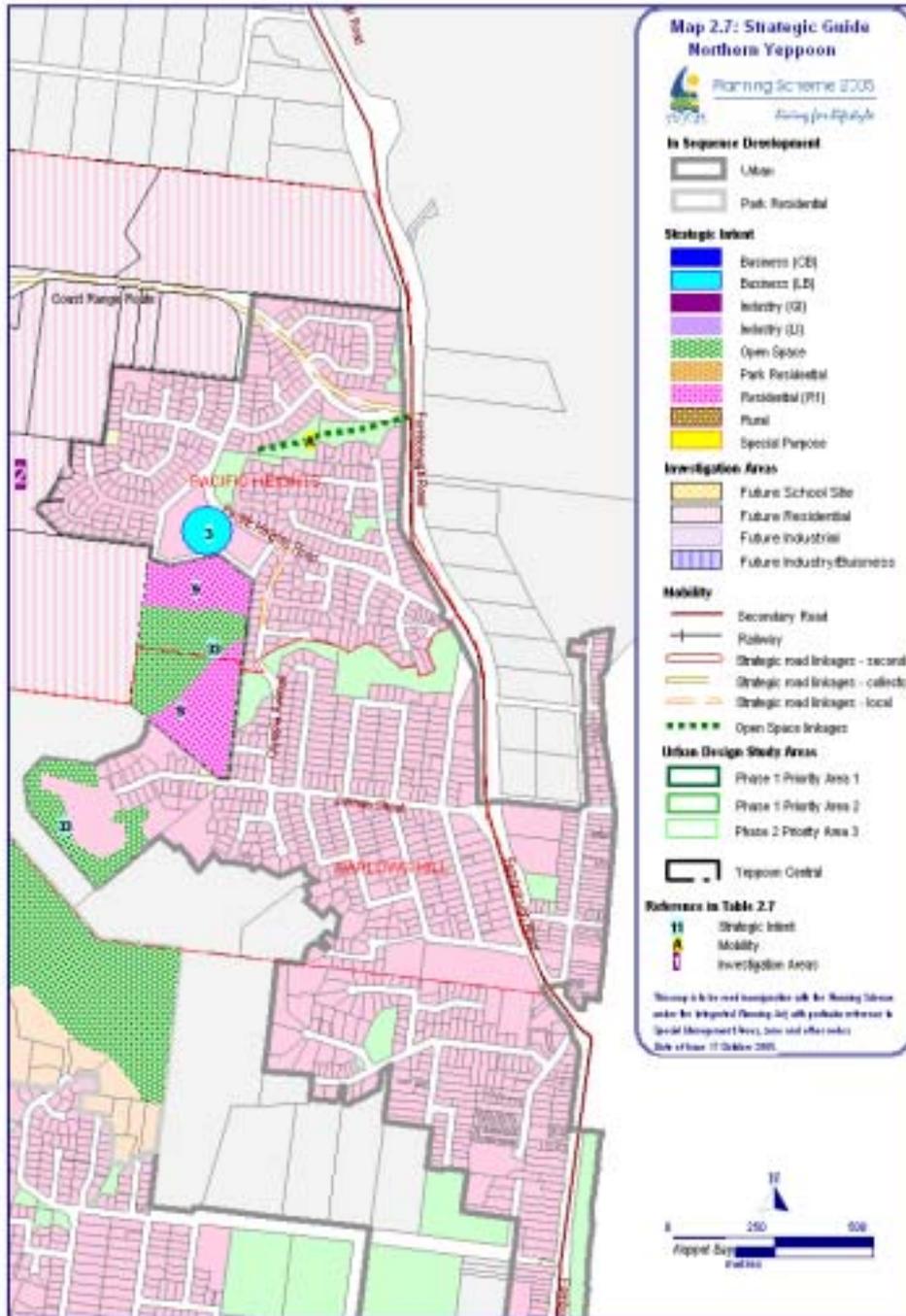
Development Outcome	Description	Comment
In Sequence Development		
Urban	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Business (LB) Map 2.7 Site 3	Neighbourhood centre; child care centre	<ul style="list-style-type: none"> · Statement of Proposals (2001) · Review of the Business Industry Scoping Study (2002) · Buffers to gullies and streams is required · Ease of access, located on Pacific Heights Road in one location · Preference for a large site that can provide safe traffic access and buffering to residences. · Medium term strategy possibly realised within life of the planning scheme
Residential (R1) Map 2.7 Site 9	Residential	<ul style="list-style-type: none"> · Benchmark Development Sequencing Study (2001) · Remnant vegetation, ridgeline vegetation, steep slopes, buffers to gullies and streams,

Explanatory Notes



Development Outcome	Description	Comment
		<ul style="list-style-type: none"> bushfire hazard, access and water supply are considerations for any development Medium term strategy possibly realised within life of the planning scheme
Open Space Map 2.7 Site A	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses
Mobility		
Strategic road linkages - collector		
Coast Range Route	Upgrade/new road link Adelaide Park Rd/ Farnborough Rd	<ul style="list-style-type: none"> Links local traffic between Tanby Road to Northern suburbs where natural events such as storm tide events prevent access via Farnborough Road. The route is not intended to facilitate out of sequence residential expansion of areas along the route. Long term strategy not necessarily realised within life of the planning scheme
Strategic road linkages - local		
Local road	New road link Olympia Ave to Pacific Heights Rd	<ul style="list-style-type: none"> Within the life of the planning scheme as development progresses
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses
Investigation Areas for future development		
Residential Map 2.7 Site 2	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	<ul style="list-style-type: none"> If assessed as required for future residential development within the life of Planning Scheme 2005, an appropriate amendment to the planning scheme will be undertaken Any future development potential will be subject to proper consideration of significant constraints associated with special management areas as indicated on the Overlay Maps.

Explanatory Notes



October 2005

Explanatory Notes



2.8 Adelaide Park Corridor

The Adelaide Park Corridor includes an area accessed via Adelaide Park Road. Land in this area is zoned for Residential (R1) purposes and Park Residential purposes at the interface of Yeppoon's urban area. Development of additional Park Residential land (see site 44 on Map 2.8) and residential land (see site 9 on Map 2.8) will need to provide for retention of vegetation along the Coast Range (see site 39 on Map 2.8). Matters for consideration for future development include water supply to elevated areas, protection of residences from bushfire hazard, minimisation of visual scarring of hillsides from works and infrastructure, and protection of remnant ecosystems or habitats and contiguous vegetated areas of local significance. Development and use of premises will in addition need to be cognisant of areas of State Interest (see site 20 on Map 2.8). These physical features are already identified in the Overlay Maps and Planning Scheme Maps of the planning scheme.

A small area (see site 9 on Map 2.8) within the Park Residential ISD area may be suited for residential use (R1 density). This area is considered in sequence for residential use, subject to exclusion from development of significant physical features.

External works will involve booster pump stations to service high level areas at Adelaide Park with external pipework needed to link into the existing and planned reticulated water network. Barmaryee and Adelaide Park are on the edge of the water headworks catchment and will be linked into this as part of development.

The Adelaide Park Road area is well served by existing pathways and bikeways and incremental extension of this network into internal areas is crucial to safely provide for pedestrians (see site 1 on Map 2.8).

The popularity of the coastal inland area is due to its close proximity to Yeppoon, access via sealed roads, kerb and channelling, drainage and reticulated water as found in Park Residential developments. Park Residential and Residential (R1) development offers a range of lifestyles within 3 km from the central business area of Yeppoon.

