Adopted Infrastructure Charges Resolution (No. 1)

Commencement date 18 July 2014

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1.0 Introduction

1.1 Sustainable Planning Act 2009

(a) This adopted infrastructure charges resolution is made pursuant to the *Sustainable Planning Act 2009*.

(b) This adopted infrastructure charges resolution is to be read in conjunction with the following:

i. the State planning regulatory provision (adopted charges); and

ii. the applicable local planning instrument for the local government area.

(c) This adopted infrastructure charges resolution is attached to but does not form part of the applicable local planning instrument for the local government area.

1.2 Effect

This adopted infrastructure charges resolution has effect on and from 18 July 2014 and applies to development application decisions made on or after this date.

1.3 Purpose of the resolution

The purpose of this adopted infrastructure charges resolution is to establish an adopted infrastructure charge in the Livingstone Shire Council local government area for the following trunk infrastructure networks:

(a) water supply network;

(b) sewerage network;

(c) transport network;

(d) stormwater network; and

(e) parks and community land network.

1.4 Interpretation

(a) **applicable local planning instrument** means the local government planning scheme in effect for the Livingstone Shire Council at the time.

(b) **bedroom** means an area of a building or structure which:

i. is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or

ii. an be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

(c) **dwelling unit** means any part of a building used for residential accommodation of one household which is self-contained.

(d) **consumer price index** means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics. The base date is September 2011.

(e) **gross floor area (GFA)** means the total floor area of all storeys of the building, including any mezzanines, (measured from the outside of the

external walls and the centre of any common walls of the building), other than areas used for:

i. building services; or

ii. a ground floor public lobby; or

iii. a public mall in a shopping complex; or

iv. parking, loading or manoeuvring of vehicles; or

v. balconies, whether roofed or not.

(f) **impervious area** means an area within a site which does not allow natural infiltration of rain to the underlying soil and the majority of rainfall would become runoff e.g. roadways, car parks, footpaths, roofs, hardstand areas (sealed), compacted areas et cetera.

(g) **local government** means the Livingstone Shire Council.

(h) **local government area** means the Livingstone Shire Council local government area.

(i) **maximum adopted charge** means the charge limit set out in the maximum charging framework established in the *Sustainable Planning Act* 2009 and State planning regulatory provision (adopted charges).

(j) **prescribed form** means a form prescribed by the local government.

(k) **priority infrastructure area** (PIA) means the Draft Priority Infrastructure Area Livingstone as identified in the State planning regulatory provision (adopted charges) July 2012.

(l) **State planning regulatory provision (adopted charges)** means the State planning regulatory provision (adopted charges) made under the *Sustainable Planning Act 2009.*

2.0 Application of the resolution

2.1 Local government area

This adopted infrastructure charge resolution applies to development in the local government area other than for the following:

(a) any work or use of land for which a charge cannot be levied under the *Sustainable Planning Act 2009*, including work or use of land authorised under the *Mineral Resources Act 1989*, the *Petroleum Act 1923*, the *Petroleum and Gas (Production and Safety) Act 2004*, or the *Greenhouse Gas Storage Act 2009*; or

(b) development in a priority development area under the *Economic Development Act 2012*.

2.2 Particular development

(a) This adopted infrastructure charges resolution adopts different charges for particular development located in different parts of the local government area.

(b) The use categories shown in Table 1 enable the adopted infrastructure charges schedule identified in the State planning regulatory provision (adopted charges) to be applied to existing development use types under the Livingstone Shire Planning Scheme 2005.

Table 1 – Planning scheme use types to which the adopted infrastructure charges schedule apply

Column 1 **Use Category**	**Column 2** **Development under the applicable local planning instrument**
Residential	
Residential	▪ Caretaker's residence ▪ Dual occupancy ▪ Dwelling house ▪ Annexed apartment ▪ Multiple dwelling units
Accommodation (short term)	▪ Hotel (accommodation) ▪ Accommodation building (motel) ▪ Bed and breakfast ▪ Caravan park (tourist) ▪ Host farm
Accommodation (long term)	▪ Institutional residence (residential component) ▪ Accommodation building (serviced apartments) ▪ Caravan park (permanent residential) ▪ Retirement village
Non-residential	
Places of assembly	▪ Indoor entertainment (clubs) ▪ Restaurant (conference facility) ▪ Funeral parlour ▪ Special use (place of worship, religious purposes community hall)
Commercial (bulk goods)	▪ Produce store ▪ Landscape supplies ▪ Garden centre ▪ Retail warehouse ▪ Sales or hire premises
Commercial (retail)	▪ Adult products ▪ Shop ▪ Convenience restaurant ▪ Restaurant (not including conference facility) ▪ Take-away food store ▪ Service station ▪ Car wash ▪ Arts and crafts centre

Column 1 **Use Category**	**Column 2** **Development under the applicable local planning instrument**
Commercial (office)	▪ Office ▪ Display home
Education facility	▪ Child care centre ▪ Special use (educational purposes)
Entertainment	▪ Hotel (non-residential component) ▪ Indoor entertainment (cinemas, theatres, games parlour)
Indoor sport and recreational facility	▪ Indoor sports facility
Industry	▪ Light industry ▪ Machinery repair station ▪ General industry ▪ Rural service industry ▪ Storage premises ▪ Vehicle depot
High impact industry	▪ Environmentally assessable industry
Low impact rural	▪ Agriculture
High impact rural	▪ Aquaculture ▪ Intensive animal husbandry
Essential services	▪ Special use (health service, emergency services) ▪ Medical centre ▪ Health care ▪ Institutional residence (non-residential component) ▪ Veterinary clinic
Specialised uses	▪ Transport station ▪ Major utility (airfield, depot) ▪ Animal keeping ▪ Car park ▪ Special use (government purposes) ▪ Extractive industry ▪ Outdoor recreation ▪ Major tourist facility ▪ Major utility
Minor uses	▪ Special use (cemetery) ▪ Home-based business ▪ Market ▪ Park

Column 1 Use Category	Column 2 Development under the applicable local planning instrument
	▪ Local utility ▪ Telecommunications facility ▪ On-premises sign ▪ Borrow pit ▪ Advertising device ▪ Clearing ▪ Engineering work

2.3 Trunk infrastructure networks

(a) Until a priority infrastructure plan or local government infrastructure plan is adopted, this resolution identifies trunk infrastructure for the priority infrastructure area and the establishment cost of the identified trunk infrastructure.