TABLE 2.8
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR ADELAIDE PARK CORRIDOR (MAP 2.8)

Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Residential (R1) Map 2.8 Site 9	Residential	<ul style="list-style-type: none"> · Buffers to gullies and streams is required · Within the life of the planning scheme as

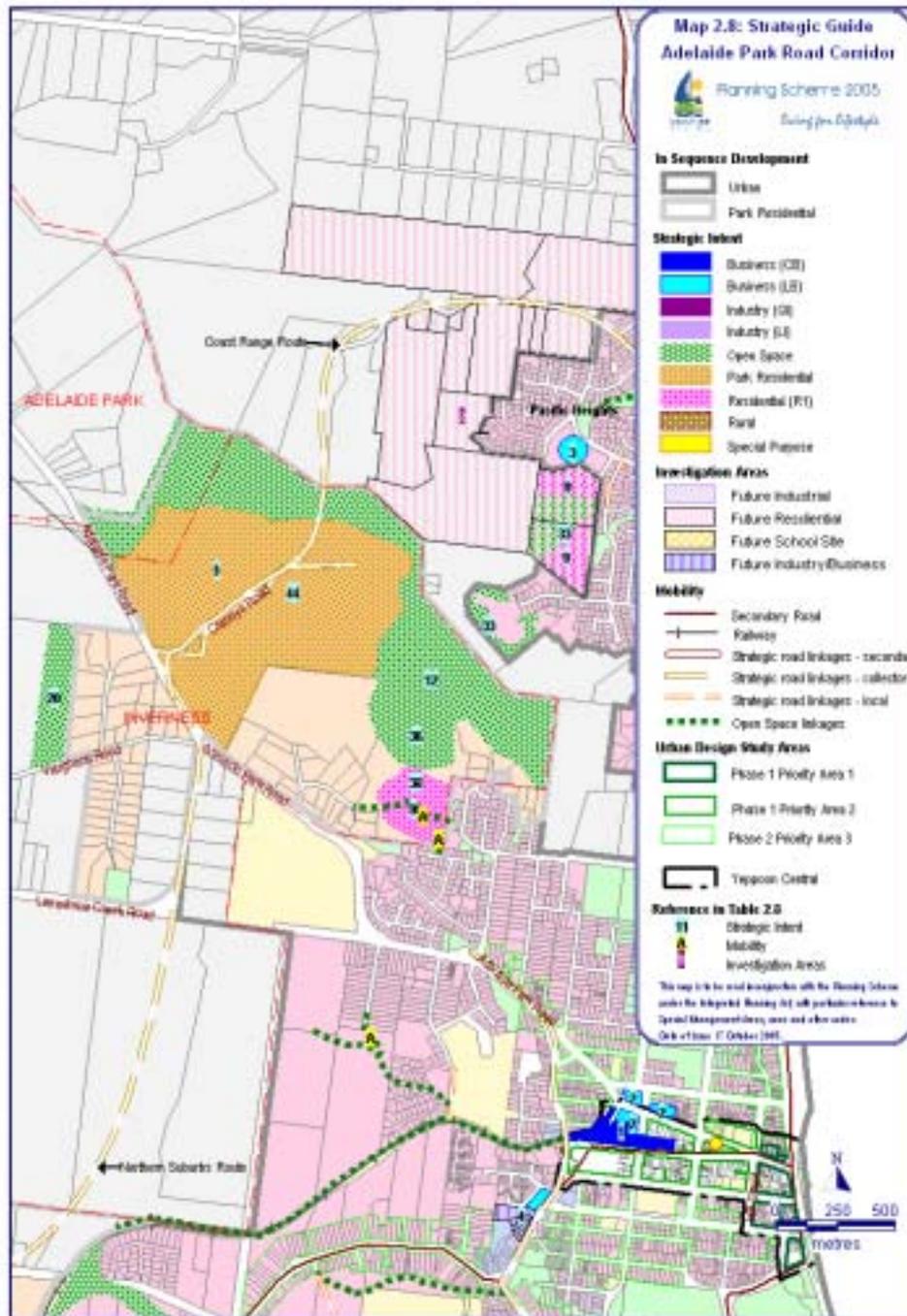
October 2005

Explanatory Notes



Development Outcome	Description	Comment
		development progresses
Park Residential Map 2.8 Site 44	Residential use on larger allotments	<ul style="list-style-type: none"> Remnant vegetation, ridgeline vegetation, steep slopes, bushfire hazard, water supply are considerations for any development Medium term strategy possibly realised within life of the planning scheme
Open Space Map 2.8 Site 39	Hillside protection, amenity, bushfire management	<ul style="list-style-type: none"> Remnant vegetation, ridgeline vegetation, steep slopes, bushfire hazard are considerations for any development Medium term strategy possibly realised within life of the planning scheme
Open Space Map 2.8 Site 20	Habitat protection	<ul style="list-style-type: none"> Features to be supported include protected area status, flora value, stream buffer, drainage Medium term strategy possibly realised within life of the planning scheme
Map 2.8 Site A Open Space	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses
Mobility		
Strategic road linkages - collector		
Northern Suburbs Route	New road link Yeppoon Rd/Adelaide Park Rd	<ul style="list-style-type: none"> Links local traffic between Tanby Road to Northern suburbs Commuter traffic fed by Adelaide Park Road ISD areas Long term strategy possibly realised within life of the planning scheme
Coast Range Route	Upgrade/new road link Adelaide Park Rd/ Farnborough Rd	<ul style="list-style-type: none"> Links local traffic between Tanby Road to Northern suburbs where natural events such as storm tide events prevent access via Farnborough Road. The route is not intended to facilitate out of sequence residential expansion of areas along the route. Long term strategy not necessarily realised within life of the planning scheme
Strategic road linkages - local		
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses

Explanatory Notes



October 2005



2.9 Rockhampton Road Corridor

This area comprises two main catchments for residential development: the Fig Tree Creek catchment between Adelaide Park Road and Rockhampton Road encompassing Yeppoon Primary School and Preschool; and land bounded by Rockhampton Road and Yeppoon Road encompassing Yeppoon High School. This area is centrally located in terms of social and urban infrastructure. Specifically, the existing schools and child care centre at Ranger Drive are within easy reach from within these catchments. The area is in close proximity to the Keppel Bay Shopping facility and community facilities such as the Library, Regional Health Service and other community development facilities. In fact the areas are within 1-2 km from the Post Office of Yeppoon.

A unique issue affecting infrastructure for road access in Yeppoon is the future of the rail line. This line connects Yeppoon to the main North Coast rail line at Rockhampton. It is clear the corridor will remain as a rail transport corridor. However, it is likely that this corridor will create an ongoing barrier to residential traffic, pedestrian and cycle movements. Road access across the railway to link areas west of the Yeppoon Primary School are desirable to allow residents in Yeppoon to have both intra-suburban access and linkages to the town centre which is less than 500 metres radially from the area.

The school ovals provide an opportunity for future recreational facilities and future areas adjacent to the major drainage lines which traverse the catchments will also provide for local parks and varied passive park experiences (see sites A, B on Map 2.9)

Council has completed a trunk sewer line through the Fig Tree Creek catchment to facilitate residential development. Intra-suburban linkages within this catchment are to be provided to ensure easy access to all levels of schooling, facilitate access to Fig Tree Creek catchment and future internal roads. The extension of Caroline Street is in anticipation of potential dual use of railway corridor for vehicle use and would be expected to be constructed within the life of the planning scheme as development progresses.

The Fig Tree Creek catchment near Condon Drive is characterised by moderately dissected country which presents constraints to development. Significant stands of vegetation remain over majority of this catchment. Consideration of the form of development will be required to retain a high level of amenity based upon the existing natural bushland setting found and to ensure that the visual quality and backdrop to Yeppoon is not destroyed.

Use of varied allotment sizes and group title or similar features where steeper land is set aside from freehold allotments and including common property, similarly drainage lines should be retained in their natural states where possible to reduce the potential of erosion and storm water management problems.

Development of residential areas (Urban ISD) along Barmaryee Road will need to accommodate and manage overland flow paths (see sites 16, 17 on Map 2.9).

Land between Rockhampton Road and Bowls Street is suited for a neighbourhood centre. The use of the site for non-residential use is predicated on the basis that the services are relevant to the care and convenience of the elderly as retirement villages exist with walking distance to the site. Therefore, services and facilities might comprise doctors' surgery, chemist, physiotherapist or other health care professional. The neighbourhood centre would be designed to be residential in scale with careful treatment of facades and orientation to maintain a high level of residential amenity. Orientation and access would be from Bowls Street so as not to cause a traffic hazard along Rockhampton Road.

Explanatory Notes



Formalised access across Rockhampton Road is a development consideration if it is shown that there is potential for pedestrian movement from the communities located to the east of Rockhampton Road.

Local road linkages between Yeppoon High school and Hidden Valley Road are to facilitate access to the school and industrial precinct of McBean Street. Implementation is within the life of the planning scheme as development progresses.

In conjunction with residential development is a business/industry node (see site 7 on Map 2.9) approved by Council. The area is also subject to land affected by storm surge and hazards from acid sulfate soils (see site 18 on Map 2.9). This area is suited as buffer to the headwaters of Ross Creek.

TABLE 2.9
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR ROCKHAMPTON ROAD CORRIDOR (MAP 2.9)

Development Outcome	Description	Comment
In Sequence Development		
Urban	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Business (LB) Map 2.9 Site 5	Neighbourhood centre	<ul style="list-style-type: none"> · Statement of Proposals (2001) · Review of the Business Industry Scoping Study (2002) · Buffers to gullies and streams is required · Ease of access via local road · Synergy with retirement villages suggest health and other allied services would be advantageous · Medium term strategy possibly realised within life of the planning scheme
Industry (LI)/ Business (LB) Map 2.9 Site 7	Local service industry and business retail service	<ul style="list-style-type: none"> · Review of the Business Industry Scoping Study (2002) · development approval · Within the life of the planning scheme
Open Space Map 2.9 Site 16	Water cycle management	<ul style="list-style-type: none"> · As park of open space strategy within the life of the planning scheme as development progresses

Explanatory Notes



Development Outcome	Description	Comment
Open Space Map 2.9 Site 17	Water cycle management	<ul style="list-style-type: none"> Buffer to gullies and streams Within the life of the planning scheme as development progresses
Open Space Map 2.9 Site 18	Water cycle management	<ul style="list-style-type: none"> Buffer to drainage areas, wetlands, waterways Land affected by risks associated with storm surge and acid sulfate soils Within the life of the planning scheme as development progresses
Open Space Map 2.9 Site A	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses
Open Space Map 2.9 Site B	Pedestrian link along railway line	<ul style="list-style-type: none"> As park of open space development (strategic intent) in various locations Medium term strategy possibly realised within life of the planning scheme
Mobility		
Strategic road linkages - collector		
Yeppoon Central Alt. Route	Upgrade Tanby Rd/Adelaide Park Rd	<ul style="list-style-type: none"> Links Tanby Rd to Northern suburbs and is an alternative route to Yeppoon Central, facilitating Anzac Pde and Barry St for local traffic and tourist scale usage Medium term strategy possibly realised within life of the planning scheme
Strategic road linkages - local		
Local road	New road link Caroline St to Yeppoon rail corridor	<ul style="list-style-type: none"> Facilitate access to Fig Tree Creek catchment and future internal roads In anticipation of potential dual use of railway corridor for vehicle use Within the life of the planning scheme as development progresses
Local road	New road link Rockhampton Road to Yeppoon High school vicinity	<ul style="list-style-type: none"> Facilitate access within catchment and future internal roads Alternative school access point Within the life of the planning scheme as development progresses
Local road	New road link Yeppoon Rd/Fred Lawn Dve through McBean St and	<ul style="list-style-type: none"> Facilitate access to school and industrial precinct of McBean St

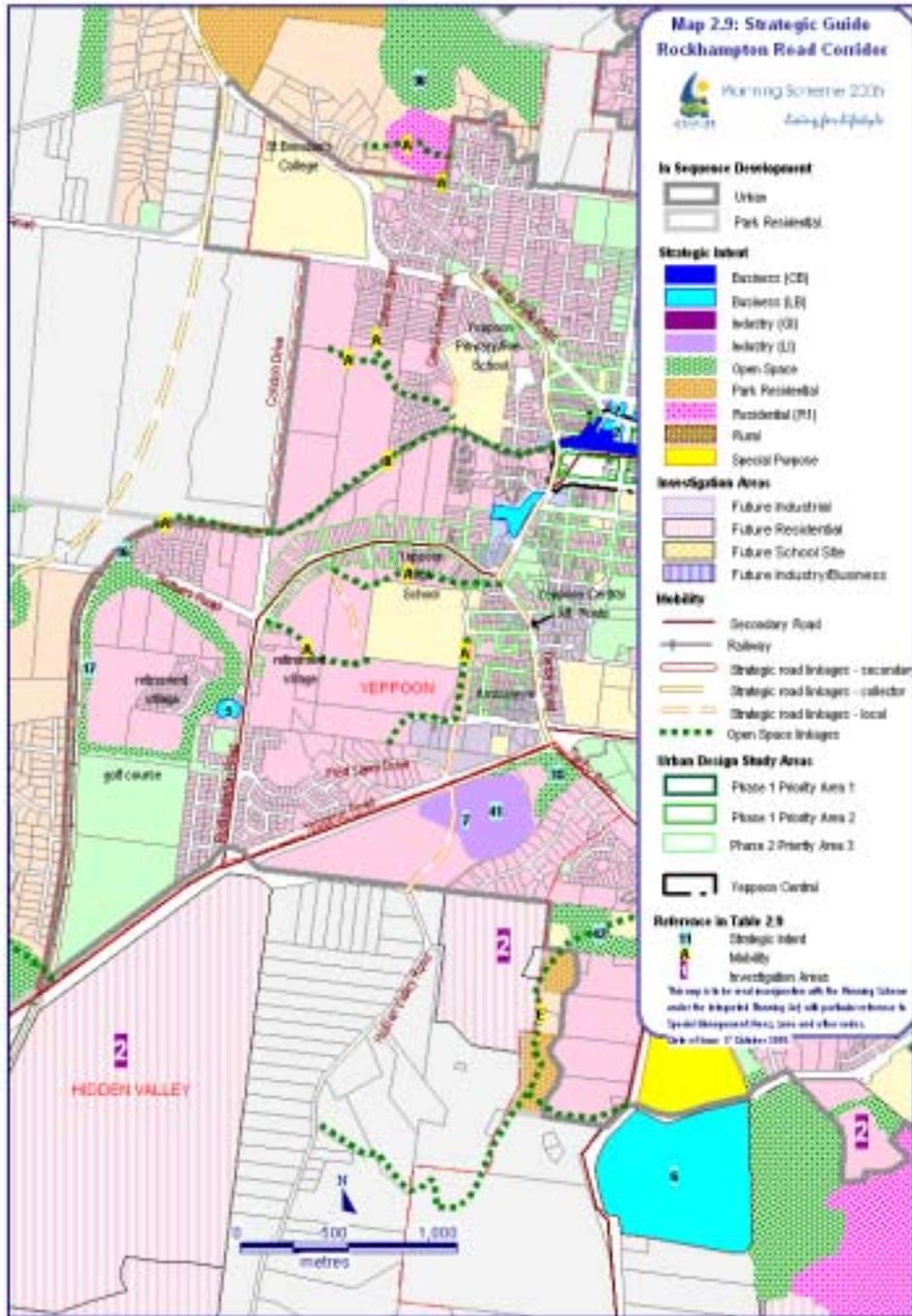
October 2005

Explanatory Notes



Development Outcome	Description	Comment
	Tabone St, to Yeppoon High school	<ul style="list-style-type: none"> Alternative school access point Within the life of the planning scheme as development progresses
Local road	New road link Hidden Valley Rd to Yeppoon Rd	<ul style="list-style-type: none"> Facilitate access to Yeppoon Rd and provide safe access to school and industrial precinct of McBean St Within the life of the planning scheme as development progresses in adjoining Residential zoned land
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As part of open space strategy within the life of the planning scheme as development progresses
Investigation Areas for future development		
Residential Map 2.9 Site 2	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	<ul style="list-style-type: none"> If assessed as required for future residential development within the life of Planning Scheme 2005, an appropriate amendment to the planning scheme will be undertaken Any future development potential will be subject to proper consideration of significant constraints associated with special management areas as indicated on the Overlay Maps.

Explanatory Notes





2.10 West Yeppoon

The Shire Outline map (PSM1) and Desired Environmental Outcomes (DEOs) in the planning scheme show the need to consolidate retail activities in the existing urban centre of Yeppoon wherever possible. While there is no short-term need to reserve land for a supermarket or similar facility, there are commercial land options for the existing Yeppoon rail terminal in the medium to long-term. Depending on industry developments, the requirements of Queensland Rail and its customers may change over the next decade (Map 2.6). An identified location for a rail terminal serving the transport and distribution needs of the region's fruit growing and timber industry ("multimodal facility") is opposite Council's waste management facility on Yeppoon Road (see site 8 on Map 2.10).

This locality is flanked by the Western Bypass Route. The route provides access to the north for heavy vehicles associated with the freight of timber and other produce. The route links to a possible multimodal freight facility in the vicinity (see site 8 on Map 2.10). However, the route and multimodal facility is not the impetus for subdivisions, or urban or park residential development to occur along the thoroughfare.

Topography and distance from the established urban areas of Yeppoon, makes the area conducive to land extensive industrial development. The most appropriate location is in the west and south-west of the site, away from the site's eastern slopes, which are visible from the coast. Medium to heavy industrial activities that have been identified as appropriate include:

- Mining and Agricultural Machinery and Equipment Manufacturing and Repairs.
- Technical Services to Mining (R&D, ore testing, exploration field support).
- Small-scale Fruit Processing.
- Transport, Storage and Distribution.
- Small-scale/ Niche Timber Processing and Value Adding (e.g. furniture manufacture).
- These uses would be compatible with nearby industrial land uses in Jabiru Drive and waste management land uses to the north of Yeppoon Road (see sites 47-50 on Map 2.10). (SGS Economics and Planning, 2002)

Essential infrastructure would need to be provided to facilitate medium to heavy industrial activities and mitigate visual impacts on the Yeppoon Road.