(b) Details regarding the trunk infrastructure can be found in Section 6.0 – Desired standards of service, Section 7.0 – Schedule of plans for identified trunk infrastructure, and Section 8.0 – Schedule of works for identified trunk infrastructure.

(c) The adopted infrastructure charges partly fund the establishment cost of the identified trunk infrastructure networks.

2.4 Priority infrastructure area

(a) A priority infrastructure area is identified and forms part of this adopted infrastructure charges resolution.

(b) The identified priority infrastructure area includes land intended to accommodate between ten and fifteen years of anticipated growth for urban purposes (residential, retail, commercial, industrial, and any related community and government purposes).

(c) The priority infrastructure area is identified as the Draft Priority Infrastructure Area Livingstone, which is a priority infrastructure area included in schedule 2 of the State planning regulatory provision (adopted charges) of July 2012.

(d) The Draft Priority Infrastructure Area Livingstone has been reproduced and is shown on the maps showing the priority infrastructure area and charge areas for the Livingstone Shire Council government area (refer to Table 2 for overview mapping showing Priority Infrastructure Areas and Table 27 for details of individual localities and if they are within or outside of the Priority Infrastructure Area).

(e) The Draft Priority Infrastructure Area Livingstone forms part of this resolution; however, it should be noted that the Draft Priority Infrastructure Area Livingstone will be reviewed and may be subject to change as part of the preparation of a new planning scheme and the associated priority infrastructure plan or local government infrastructure plan.

2.5 Charge areas

(a) There are two different charge areas that form part of this resolution.

(b) Both charge areas are located within the priority infrastructure area and they are shown on the overview maps and on the map of the localities having land within the priority infrastructure area from the list in Tables 2 and 27 respectively.

Table 2 – Maps[1] showing the priority infrastructure area and charge areas for the Livingstone Shire Council government area

Map Description	Map Series Number
Priority Infrastructure Area Capricorn Coast	A
Yeppoon and surrounds Priority Infrastructure Area	B
Emu Park and surrounds Priority Infrastructure Area	C

3.0 Adopted infrastructure charges

3.1 Purpose

This section states how an adopted infrastructure charge levied by the Livingstone Shire Council under the *Sustainable Planning Act 2009* is to be applied and administered.

3.2 Development subject to infrastructure charges under this resolution

(a) Adopted infrastructure charges are levied by the Livingstone Shire Council on the following development:

i. reconfiguring a lot

ii. a material change of use of premises

iii. carrying out building works.

(b) If a development is subject to more than one use, the Livingstone Shire Council may levy an adopted infrastructure charge for the development on the basis of the use resulting in the highest potential demand on trunk infrastructure.

(c) For an existing lawful use to which a development application is seeking to expand the gross floor area of the facility, the adopted infrastructure charge is only to be applied on the part of the development which is subject to intensification or extension.

[1] For more detailed maps refer to locality maps for identified trunk infrastructure in Table 27. Each locality is supported by a set of Plans For Trunk Infrastructure (PFTI) maps and a charge area map. The charge area maps are Map 6 in each set of maps for the specific locality.

3.2.1 Development located within the priority infrastructure area

(a) Where development is located within the priority infrastructure area:

i. The adopted charge to be applied for reconfiguring a lot is stated in Table 4 – Adopted charge for reconfiguration of a lot within the priority infrastructure area.

ii. The adopted charge to be applied for a material change of use or carrying out building work is stated:

1. for residential development, in Table 5 – Adopted charge for residential development within the priority infrastructure area;
2. for accommodation (short term and long term), in Table 6 – Adopted charge for accommodation (short and long term) within the priority infrastructure area;
3. for non-residential development (other than the specialised uses stated in Table 1), in Table 7 – Adopted charge for non-residential development within the priority infrastructure area; and
4. for specialised uses or other uses not otherwise identified in Table 1, in Table 7 (columns 3 and 4) for the Use Schedule (column 1) which the Livingstone Shire Council decides should apply for the use at the time of assessment.

iii. The adopted charge will be calculated on the approved development in accordance with section 3.3 at the time the decision is made, and will be recalculated at the time of payment.

iv. The total adopted charge will be proportionally split and will be allocated to each applicable trunk infrastructure network in accordance with section 3.10 of this resolution.

3.2.2 Development located partly outside or entirely outside the priority infrastructure area

(a) Where development is located partly outside or entirely outside the identified priority infrastructure area:

i. Council may at its discretion impose a condition requiring the payment of additional trunk infrastructure costs in accordance with the *Sustainable Planning Act 2009*, Chapter 8, Infrastructure.

ii. Where Council chooses to impose a condition requiring the payment of additional infrastructure costs, Council shall undertake an infrastructure cost assessment to determine the infrastructure charge to be imposed on the development.

iii. The infrastructure cost assessment shall take into account the following:

1. the scale and intensity, use type(s), nature, timing and location of the development;
2. the trunk infrastructure networks and desired standard of service required for the development under the planning scheme and this adopted infrastructure resolution;
3. the demand imposed by the development on trunk infrastructure networks.

iv. Where Council chooses not to apply the *Sustainable Planning Act 2009*, Chapter 8 as indicated in (a)(i) above,', Council shall apply an adopted infrastructure charge in accordance with Table 8 or Table 9 in section 3.4.

v. The total minimum charge calculated is a combination of the trunk infrastructure networks accessed.

i. The adopted charge will be calculated on the approved development in accordance with section 3.3 at the time the decision is made, and will be recalculated at the time of payment.

ii. The total adopted charge will be proportionally split and will be allocated to each applicable trunk infrastructure network required for the development in accordance with section 3.10 of this resolution.