Industrial development is a medium-term proposition at best and subject to a range of factors, including infrastructure, Council's and the community's vision to maintain the natural features and lifestyle attributes of the Shire, Livingstone's 'place' in the regional economy and likely competition from other heavy industry nodes. Heavy industry would not be actively pursued in The Shire. This area is not zoned for industrial purposes in the planning scheme as future uses are within medium to long-term (15 – 20 years).

Council has significant resources invested into waste management on land at the corner of Neils Road and Yeppoon Road (see site 47 on Map 2.10). Further development of this area will provide for expansion to the existing land fill site (see site 49 on Map 2.10), utilities for environmentally relevant activities (see site 50 on Map 2.10) and a new sewerage treatment plant/waste water management system (see site 48 on Map 2.10) to replace the existing plant in Cordingley Street, Yeppoon. The potential to reuse the landfill site for a showground or other community recreational asset is mooted (see site 47 on Map 2.10).

Explanatory Notes



A potential buffer to waste management area (see site 47 on Map 2.10) is at Millroy Drive (see site 51 on Map 2.10). The site may also serve as a potential hospital site or for reservoir purposes. Opportunities exist to link communities in the park residential areas of Barmaryee through a series of bike ways, paths and parks (see sites 15, 16, 28, 37 on Map 2.10), as land is progressively developed.

TABLE 2.10
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR WEST YEPPPOON (MAP 2.10)

Development Outcome	Description	Comment
In Sequence Development		
Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Industry (GI) Map 2.10 Site 8	Industrial expansion, fruit processing, medium industry, Multimodal transport depot	<ul style="list-style-type: none"> · Statement of Proposals (2001) · Review of the Business Industry Scoping Study (2002) · Buffer to gullies and streams is required · Ease of access via sub-arterial road · Medium to long term strategy unlikely to be realised within life of the planning scheme
Special Purpose Map 2.10 Site 47	Future Council utilities, showground	<ul style="list-style-type: none"> · Review of the Business Industry Scoping Study (2002) · development approvals · Medium term strategy possibly realised within life of the planning scheme · Showground is a long term option unlikely to be realised within life of the planning scheme
Special Purpose Map 2.10 Site 48	Water and sewerage facilities	<ul style="list-style-type: none"> · Review of the Business Industry Scoping Study (2002) · Buffer to gullies and streams is required · Within the life of the planning scheme
Special Purpose Map 2.10 Site 49	Land fill expansion	<ul style="list-style-type: none"> · Review of the Business Industry Scoping Study (2002) · Buffer to gullies and streams · Within the life of the planning scheme as development progresses

October 2005

Explanatory Notes



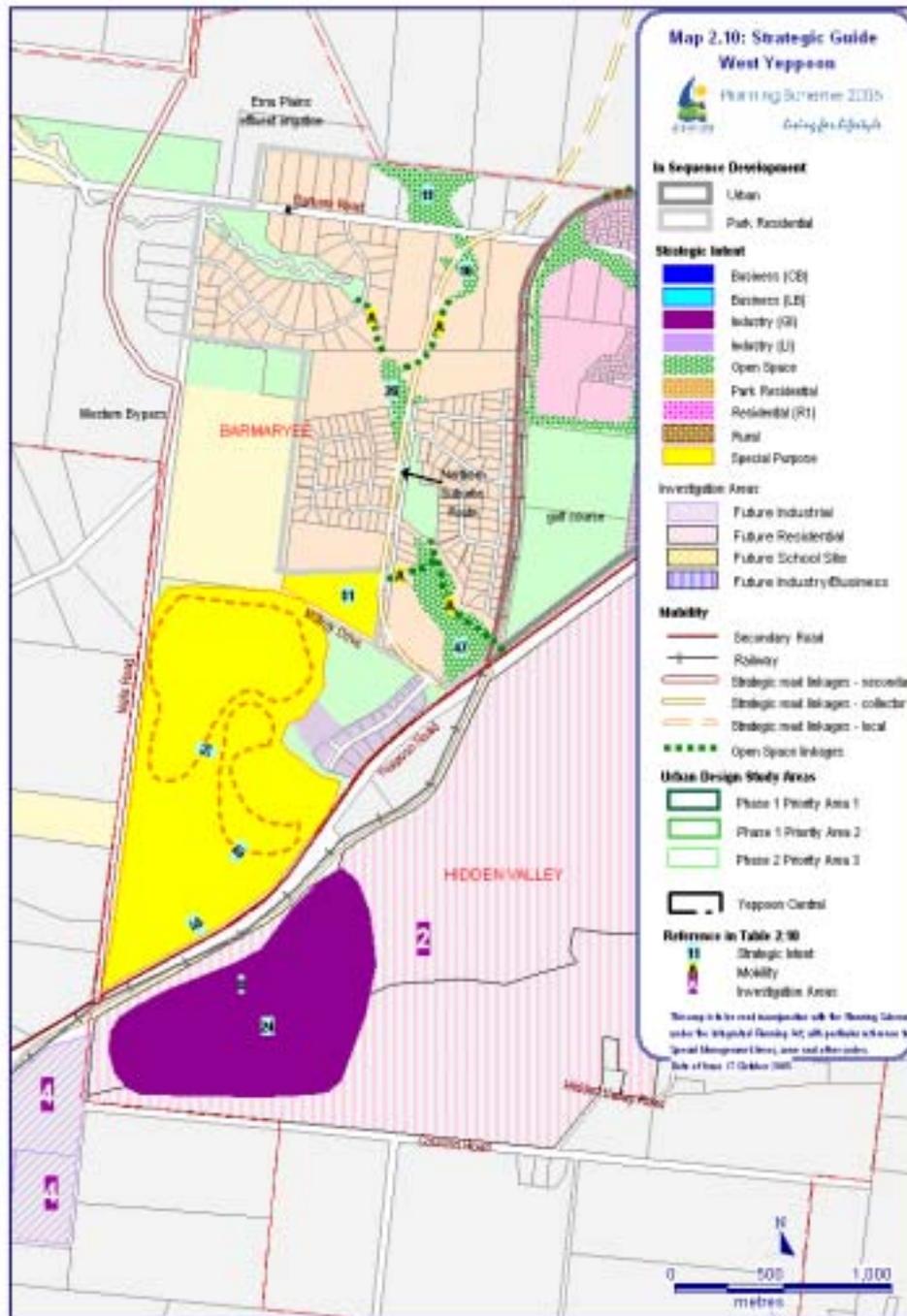
Development Outcome	Description	Comment
Special Purpose Map 2.10 Site 50	Council utilities including environmentally relevant activities	<ul style="list-style-type: none"> Review of the Business Industry Scoping Study (2002) Buffer to gullies and streams Within the life of the planning scheme as development progresses
Special Purpose Map 2.10 Site 51	Hospital or reservoir site or buffer for future Council utilities	<ul style="list-style-type: none"> Buffer to Council utilities and environmentally relevant activities Hospital is a State interest
Open Space Map 2.10 Site 15	Water cycle management	<ul style="list-style-type: none"> Buffer to drainage areas, waterways Within the life of the planning scheme as development progresses
Open Space Map 2.10 Site 16	Water cycle management	<ul style="list-style-type: none"> Buffer to drainage areas Within the life of the planning scheme as development progresses
Open Space Map 2.10 Site 28	Pedestrian bike link, water cycle management	<ul style="list-style-type: none"> Buffer to drainage areas, waterways Within the life of the planning scheme as development progresses
Open Space Map 2.10 Site 37	Pedestrian bike link, water cycle management	<ul style="list-style-type: none"> Buffer to gullies and waterways Within the life of the planning scheme as development progresses
Open Space Map 2.10 Site A	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses
Mobility		
Strategic Road Linkages - secondary		
Western Bypass	Road upgrade/new road link	<ul style="list-style-type: none"> Links Yeppoon Rd to primary production areas and State Forest areas Long term strategy possibly realised within life of the planning scheme
Strategic Road Linkages - collector		
Northern Suburbs Route	New road link Yeppoon Rd/Adelaide Park Rd	<ul style="list-style-type: none"> Commuter traffic fed by Adelaide Park Road ISD areas Long term strategy possibly realised within life of the planning scheme

Explanatory Notes



Development Outcome	Description	Comment
Strategic road linkages - local		
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As part of open space strategy within the life of the planning scheme as development progresses
Mobility		
Residential Map 2.10 Site 2	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	<ul style="list-style-type: none"> If assessed as required for future residential development within the life of Planning Scheme 2005, an appropriate amendment to the planning scheme will be undertaken Any future development potential will be subject to proper consideration of significant constraints associated with special management areas as indicated on the Overlay Maps.
Industry Map 2.8 Site 4	Potential opportunities for industry	<ul style="list-style-type: none"> This area to be considered in concert with DSDI. Refer also to Strategic Intent Site 8.