Table 3 – Example scenarios for development located partly or entirely outside the priority infrastructure area illustrating how infrastructure charges may be considered

Scenario	Development
A	*A development is proposed in a location outside the identified priority infrastructure area. Land outside the priority infrastructure area is not currently planned for urban development. The proposal involves an extension of the urban area (for example, via a reconfiguring a lot to accommodate residential lots or industrial lots, or via a Material Change of Use to provide for a use category being urban in nature) and requires urban standards of infrastructure under the planning scheme for the applicable trunk infrastructure networks. The proposal due to its location and urban nature will accrue all five network charges. The land is located on the fringe and can connect to council's infrastructure.* *In a circumstance where such a development is approved, an infrastructure cost assessment will be undertaken to determine the potential demand imposed by the development on the required trunk infrastructure networks. The total minimum charge calculated is a combination of the networks accessed.* *If it is determined that the development would impose additional trunk infrastructure costs, then Council may impose a condition requiring payment of additional trunk infrastructure costs. Council will consider the minimum charges under this resolution for each trunk infrastructure network (as accessed by the development), and any additional costs.*
B	*A development is proposed for location outside the identified priority infrastructure area. Land outside the priority infrastructure area is not currently planned for urban development. The proposal involves reconfiguring a lot which results in an extension of an existing Park Residential zoned area or the creation of new allotments consistent with a Park Residential zone. The land is located on the fringe and can connect to council's infrastructure. The development expects to connect to selected reticulated systems, and will utilise trunk road systems and community parks.* *In a circumstance where such a development is approved, an infrastructure cost assessment will be undertaken to determine the potential demand imposed by the development on the required trunk infrastructure networks. The total minimum charge calculated is a combination of the networks accessed.* *If it is determined that the development would impose additional trunk infrastructure costs then Council may impose a condition requiring payment of additional trunk infrastructure costs. An infrastructure charge would be*

Scenario	Development
	determined with consideration given to the trunk infrastructure networks required for the development under the planning scheme for the Park Residential zone, the demand on the trunk infrastructure networks and any additional trunk infrastructure costs.
C	*A development is proposed for a location outside the identified priority infrastructure area. The development proposed involves a reconfiguration of a lot in the rural zone of the planning scheme and it is designed generally in accordance with the rural zone code of the planning scheme. The development results in what remain to be rural lots which can accommodate rural purposes and potentially an associated dwelling house. There is no intention, nor is it possible due to the physical location of the site, of connecting to councils reticulated systems.* *In a circumstance where such a development is approved, an infrastructure cost assessment will be undertaken to determine the potential demand imposed by the development on the required trunk infrastructure networks. The total minimum charge calculated is a combination of the networks accessed. In this instance, a charge is unlikely to be imposed for access to trunk infrastructure for sewerage, water or stormwater.*

3.3 Calculation of adopted infrastructure charge

3.3.1 Development located within the priority infrastructure area

An adopted infrastructure charge that may be levied by the Livingstone Shire Council for development located within the priority infrastructure area is calculated using the following formula:

TAIC = [(AIC x U) – (C)] x I

Where:

- TAIC is the total adopted infrastructure charge that may be levied by the Livingstone Shire Council*;*
- AIC is the adopted infrastructure charge as identified in tables 4, 5, 6 and 7;
- U is the unit of measure as identified in tables 4, 5, 6 and 7;
- C is the agreed credit as set out in Section 4.0; and
- I is the indexation rate as outlined in Section 3.5.

3.3.2 Development located partly outside or entirely outside the priority infrastructure area

(a) Where Council chooses to impose a condition requiring the payment of additional infrastructure costs under the *Sustainable Planning Act 2009* Chapter 8,Council shall undertake an infrastructure cost assessment to determine the infrastructure charge to be imposed on the development (refer section 3.2.2).

(b) Where Council chooses not to apply (a) above, Council may calculate the charge using the formula:

TAIC = [(AIC x U) – (C)] x I

Where:

- TAIC is the total adopted infrastructure charge that may be levied by the Livingstone Shire Council*;*
- AIC is the minimum adopted infrastructure charge as identified in tables 8 or 9;
- U is the unit of measure as identified in tables 8 and 9;
- C is the agreed credit as set out in section 4.0; and
- I is the indexation rate as outlined in section 3.5.

3.4 Adopted infrastructure charge for development

3.4.1 Development located within the priority infrastructure area

The following tables specify the adopted infrastructure charges for development where located within the priority infrastructure area.

Table 4 – Adopted charge for reconfiguring a lot within the priority infrastructure area

Column 1 Charge Area	Column 2 Adopted Infrastructure Charge ($)	Column 3 Unit
Charge Area 1	21,000.00	per lot
Charge Area 2	12,000.00	per lot

Table 5 – Adopted charge for residential development within the priority infrastructure area

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge ($)		Column 4 Unit
		1 or 2 bedroom	3 or more bedroom	
Residential	Charge area 1	15,000.00	21,000.00	per dwelling
	Charge Area 2	8,500.00	12,000.00	per dwelling

Table 6 – Adopted charge for accommodation (short term and long term) within the priority infrastructure area

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge ($)		Column 4 Unit
		1 or 2 bedrooms, tent, caravan or relocatable home sites	3 or more bedrooms, tent, caravan or relocatable home sites	
Accommodation (Short Term)	Charge Areas 1 and 2	8,500.00	12,000.00	per dwelling, site, cabin, or suite
Accommodation (Long Term)	Charge Areas 1 and 2	15,000.00	21,000.00	per dwelling, relocatable

				dwelling site or suite

Table 7 – Adopted charge for non-residential development within the priority infrastructure area

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge[2]		Column 4 Adopted infrastructure charge for stormwater network	
		($)	Unit	($)	Unit
Places of Assembly	Charge Areas 1 and 2	50.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Bulk Goods)	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Retail)	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Office)	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Education Facility	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Entertainment	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Indoor Sport and Recreational Facility	Charge Areas 1 and 2	70.00, court areas 20.00	per square metre of gross floor area	10.00	per square metre of impervious area
Industry	Charge Areas 1 and 2	50.00	per square metre of gross floor area	10.00	per square metre of impervious area

[2] This charge rate is based on all four charge networks being accessed: roads, water, sewer and community parks.