Explanatory Notes



October 2005



2.11 Tanby Road Corridor

The Tanby Road corridor includes parts of Taranganba, Hidden Valley and Taroomball. The locality is viewed as the longer-term expansion opportunity for Yeppoon, for a variety of reasons. Land portions in the area are not fragmented and allow for residential development in an orderly manner. Elevated areas predominantly have an easterly or northerly aspect, most with sea views. Servicing of the area is efficient as development proceeds along Taranganba Road and Tanby Road.

The area is well serviced by social infrastructure including primary school, child care centre and neighbourhood centre in Taranganba. Higher order retail and services are only provided within the Yeppoon located about 4km by road. Other facilities available for residents in the area is a number of recreational facilities, including squash courts at Taranganba, Olympic-size pool, tennis courts and sports ovals, and the Recreation Camp at Cooe Bay, and football field on Tanby Road. The area is characterised by the existence of social infrastructure to accommodate the genuine demand for residential living in coastal Yeppoon.

Land on the north-eastern corner of Tanby Road and Taranganba Road has been previously nominated as a potential site for a future high school or P-12 school in the medium term (see site 46 on Map 2.11). The site is also suited for residential development as is denoted as being in sequence in the planning scheme. The Shire will require an additional primary school and a high school in the medium to long-term (i.e. 15 years). A future school facility would be most appropriately located close to residential convenience in the Yeppoon/Taranganba area. The facility will also reduce travel times for high school students for Emu Park and areas to the south along Tanby Road.

Future business and industry opportunities for the Capricorn Coast include a node in the vicinity of Taranganba/Tanby Road in the Tanby growth corridor south of Yeppoon Road (see site 6 on Map 2.11). Land on the southern corner of Tanby Road and Taranganba Road is suitable for low impact, light, or high tech service industry such as an information technology service centre and/or call centre. Other activities that are consistent with this concept include tertiary education facilities such as student accommodation, research facilities and business incubation facilities. These opportunities reflect the region's strength as a provider of education services, and the continued and anticipated growth of this sector nationally. Short-term (hotel/ motel) accommodation would also be suitable to the Taranganba/ Tanby Road node. These facilities could be integrated with education and research activities in this precinct as well as providing accommodation for short-stay tourists to the Capricorn Coast. Attractive synergies potentially exist between the schools and the business/industry node.

Opportunities exist to develop in a sensitive manner the slopes of the Tanby Range for park residential purposes (see site 11 on Map 2.11). Additional residential land south of Taranganba Primary School (see site 43 on Map 2.11) is shown within the Urban ISD area and will require linkages to infrastructure that marry with the area's western catchment. A significant portion of land for residential purposes is available south of Taranganba Road (see site 9 on Map 2.11). The area (see site 9 on Map 2.11) has minimal impacts on costing in terms of provision of infrastructure, however is in excess to demand within the life of the planning scheme. Accordingly, it would be inappropriate to nominate such as being "out-of-sequence", rather it is acknowledged that the land in this locality will be required around 2014. Upgrading of Taranganba Road and the Ross Creek crossing will be required commensurate with urban traffic generation.

Explanatory Notes



Land that forms part of the headwaters of Ross Creek is suited for recreational use of district importance (see site 21 on Map 2.11) that could link from the Lammermoor area, primary school (see site 23 on Map 2.11) and Ross Creek (see site 24 on Map 2.11). Other links between the possible school site (see site 46 on Map 2.11) or future residential area to the sports oval on Tanby Road is recommended (see site D on Map 2.11). Potential alternative recreational experiences are foreseen in providing trails over Tanby Range (see sites E and 42 on Map 2.11) that link to picturesque Hidden Valley Road.

Strategic road networks include a link between Chandler Road and Taranganba Road to access various precincts in Lammermoor as discussed in section 2.12 (Lammermoor). This linkage will ultimately allow for a route to Tanby Road (Lammermoor Route). The provision of the Clayton Road connection is foreseen with the life of the planning scheme. The Lammermoor Route will be actualized when the residential land (9) south of Taranganba Road is developed, possibly beyond the life of the planning scheme. The route will provide an alternative access point for trips requiring access to Tanby Road, generally to industrial areas (Tanby Road or Jabiru Drive), Schools north of Ross Creek, Yeppoon Central or trips to Rockhampton and other destinations.

TABLE 2.11
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR TANBY ROAD CORRIDOR (MAP 2.11)

Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Business (LB) & Light Industry (LI) Map 2.11 Site 6	Potential IT and Business Park and Tertiary Education facilities	<ul style="list-style-type: none"> · Statement of Proposals (2001) · Review of the Business Industry Scoping Study (2002) · Buffer to gullies and streams is required · Medium to long term strategy unlikely to be realised within life of the planning scheme
Special Purpose Map 2.11 Site 46	Primary and Secondary school	<ul style="list-style-type: none"> · Review of the Business Industry Scoping Study (2002) · Buffer to drainage areas, wetlands, waterways · Land affected by risks associated with storm surge and acid sulfate soils · Within the life of the planning scheme as

Explanatory Notes



Development Outcome	Description	Comment
		development progresses
		<ul style="list-style-type: none"> Alternative residential use as shown in the planning scheme as Residential zone, R1 precinct
Park Residential Map 2.11 Site 11	Residential use on larger allotments	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) General Meeting Report, 20 March 2002 Remnant vegetation, ridgeline vegetation, steep slopes, bushfire hazard, water supply are considerations for any development Medium term strategy possibly realised within life of the planning scheme
Residential (R1) Map 2.11 Site 9	Residential	<ul style="list-style-type: none"> Review of the Business Industry Scoping Study (2002) Benchmark Development Sequencing Report (2000) Buffer to gullies and streams is required Remnant vegetation, ridgeline vegetation, steep slopes, are considerations for any development Medium term strategy possibly realised outside the life of the planning scheme
Residential (R1) Map 2.11 Site 43	Residential	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) Area falls to western catchment requiring development to advance servicing efficiency Within the life of the planning scheme as development progresses
Open Space Map 2.11 Site 21	Habitat protection	<ul style="list-style-type: none"> Buffer to drainage areas, wetlands, waterways Land affected by risks associated with storm surge and acid sulfate soils Potentially within the life of the planning scheme as development progresses
Open Space Map 2.11 Site 23	Habitat protection	<ul style="list-style-type: none"> Buffer to drainage areas, wetlands, waterways Within the life of the planning scheme as development progresses
Open Space Map 2.11 Site 24	Habitat protection, Pedestrian bike link	<ul style="list-style-type: none"> Buffer to drainage areas, waterways Land affected by risks associated with storm surge and acid sulfate soils Within the life of the planning scheme as development progresses
Open Space	Pedestrian and bike link	<ul style="list-style-type: none"> Buffer to drainage areas, wetlands,