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge[2]		Column 4 Adopted infrastructure charge for stormwater network	
		($)	Unit	($)	Unit
High Impact Industry	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Low Impact Rural	All Areas	Nil Charge			
High Impact Rural	All Areas	20.00	per square metre of gross floor area	Nil Charge	
Essential Services	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Minor Uses	All Areas	Nil Charge			
Specialised Uses	All Areas	Decided by the Livingstone Shire Council at time of assessment as per section 3.2.			

3.4.2 Development located partly outside or entirely outside the priority infrastructure area

The following tables specify the minimum adopted infrastructure charges for development (if approved) where located partly outside or entirely outside the priority infrastructure area. The minimum infrastructure charges in Table 8 and Table 9 shall be applied by Council only if it considers that there is no need to impose conditions for additional trunk infrastructure costs for any trunk infrastructure network.

Table 8 – Minimum infrastructure charge for reconfiguring a lot, residential development, and accommodation (short term and long term) partly outside or entirely outside the priority infrastructure area

Development scenario	Minimum Total Charge	Unit of measurement
Development that is to be connected to all of Council's infrastructure networks	$21,000.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is to be connected to all of Council's networks, but not the sewerage network in Livingstone Shire	$17,430.00	per lot, dwelling, dwelling site, cabin, or suite
Development connected to all the networks but not the sewerage or stormwater network in Livingstone	$15,330.00	per lot, dwelling, dwelling site, cabin, or suite

Development scenario	Minimum Total Charge	Unit of measurement
Shire		
Development that is to be connected to all of Council's networks, but not water supply and sewerage networks in Livingstone Shire	$11,340.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is only paying a transport and park contribution	$9,240.00	per lot, dwelling, dwelling site, cabin, or suite

Note:

- This table specifies the 'minimum' charges that Council may apply to development located partly outside or entirely outside the priority infrastructure area.
- The figures are specified so as to provide a minor level of certainty to the developer when considering the feasibility of a project.
- The charges specified in this table do not remove the ability of Council to impose a condition requiring the payment of additional trunk infrastructure costs in accordance with the *Sustainable Planning Act 2009*, Chapter 8..

Table 9 – Minimum infrastructure charge for non-residential development partly outside or entirely outside the priority infrastructure area

Column 1 Use category	Column 2 Adopted minimum infrastructure charge[3]		Column 3 Adopted minimum infrastructure charge for stormwater network	
	($)	Unit	($)	Unit
Places of Assembly	50.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Bulk Goods)	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Retail)	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Office)	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Education Facility	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Entertainment	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Indoor Sport & Recreational Facility	70.00, court	per square metre of gross floor area	10.00	per square metre of impervious area

[3] This charge rate is based on all four charge networks being accessed: roads, water, sewer and community parks. A lesser charge may apply based on the access to these four networks.

Column 1 Use category	Column 2 Adopted minimum infrastructure charge[3]		Column 3 Adopted minimum infrastructure charge for stormwater network	
	($)	Unit	($)	Unit
	areas 20.00			
Industry	50.00	per square metre of gross floor area	10.00	per square metre of impervious area
High Impact Industry	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Low Impact Rural	Nil Charge			
High Impact Rural	20.00	per square metre of gross floor area	Nil Charge	
Essential Services	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Minor Uses	Nil Charge			
Specialised Uses	Decided by the Livingstone Shire Council at time of assessment as per section 3.2.			

Note:

- This table specifies the 'minimum' charges that Council may apply to development located partly outside or entirely outside the priority infrastructure area.
- The figures are specified so as to provide a minor level of certainty to the developer when considering the feasibility of a project.
- The charges specified in this table do not remove the ability of Council to impose a condition requiring the payment of additional trunk infrastructure costs in accordance with the *Sustainable Planning Act 2009*, Chapter 8.
- Specifying a charge in this table for each use category does not imply that development forming part of a defined use category is likely to obtain development approval.

3.5 Indexation of charges

(a) The adopted infrastructure charges levied by the Livingstone Shire Council are to be indexed to inflation from the date the charge is levied to the time the charge is paid using the consumer price index.

(b) Where within the priority infrastructure area, the adopted infrastructure charge payable is not to exceed the maximum adopted charge that the Livingstone Shire Council could have levied for the development at the time the charge is paid.

3.6 Method of notification of an adopted infrastructure charge

(a) The Livingstone Shire Council shall issue an adopted infrastructure charge notice stating:

i. the amount of the charge;

ii. the land to which the charge applies;

iii. the person to whom the charge must be paid;

iv. when the charge is payable

(b) The adopted infrastructure charge notice may be given only in relation to a development approval or compliance permit.

3.7 Time of payment of an adopted infrastructure charge

An adopted infrastructure charge is payable at the following time:

(a) if the charge applies to a reconfiguring a lot that is assessable development or development requiring compliance assessment – before the Livingstone Shire Council approves the plan of subdivision for the reconfiguration; or

(b) if the charge applies to building work that is assessable development or development requiring compliance assessment – before the certificate of classification for the building work is issued; or

(c) if the charge applies to a material change of use – before the change of use happens; or

(d) otherwise – on the day stated in the adopted infrastructure charges notice or negotiated infrastructure charges notice.

3.8 Alternatives to paying an adopted infrastructure charge

(a) The Livingstone Shire Council may enter into a written agreement about:

i. whether the charge may be paid at a different time from that stated in the adopted infrastructure charges notice or negotiated adopted infrastructure charges notice;

ii. whether the charge may be paid by instalments;

iii. whether infrastructure may be supplied instead of paying all or part of the charge.

(b) For development infrastructure that is land, the Livingstone Shire Council may give a notice in addition to, or instead of an adopted infrastructure charges notice, requiring:

i. part of the land subject of the development application or compliance assessment, to be given to the Livingstone Shire Council in fee simple; or

ii. part of the land subject of the development application or compliance assessment, to be given to the Livingstone Shire Council in fee simple and part of an adopted infrastructure charge.

3.9 Recording adopted infrastructure charges

The Livingstone Shire Council must record all levied adopted infrastructure charges in a publicly available adopted infrastructure charges register.

3.10 Proportional split of infrastructure charges for trunk infrastructure networks

The adopted infrastructure charge is to be proportionally split to a trunk infrastructure network for the purposes of calculating charges, credits and offsets.

3.10.1 Development located within the priority infrastructure area

The proportional splits for development within the priority infrastructure area are as stated in Table 10 and Table 11.

Table 10 – Reconfiguring a lot, residential development, and accommodation (short term and long term) proportional split of adopted infrastructure charge for trunk infrastructure networks within the priority infrastructure area

Column 2 Proportional split of adopted infrastructure charge for trunk infrastructure networks (percentage)				
Water	**Sewer**	**Transport**	**Stormwater**	**Parks**
29.00	17.00	39.00	10.00	5.00

Table 11 – Non-residential proportional split of adopted infrastructure charge for trunk infrastructure networks within the priority infrastructure area

Network charge	Column 2 Proportional split of adopted infrastructure charge for trunk infrastructure networks (%)				
	Water	**Sewer**	**Transport**	**Parks**	**Stormwater**
Total infrastructure charge from column 2 of Table 7	32.00	19.00	43.00	6.00	0
Total infrastructure charge from column 3 of Table 7	0	0	0	0	100.00

3.10.2 Development located partly outside or entirely outside the priority infrastructure area

(a) The proportional splits for development partly outside or entirely outside the priority infrastructure area are to be determined utilising Table 10 and Table 11 in section 3.10.1 above. These splits are relevant where Council determines that the minimum total charge is considered to be appropriate and where there is no need to impose a condition for additional trunk infrastructure costs for any network.

(b) For reconfiguring a lot, residential development and accommodation (short term and long term), the total charge for each network is determined utilising the percentages in Table 10, firstly by assuming that all five networks are required, and then subtracting the total charge of any specific network if that specific network is not required (as determined by Council).

(c) For non-residential development, the total charge for each network is determined utilising the percentages in Table 11, firstly by assuming that all five networks are required, and then subtracting the total charge of any specific network if that specific network is not required (as determined by Council).

4.0 Credits

4.1 Definition of a credit

(a) A credit means the amount to be applied for the purpose of calculating an adopted infrastructure charge which takes into account existing lawful land usage of the premises/site.

(b) The maximum value of a credit for each site will not exceed the adopted infrastructure charge for the approved land use of the existing site.

4.2 Application of a credit

(a) A credit will only be applied in respect of an existing lawful use in existence at the time the development application is made. This means an existing lawful use has to be established (up and running) at the time the development application is made.

(b) A credit will not be applied under any circumstance for unapproved use of the land.

(c) For any use, if a credit is higher than the adopted infrastructure charge of the approved use a refund will not occur.

5.0 Offsets

5.1 Purpose

This section states the Livingstone Shire Council policy for an infrastructure offset for a trunk infrastructure contribution.

5.2 Application of section

This section applies where, for a development, the Livingstone Shire Council has for a trunk infrastructure network:

(a) *required the following* (trunk infrastructure contribution):

i. the supply of work for trunk infrastructure in a condition of a development approval;

ii. the giving of part of the land the subject of a development application or request for compliance assessment in a notice and

(b) *levied* an adopted infrastructure charge in an adopted infrastructure charges notice or negotiated infrastructure charges notice for the same premises.

5.3 Claim for an infrastructure offset

(a) The person bound to provide the trunk infrastructure contribution and the adopted infrastructure charge for the development under the *Sustainable Planning Act 2009* (the claimant) may give a notice in the prescribed form to the Livingstone Shire Council which states the following:

i. that the claimant proposes to supply the trunk infrastructure contribution;

ii. that the claimant seeks an offset for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (infrastructure offset);

iii. the claimants estimate of the following:

1) the planned estimate of the trunk infrastructure contribution;

2) the pre-market estimate of the trunk infrastructure contribution;

3) the value of the infrastructure offset for the trunk infrastructure contribution.

(b) The Livingstone Shire Council is to give a notice in the prescribed form to the claimant which states the following:

i. whether an infrastructure offset is applicable or not;

ii. if an infrastructure offset is not applicable, the reason;

iii. if an infrastructure offset is applicable, the value of the infrastructure offset.

5.4 Calculation of the value of an infrastructure offset

(a) The value of an infrastructure offset for trunk infrastructure which is:

i. land, is the planned estimate of the land; and

ii. work, is the lesser of the following:

1. the planned estimate of the work specified by the Livingstone Shire Council; or

2. the pre-market estimate of the work required by the development.