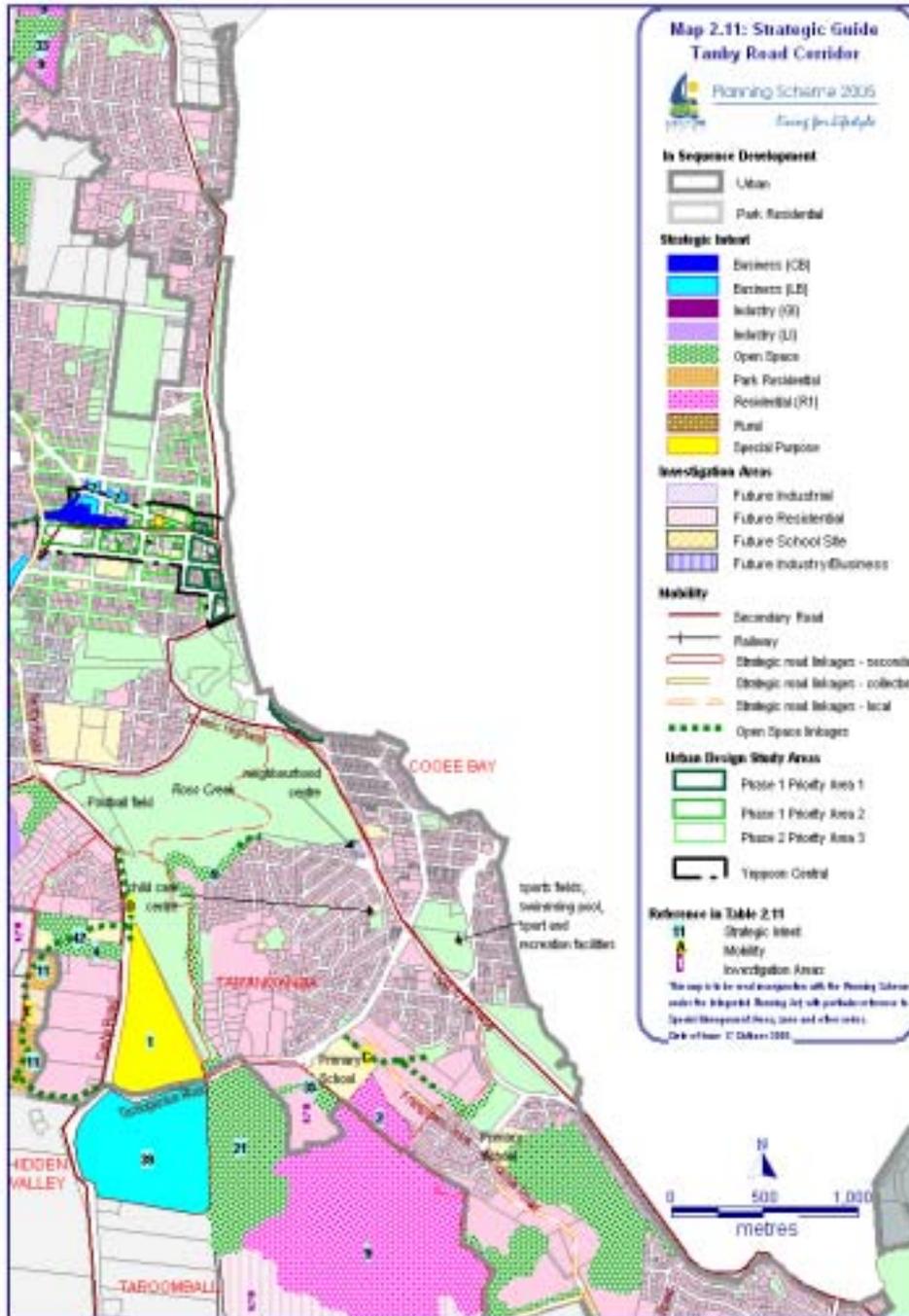
October 2005

Explanatory Notes



Development Outcome	Description	Comment
Map 2.11 Site D		<ul style="list-style-type: none"> waterways Land affected by risks associated with storm surge and acid sulfate soils As park of open space strategy within the life of the planning scheme as development progresses
Open Space Map 2.11 Site E	Hiking or equine trail	<ul style="list-style-type: none"> Scenic route to Hidden Valley Road offering an alternative recreation experience As park of open space strategy within the life of the planning scheme as development progresses
Mobility		
Strategic Road Linkages - collector		
Lammermoor Route	upgrade/new road link Scenic Hwy-Clayton Road/Tanby Rd	<ul style="list-style-type: none"> Road links traffic between Lammermoor district and Tanby Rd Long term strategy not necessarily realised within life of the planning scheme
Strategic road linkages - local		
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> As park of open space strategy within the life of the planning scheme as development progresses
Investigation Areas for future development		
Residential Map 2.11 Site 2	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	<ul style="list-style-type: none"> If assessed as required for future residential development within the life of Planning Scheme 2005, an appropriate amendment to the planning scheme will be undertaken Any future development potential will be subject to proper consideration of significant constraints associated with special management areas as indicated on the Overlay Maps.

Explanatory Notes



October 2005



2.12 Lammermoor

The area of Lammermoor benefits from similar attributes of the Tanby Road corridor. Namely, elevated areas predominantly have an easterly or northerly aspect, most with sea views. The area is well serviced by social infrastructure including primary school, child care centre and neighbourhood centre all located in adjoining Taranganba. Higher order retail and services are only provided within the central business area of Yeppoon, located 4km to the north. Other facilities available for residents in the area is a number of recreational facilities, including the squash courts at Taranganba, Olympic-size pool, recreation camp, tennis courts and sports ovals at Cooe Bay and football field on Tanby Road. Other facilities in the Lammermoor area are TAFE, a private primary school, and service station.

The area is characterised by the existence of social infrastructure to accommodate the genuine demand for residential living in coastal Yeppoon. The development of Potential IT and Business Park/Tertiary Education facilities and high school at Taranganba Road will strengthen the popularity of the Lammermoor area. A benefit of the Lammermoor area compared to adjoining suburbs is its easterly or north easterly aspect, proximity and ease of access to Lammermoor Beach and Rosslyn Bay, which are significant local and district level recreational assets.

Opportunities exist for infill development to join the communities of Clayton Road, Bottle Brush Drive and Ivey Street. A local road link between Chandler Road and Taranganba Road is envisaged within the life of the planning scheme. An ultimate route to Tanby Road is likely beyond the life of the planning scheme (Lammermoor Route).

Significant physical features will need to be factored into the future development of land for residential purposes. Namely, land containing significant habitats associated with drainage and wetland areas of Williamson Creek, dune and swale landforms, potential acid sulfate soils and storm surge risks (see site 34 on Map 2.12). Avoidance of steeply sloping land (see site 32 on Map 2.12) and buffers to viable horticulture (see site 41 on Map 2.12) are also factors for residential development assessment. A spine of low lying land which will be necessary to provide for overland flow path drainage can provide an open space linkage from the Taranganba Road area to Lammermoor Beach and the Native Gardens (see sites 27 and C on Map 2.12). This linkage will allow for students from Lammermoor and the Clayton Road area to access Taranganba Primary school without venturing onto the Scenic Highway. The importance of providing for intra-suburban linkages through local streets and open space cannot be overstated.

TABLE 2.12
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR LAMMERMOOR (MAP 2.12)

Development Outcome	Description	Comment
In Sequence Development		
Urban	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002

Explanatory Notes



Development Outcome	Description	Comment
		<ul style="list-style-type: none"> Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Open Space Map 2.12 27	Drainage and wetlands	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) Statement of Proposals (2001) General Meeting Report, 20 March 2002 Buffer to drainage areas, wetlands, waterways Land affected by risks associated with storm surge and acid sulfate soils Within the life of the planning scheme as development progresses
Open Space Map 2.12 32	Steeply sloping land	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) Statement of Proposals (2001) General Meeting Report, 20 March 2002 Ridgeline vegetation, steep slopes, are considerations for any development Within the life of the planning scheme as development progresses
Open Space Map 2.12 34	Habitat protection, water cycle and acid sulfate soil management	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) General Meeting Report, 20 March 2002 Habitat of regional significance Buffer to drainage areas, wetlands, waterways are considerations for any development Land affected by risks associated with storm surge and acid sulfate soils are considerations for any development Within the life of the planning scheme as development progresses
Open Space Map 2.12 41	Buffer to mango orchard	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) General Meeting Report, 20 March 2002 Buffer to horticultural activity is a consideration for any development Within the life of the planning scheme as development progresses
Open Space Map 2.12	Pedestrian and bike link	<ul style="list-style-type: none"> Buffer to drainage areas, wetlands, waterways As park of open space strategy within the life of the planning scheme as development

October 2005

Explanatory Notes



Development Outcome	Description	Comment
Site C		progresses
Mobility		
Strategic Road Linkages - collector		
Lammermoor Route	Upgrade/new road link Scenic Hwy-Clayton Road/Tanby Rd	<ul style="list-style-type: none"> · Road links traffic between Lammermoor district and Tanby Rd · Long term strategy not necessarily realised within life of the planning scheme
Strategic road linkages - local		
Local road	New road link Clayton Rd to Bottlebrush Dve and Frangipani Dve to Taranganba Rd	<ul style="list-style-type: none"> · Facilitate access within catchment and future internal roads · Alternative mobility for local trips in lieu of the Scenic Hwy · Within the life of the planning scheme as development progresses
Open space linkages	Pedestrian and bike links	<ul style="list-style-type: none"> · As part of open space strategy within the life of the planning scheme as development progresses
Mobility		
Residential Map 2.12 Site 2	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	<ul style="list-style-type: none"> · If assessed as required for future residential development within the life of Planning Scheme 2005, an appropriate amendment to the planning scheme will be undertaken · Any future development potential will be subject to proper consideration of significant constraints associated with special management areas as indicated on the Overlay Maps.