(b) The planned estimate of the of land or work specified by the Livingstone Shire Council is the net present value of the establishment cost of the trunk infrastructure contribution which is calculated having regard to the following:

i. if the trunk infrastructure contribution is for the whole of an item of trunk infrastructure in the schedule of works for trunk infrastructure – the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure;

ii. if the trunk infrastructure contribution is for part of an item of trunk infrastructure in the schedule of works for trunk infrastructure – the proportion of the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure applicable to the trunk infrastructure contribution having regard to the methodology specified by the Livingstone Shire Council for the calculation of the establishment cost in the schedule of works for trunk infrastructure;

iii. if the trunk infrastructure contribution is not in the schedule of works for trunk infrastructure but the Livingstone Shire Council has determined that the land or work delivers the same desired standard of service to the trunk infrastructure in the schedule of works for trunk infrastructure – the methodology specified by the Livingstone Shire Council for the calculation of the establishment cost in the schedule of works for trunk infrastructure.

(c) The pre-market estimate of the trunk infrastructure required by the development is the estimate, expressed in dollars, of the design and construction of the work required to service the development:

i. including the following:

1. the cost of planning and designing the work;
2. the cost of survey and site inspection for the work;
3. a cost under a construction contract for the work;
4. a portable long service leave payment for a construction contract;
5. an insurance premium for the work;
6. a local government inspection fee for the commencement and end of the maintenance period for the work;
7. the cost of an approval for the work;

ii. excluding the following:

1. a cost of carrying out temporary infrastructure;
2. a cost of carrying out non trunk infrastructure;
3. a cost of decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (a) and (b);
4. a part of the trunk infrastructure contribution provided by the local government or a person other than the person seeking the infrastructure offset;
5. a cost to the extent that GST is payable and an input tax credit can be claimed for the work.

(d) The Livingstone Shire Council is to calculate the amount of the value of the infrastructure offset by indexing the value of the infrastructure offset from the date the notice is given under section 5.3(b) to the date that the infrastructure offset is to be offset against an infrastructure charge in accordance with the indexing as stated in section 3.5.

5.5 Application of an infrastructure offset

The Livingstone Shire Council is to offset the amount of the value of an infrastructure offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates if the trunk infrastructure contribution is supplied for the development by the claimant in accordance with the applicable development approval and land dedication notice. The infrastructure offset is to be in accordance with section 3.10.

6.0 Desired standards of service

The desired standards of service detail the standards that comprise an infrastructure network most suitable for the local context. The Livingstone Shire Community Plan 2012-2022 has identified an outcome for infrastructure to be 'Safe, secure and reliable infrastructure serving current and future community needs'.

The desired standards of service are supported by the more detailed network design standards included in planning scheme policies, legislation, statutory guidelines and other relevant controlled documents about design standards. The following sections define the Desired Standards of Service for each trunk infrastructure network.

6.1 Water supply network desired standards of service

(a) The desired standards of service for the water supply system are detailed in Table 13.

(b) Livingstone Shire Council aims to provide reticulated potable water supply to the consumer to meet the demands imposed upon it by both the consumers and the fire fighting requirements.

(c) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, water supply trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 12 - Water supply network design criteria

Design criteria	Measure
Average Day (AD) Demand	500 litres per equivalent person per day (L/EP/Day)
Maximum Day (MD) Demand	1.9 x average day (AD)
Maximum Hour (MH) Demand	1/12 x maximum day (MD)
One (1) equivalent tenement (ET)	2.7 equivalent persons (EP)
Minimum service pressure	22 metres head at the centroid of the residential lot during normal diurnal flow
Maximum service pressure	50 metres head
Fire fighting network pressure	12 metres minimum in the water supply network
Fire flow for residential area	15 litres per second for a duration of two (2) hours at minimum pressure of 120 kilopascals (kPa)
Fire flow for industrial/commercial area	30 litres per second for a duration of four (4) hours at minimum pressure of 120 kilopascals (kPa)
Pipeline design maximum velocity	two (2) metres per second
Reservoir emergency capacity	one (1) maximum day for the supply zone

Table 13 – Water supply network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability/continuity of supply	The water supply system has been designed to provide water twenty-four (24) hours a day seven (7) days a week, but under certain circumstances, Livingstone Shire Council may need to interrupt or limit this service so that essential repair and maintenance work can be carried out.	• Schedule 4 of the Livingstone Shire Planning Scheme 2005. • Section 3 and table 3.1 FRW Strategic Asset Management Plan 22/11/2012. • *Water Supply (Safety and Reliability) Act.* • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Capricorn Municipal Development Guidelines.
Adequacy of supply	The objective of the water supply system is to provide to the consumer a reticulated potable water supply to meet the demands imposed upon it by both the consumer and fire fighting requirements.	• Schedule 4 of the Livingstone Shire Planning Scheme 2005. • Water Development Code and Planning Scheme Policy – Livingstone Shire Planning Scheme. • Capricorn Municipal Development Guidelines • *Water Supply (Safety and Reliability) Act* • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region.
Quality of supply	Livingstone Shire Council will ensure that the water quality is generally in accordance with recognised standards that safeguards community health.	• Australian Drinking Water Quality Guidelines issued by the National Health and Medical Research Council. • Section 3 table 3.2 FRW Strategic Asset

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		Management Plan 22/11/2012.
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	• Schedule 4 of the Livingstone Shire Planning Scheme 2005. • Compliance with the requirements of the *Environmental Protection Act 1994* • *Water Supply (Safety and Reliability) Act.*
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	• Schedule 4 of the Livingstone Shire Planning Scheme 2005. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • *Water Supply (Safety and Reliability) Act.*
Infrastructure design/planning standards	Design of the water supply network will comply with established guidelines, codes and standards.	• Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Water Reticulation Code of Australia WSA 03-1999. • Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005.

6.2 Sewerage network desired standards of service

(a) The desired standards of service for the sewerage system are detailed in Table 16.

(b) Livingstone Shire Council aims to provide reticulated sewerage to the consumer to meet the demands imposed upon it by the consumers and the Environmental Protection Agency.

(c) The objective of the sewerage system is to transport sewage from domestic, commercial and industrial properties using gravity flow pipes and where this is uneconomical, by pumping to the treatment plant.

(d) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, sewerage trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 14 – Sewerage network design criteria

Design criteria	Measure
One (1) equivalent person (EP)	200 litres per equivalent person per day (L/EP/day)
One (1) equivalent tenement (ET)	2.7 equivalent person (EP)
Average Dry Weather Flow (ADWF)	540 litres per equivalent tenement per day (L/ET/day)
Peak Dry Weather Flow (PDWF)	2.5 x Average Dry Weather Flow (ADWF)
Wet Weather Flow (WWF)	Five (5) x Average Dry Weather Flow (ADWF)
Sewage pump station emergency storage	Four (4) hours minimum
Total sewage pump station capacity	Five (5) x Average Dry Weather Flow (ADWF) minimum
Gravity Main Minimum velocity at peak dry weather flow (PDWF)	0.75 metres per second
Gravity Main Maximum velocity at wet weather flow (WWF)	Two (2) metres per second
Rising main minimum scouring velocity	0.75 metres per second
Rising main maximum velocity	Two (2) metres per second

Table 15 – Treated water quality

Criteria	Measure
Biological Oxygen Demand (BOD)	Less than 20 milligrams per litre
Dissolved Oxygen (DO)	Greater than 6 milligrams per litre
Suspended Solids (SS)	Less than 30 milligrams per litre
pH	6.5 – 7.5
Free chlorine residual	Less than 0.7 milligrams per litre

Table 16 – Sewerage network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability	Livingstone Shire Council is to provide prompt, courteous and effective sewerage services to its customers. Staff make every effort to ensure the sewerage system	• Schedule 4 of the Livingstone Shire Planning Scheme 2005. • Section 3.2 and tables 3.3 to 3.5 Fitzroy River Water Strategic Asset Management Plan

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	operates adequately and with minimal disruption.	22/11/2012.
Quality of treatment	Livingstone Shire Council uses every effort to continue to operate the sewerage system efficiently and effectively, ensuring the highest value for effluent is received for all sewerage treatment plants. The quality of treatment ensures the health of the community, the safe and appropriate level of treatment and proper disposal of treated effluent.	• Compliance with the requirements of the *Environmental Protection Act 1994*. • Tables 2.15 to 2.18 Fitzroy River Water Strategic Asset Management Plan 22/11/2012.
Environmental impacts	Livingstone Shire Council uses every effort to continue to operate the sewerage system efficiently and effectively and minimise sewage overflows and interruptions. The environmental impacts of the sewerage network are minimised in accordance with community expectations.	• Schedule 4 of the Livingstone Shire Planning Scheme 2005. • Compliance with the requirements of the *Environmental Protection Act 1994*.
Effluent reuse	Livingstone Shire Council reuses effluent wherever possible.	• Compliance with the requirements of the *Environmental Protection Act 1994*. • Queensland Water Recycling Guidelines – December 2005.
Infrastructure design/planning standards	Design of the sewerage network will comply with the established guidelines, codes and standards.	• Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Sewerage Reticulation Code of Australia WSA 03-1999. • Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005. • *Water Supply (Safety and Reliability) Act.*

6.3 Transport network desired standards of service

The transport network contains three integrated systems being roads, public transport, and the pedestrian and cycle network. The desired standards are below.

(a) Roads:

i. The desired standards of service for trunk roads are largely dependent on the road hierarchy classification, lanes, traffic loading, traffic pattern, and level of service (LOS) (shown in Table 18);

ii. The desired standards of service apply to all trunk infrastructure roads within the Livingstone Shire Council area in accordance with Table 17.

(b) Public transport:

i. Bus facilities are to include bus stopping treatments and shelters in accordance with Table 17.

(c) Pedestrian and cycle network:

ii. Desired standards of service for cycleways and pedestrian pathways concern geometric design considerations required for the construction of trunk infrastructure as defined by on-road and off-road facilities identified in the Capricorn Municipal Development Guidelines, and summarised in Table 17 below.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, transport trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 17 – Transport network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/planning standards	The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement. Design of the road system aims to meet minimum Level of Service (LOS) D at the Planning Horizon Peak Hour Pattern for the particular site.	• Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and • The Queensland Department of Transport and Main Roads Road Planning and Design Manual; and • Australian Standards; and • AUSTROADS guides; and

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		• Maximum acceptable degree of saturation for intersections identified in Table 17 or minimum levels of service (LOS) D in Table 16; and • Level of service (LOS) – Table 16.
Public Transport design/planning standards	Ensure development accommodates the access to and integration of public transport services. Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council's adopted standards identified in the planning scheme.	• Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and • Design accords with the performance criteria set by Department of Transport and Main Roads; and • Queensland Government TRANSLINK Public transport infrastructure manual; and • AUSTROADS guides for road-based public transport and high-occupancy vehicles.
Cycleway and pathway design/planning standards	Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable travel alternatives. Design of the network will comply with Council's adopted standards identified in the planning scheme.	• Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and • Australian Standards; and • AUSTROADS Guides; and • Complete Streets.

Table 18 - Level of service (LOS) for trunk roads, intersections, pedestrian and cycle networks *

Level of Service	Short Description	Loading
A	Free flow	< 33 %
B	Reasonably free flow	< 50 %
C	Stable flow	< 65 %
D	Approaching unstable flow	< 80 %
E	Unstable flow	100 %
F	Forced or breakdown flow	

* Refer to Department of Main Road Planning and Design Manual

Table 19 – Maximum degree of saturation for road intersections

Road Network Item	Maximum degree of saturation
Traffic Signals	0.9
Roundabout	0.85
Priority controlled	0.8
Traffic signals (State-controlled)	0.9

6.4 Stormwater network desired standards of service

The function of Council's stormwater drainage systems is to collect and convey stormwater through respective catchment areas with minimal nuisance, danger or damage, at a cost that is acceptable to the community.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, stormwater trunk infrastructure aims to meet the standards to the greatest degree practicable.