Explanatory Notes



October 2005



2.13 Emu Park

Emu Park is approximately 20 kilometres south from Yeppoon and 40 kilometres from Rockhampton City. Emu Park covers an area between Ritamada, Tanby Point and Zilzie. Most services and facilities can be found in the town's business area along Hill Street which meets the day to day needs of the community. An industrial area to the west of Emu Park is limited for future growth until basic infrastructure (water, sewerage and power) is supplied. The industrial area is to meet with the needs of the local community.

The Emu park airstrip adjacent to Brown Street is currently used by a small number of ultra-light aircraft, mainly for recreational purposes. It is unlikely that the airstrip will develop to accommodate more frequent use in the future unless there is substantial investment in the facility. Irrespective, any growth in the region's air freight traffic and passenger movements would occur at Rockhampton Airport where the necessary threshold investments have already been made. There are also a number of other airfields of a more developed capacity in the region to accommodate any increase in light aircraft traffic in the region.

The airstrip is in the Special Purpose zone to reflect its current use. Future industrial development (in the medium to long-term) warrants potential relocation of the airstrip and upgrading of the land to accommodate such development. The status of the airstrip will be reviewed in the medium term, about the time Council will commence a review of this planning scheme.

Significant development in the locality of Emu Park may hasten population growth depending upon favourable circumstances. The Great Barrier Reef International Resort (Zilzie Resort) proposes 500 dwelling units for tourists and may accommodate upon full development a permanent population of 2,400 persons. There are opportunities in the Tanby Point area for infill residential development that are represented in the zones of the planning scheme.

Residential expansion in Emu Park has focused to the north along Haven Road, Tanby Point and in the south at Zilzie Heights Estate and Zilzie Resort. The major physical features for this area that will impinge upon future residential development include slopes, storm surge risk, and coastal processes. Accordingly, significant physical features have been identified and included in open space. In particular, these areas include beach protection, erosion prone areas along Marine Parade (see site 13 on Map 2.13), wetlands and drainage areas in Ahern Street (see site 40 on Map 2.13) and Haven Road (see site 14 on Map 2.13), and steeply sloping land with high amenity values in the vicinity of Albemarle Street (see sites 30 and 31 on Map 2.13) and Haven Road (see site 35 on Map 2.13).

To the west of the town is land included in the Park Residential zone. Steeply sloping land and areas affected by drainage difficulties at the headwaters of Kinka Creek will be included in the open space zone when this land is developed (see sites 12 and 38 on Map 2.13).

Explanatory Notes



TABLE 2.13
EXPLANATION OF DEVELOPMENT OUTCOMES
FOR EMU PARK (MAP 2.13)

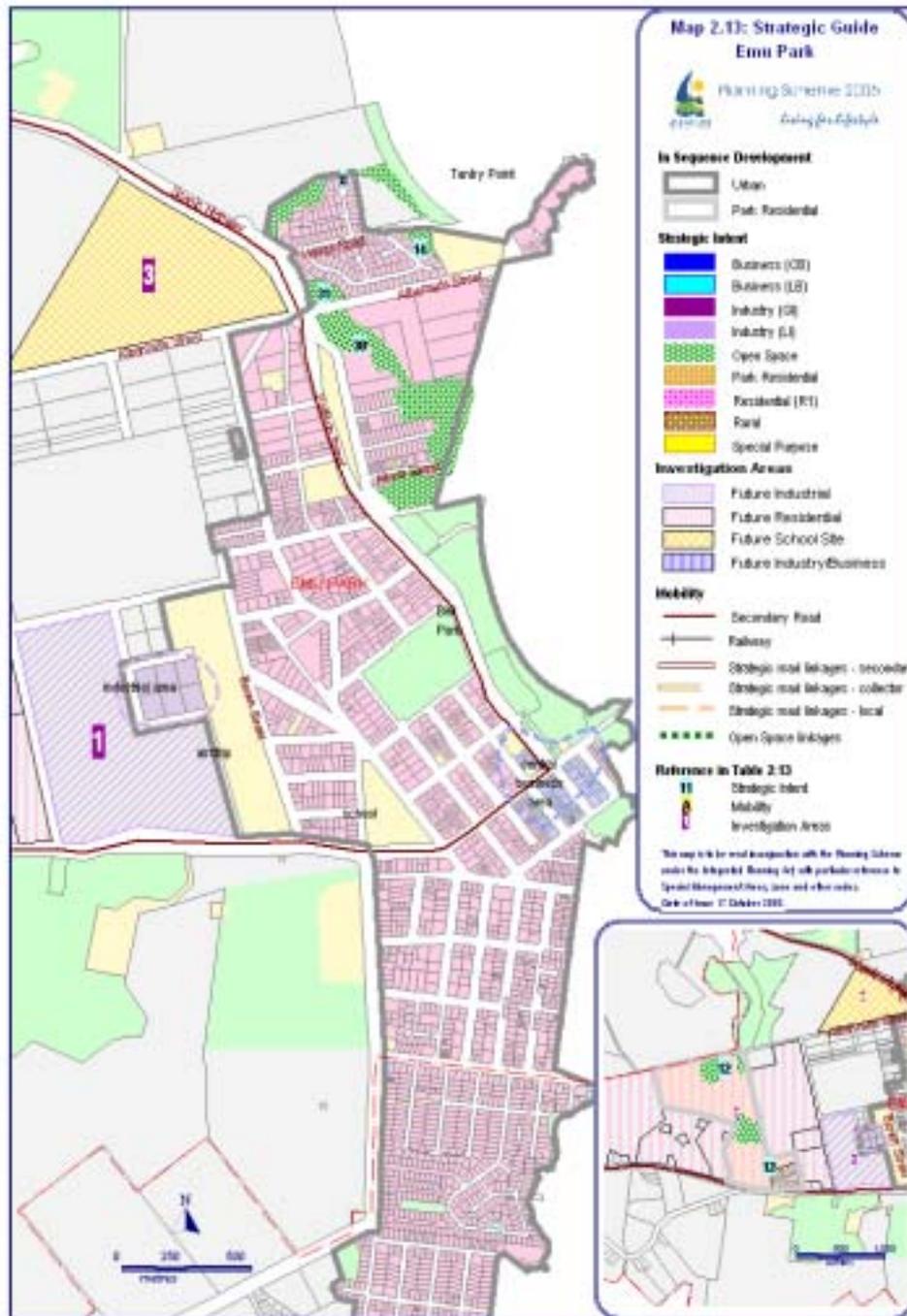
Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Open Space Map 2.13 Site 12	Drainage and wetlands, headwaters of Kinka Creek	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Statement of Proposals (2001) · General Meeting Report, 20 March 2002 · Buffer to drainage areas, wetlands, waterways · Land affected by risks associated with storm surge and acid sulfate soils · Within the life of the planning scheme as development progresses
Open Space Map 2.13 Site 12	Beach protection, Marine Pde	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Statement of Proposals (2001) · General Meeting Report, 20 March 2002 · Erosion prone areas, cultural values and storm surge are considerations for any development · Within the life of the planning scheme as development progresses
Open Space Map 2.13 Site 14	Water cycle management, Haven Road	<ul style="list-style-type: none"> · Development approval · Within the life of the planning scheme
Open Space Map 2.13 Site 30	Recreation, scenic views and vistas, Albemarle St	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · General Meeting Report, 20 March 2002 · Ridgeline vegetation, steep slopes, erosion and flora values are considerations for any development · Within the life of the planning scheme as

Explanatory Notes



Development Outcome	Description	Comment
		development progresses
Open Space Map 2.13 Site 31	Recreation and amenity, Albemarle St	<ul style="list-style-type: none"> Development approval Within the life of the planning scheme
Open Space Map 2.13 Site 35	Recreation, scenic views and vistas, Haven Rd	<ul style="list-style-type: none"> Development approval General Meeting Report, 20 March 2002 Ridgeline vegetation, steep slopes, erosion and flora values are considerations for any development Within the life of the planning scheme as development progresses
Open Space Map 2.12 Site 38	Steeply sloping land, bushfire hazard, Emu Park Rd (park residential area)	<ul style="list-style-type: none"> Benchmark Development Sequencing Report (2000) General Meeting Report, 20 March 2002 Within the life of the planning scheme as development progresses
Mobility		
Strategic Road Linkages - secondary		
Emu Park Route	Road upgrade	<ul style="list-style-type: none"> Emu Park to northern entrance of Rockhampton via Coorooman Ck Rd/ Dairy Inn Rd Long term strategy possibly realised within life of the planning scheme
Investigation Areas for future development		
Residential Map 2.13 (and inset) Site 2	Subject to assessment as part of Council's Priority Infrastructure Area/Priority Infrastructure Planning work	<ul style="list-style-type: none"> If assessed as required for future residential development within the life of Planning Scheme 2005, an appropriate amendment to the planning scheme will be undertaken Any future development potential will be subject to proper consideration of significant constraints associated with special management areas as indicated on the Overlay Maps.
Industrial Map 2.13 Site 1	Potential opportunities for industry	<ul style="list-style-type: none"> This area to be considered in concert with DSDI.
School Site	Possible site for a new school	

Explanatory Notes





2.14 The Caves/Rockhampton Corridor

The Caves to Rockhampton corridor contains Etna Creek, The Caves, Glenlee, Glendale and Rockyview. The locality has become increasingly popular over the past twenty years given its proximity to Rockhampton City and particularly since the expansion of northern suburbs of Rockhampton.

The location is primarily used for acreage living purposes. Consequently, the level of social infrastructure and utilities servicing these suburbs would not be provided to the same extent as found in urban and more closely settled areas. The Caves township provides for the needs of the immediate locality. Parkhurst and north Rockhampton better service the Glenlee, Glendale and Rockyview areas.

Uncoordinated development in the area has resulted in estates that are isolated from one another. Consequently there is a lack of intra-suburban linkages (road, pedestrian and open space) and an identifiable “town centre”. Access to public transport is limited. The remoteness from employment opportunities, services and facilities means a greater reliance on private transport compared to urban areas. The range of transport options such as bus, bike and foot are not readily available or convenient. Major population growth and increased car usage is likely to impact significantly upon the efficiency of the Bruce Highway and highlight the need to plan for improved mobility.

The Rockhampton Alternative Route is intended to remove commuter traffic from the Bruce Highway. This strategic link is not envisaged within the life of the planning scheme.

The locations suitable for additional Park Residential expansion in this corridor is limited by constrained land. The area is subject to extensive flooding from local creeks and the Fitzroy River and steeply sloping land in isolated instances to the east of the Bruce Highway. Poor soils and a high water table make the on-site disposal of septic waste and grey water unsuitable in some areas. To the west of Bruce Highway is elevated land constrained by slopes, water supply, Protected Areas as defined by legislation, and efficiencies in road access. However, opportunities may exist for additional park residential development where it can be shown that these physical features can be planned for in the design of the development. Further Park Residential development (see site 10 on Map 2.14) is intended to provide for infill between Olive Estate and Parkridge Estate. Intra-suburban linkages are expected to be a strong component of subdivision design. Areas identified with significant physical features of slope and of State Interest are intended for the open space zone (see sites 25 and 26 on Map 2.14).

The Capricornia Correctional Centre is recognised as community infrastructure by the State. It represents a significant regional resource and long term commitment in the area. The prison is another factor that will influence the pattern of future settlement of the area. Future residential development in its vicinity has the potential for land use conflict, amenity problems and future community concerns.

Explanatory Notes



**TABLE 2.14
EXPLANATION OF DEVELOPMENT OUTCOMES FOR
GLENLEE/ROCKYVIEW (MAP 2.14)**

Development Outcome	Description	Comment
In Sequence Development		
Urban, Park Residential	Land take-up requirements for the next 8 years based on medium growth scenario	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Demographic and Housing Profile for Livingstone Shire and its Localities (2001) Report · General Meeting Report, 20 March 2002 · Addressed in Planning Scheme as Shire Outline Map (PSM 1)
Strategic intent		
Park Residential Map 2.14 Site 10	Residential use on larger allotments	<ul style="list-style-type: none"> · General Meeting Report, 20 March 2002 · Water Catchment Management Study: The Caves to Rockhampton(1992) · Protected vegetation, ridgeline vegetation, steep slopes, water supply and effluent disposal, as well as intra-suburban linkages are considerations for any development · Medium term strategy possibly realised within life of the planning scheme
Open Space Map 2.14 Site 25	Habitat protection	<ul style="list-style-type: none"> · Statement of Proposals (2001) · General Meeting Report, 20 March 2002 · Protected vegetation, ridgeline vegetation, steep slopes · Medium term strategy possibly realised within life of the planning scheme
Open Space Map 2.14 Site 26	Habitat protection	<ul style="list-style-type: none"> · Benchmark Development Sequencing Report (2000) · Statement of Proposals (2001) · General Meeting Report, 20 March 2002 · Protected vegetation, ridgeline vegetation, steep slopes · Medium term strategy possibly realised within life of the planning scheme
Mobility		
Strategic Road Linkages - collector		
Rockhampton Alt. Route	New road link	<ul style="list-style-type: none"> · Location subject to most efficient means to provide · Railway corridor expansion may be an alternative

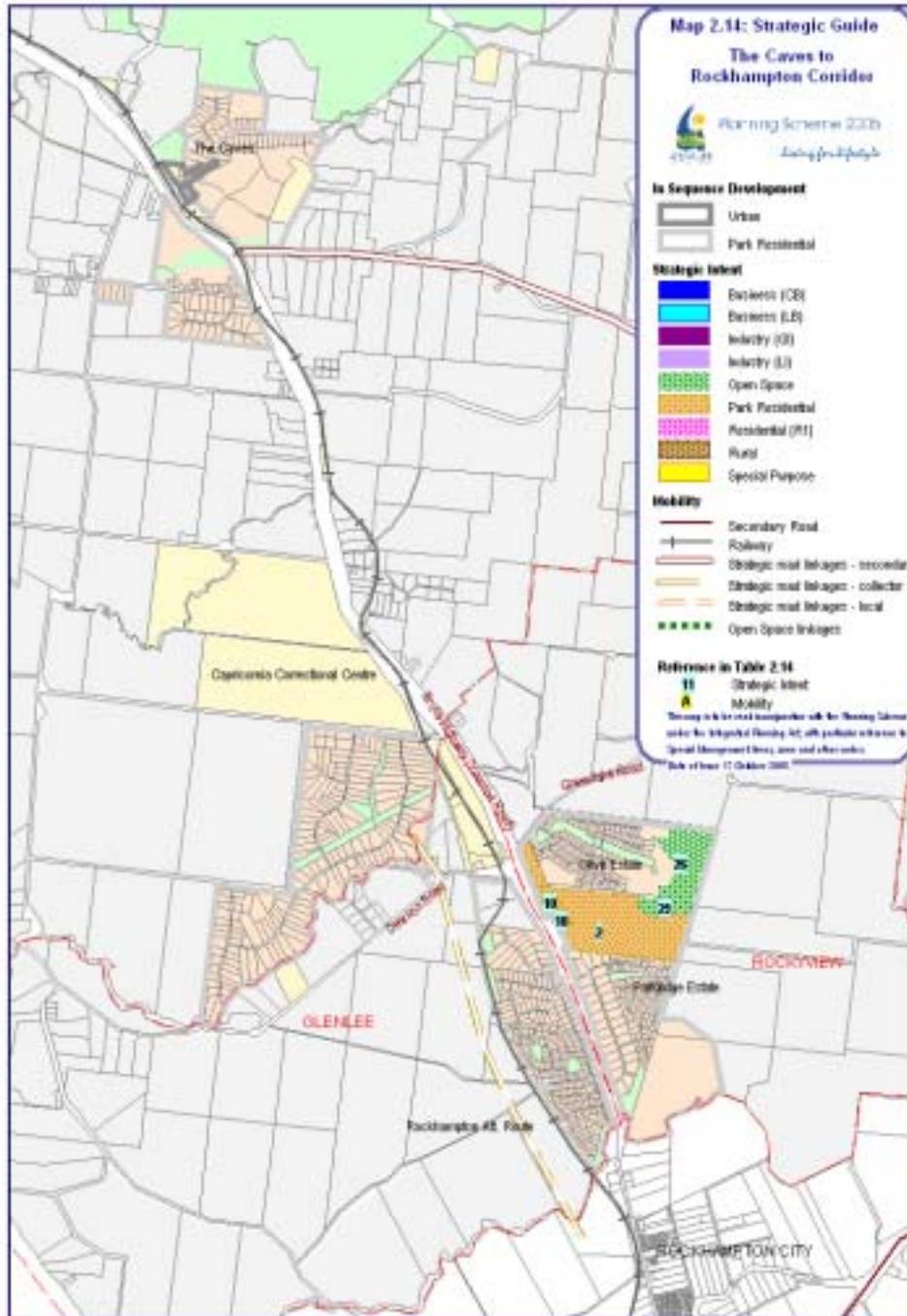
October 2005

Explanatory Notes



Development Outcome	Description	Comment
		<ul style="list-style-type: none">· Crossing of Limestone Creek is a consideration· Impetus for demand of this route will be driven in part by the increased congestion of the Bruce Hwy· Long term strategy unlikely to be realised within life of the planning scheme

Explanatory Notes





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