The Defined Flood Event (DFE) and Defined Flood Level (DFL) are defined in the Planning Scheme and Policies.

Table 20 outlines the planning and design criteria for the stormwater network within the Livingstone Shire Council area. Some significant design parameters are as follows:

(a) Major and Minor System Criteria are required.

(b) Q100 (AEP 1% or ARI 100) for all Major Systems, Q5 for residential and Q10 for industrial Minor Systems.

(c) Building level freeboard not less than 300 millimetres above DFE level.

Table 20 – Stormwater network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Quantity	Collect and convey stormwater in natural and engineered channels, a piped, drainage network and system of overland flow paths to a lawful point of discharge, in a safe manner that minimises the inundation of habitable rooms and protects life.	• Local government standards in planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and • Queensland Urban Drainage Manual.
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	• Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy; and • Queensland Water Quality Guidelines 2009 — Environmental Protection Agency (EPA); and • National Water Quality Guidelines — National Water Quality Management Strategy.
Environmental impacts	Where appropriate, adopt water-sensitive urban design principles and on-site water quality management to achieve Environmental Protection Agency water quality objectives.	• Local government standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and • Environmental Protection [Water] Policy 1997.
Infrastructure design / planning standards	Design of the stormwater network will comply with established codes and standards.	• Local government standards in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and • Queensland Urban Drainage Manual; and • Natural Channel Design Guidelines.

6.5 Public parks and land for community facilities network desired standards of service

The desired standards of service for the public parks and land for community facilities trunk infrastructure are shown in Tables 21 to 26 – desired standards of service – public parks and land for community facilities, and they should be

read in conjunction with Councils adopted technical standards – Capricorn Municipal Development Guidelines.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, public parks and land for community facilities trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 21 – Public parks and land for community facilities network desired standards of service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Functional network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.	• Parks and community land are provided at a local, district and local government area wide level. • Parks and community land address the needs of both recreation and sport.
Accessibility	Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access. Co-locate land for multi-purpose community facilities with parks and recreation land and commercial/retail centres.	• 2,000 square metres of land for community facilities is to be provided when such land is co-located with a district and regional park. • Accessibility standards are identified in Table 23.
• Land quality/suitability • Area/1,000 persons • Minimum size • Shape of land • Minimum desired flood immunity • Maximum desired grade • Road frontage and visibility	Public parks and land for community facilities will be provided to a standard that supports a diverse range of recreational, sporting, community and health–promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	The rate of land provision is identified in Table 22. The minimum size, shape of land, minimum desired flood immunity, maximum desired grade and road frontage and visibility for land is identified in Table 24.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Facilities / embellishments	Public parks and land for community facilities contain a range of embellishments to complement the type and purpose of the park.	Indicative embellishments for each type of park, land for community facilities and sports grounds are identified in Table 25 and Table 26.
Infrastructure design / performance standards	Maximise opportunities to collocate recreational parks and land for community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	Local government standards in the planning scheme and planning scheme policies Australian Standards.

Table 22 – Rate of land provision

Infrastructure type	Rate of provision (Hectare per 1000 people)	
	District	Local government-wide
Recreation park	0.8	0.5
Sports Ground	2.5	2.5
Land for Community Facilities	Rate of provision to be determined by minimum land sizes and at least one (1) district facility per the following planning sectors: • Yeppoon • Emu Park	Rate of provision to be determined by minimum land sizes and at least one (1) regional facility per the following planning sectors: - Yeppoon

Table 23 – Accessibility standard

Infrastructure type	Accessibility standard (km)	
	District	Local government-wide
Recreation park	2.5 kilometres in urban areas and within 500 metres of a public transport pick up/drop off point.	Local government area and within 500 metres of a public transport pick up/drop off point.
Sports ground	2.5 kilometres in urban areas and within 500 metres of a public transport pick up/drop off point.	Local government area and within 500 metres of a public transport pick up/drop off point.
Land for community facilities	Within 800 metres of a public transport pick up/drop off point.	Within 500 metres of a public transport pick up/drop off point.

Table 24 – Public parks and land for community facilities characteristics

Characteristic	Recreation Parks and Land for Community Facilities		Sports Grounds	
	District	**Regional**	**District**	**Regional**
Minimum size of open space (hectares)	Two (2) hectares of usable space for parkland	Six (6) hectares of usable space for parkland	A minimum of three (3) hectares, sufficient to boast two (2) fields per one (1) oval collocating and room for ancillary facilities (club house, toilets, car parking)	A minimum of four (4) hectares, sufficient to boast three (3) fields per two (2) ovals collocating and room for ancillary facilities (club house, toilets, car parking)
	One (1) hectare of usable space for land for community facilities	1.5 hectares of usable space for land for community facilities		
Shape of land	The preferred shape for a park/land for community facilities is square to rectangular with the sides no greater than 2:1		To maximise the area available for playing fields, a square or rectangular shape is considered most efficient	
Minimum desired flood immunity for parks	At least twenty-five (25) per cent of total area above Q50 with main activity area/s above Q100	At least fifty (50) per cent of total area above Q50 with main activity area/s above Q100 and free of hazards	Free of hazards. Ninety per cent of land above Q20. Fields/courts above Q50. Built facilities above Q100	
Maximum desired grade	Recreation parks — average grade of 1:14 for eighty (80) per cent of the area of the park to facilitate wheelchair access to parks. Variable topography is satisfactory for the remaining area	Recreation parks — average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder No area of the park will have a grade greater than 1:6 Community facilities — a	Laser levelling to a maximum gradient of playing surface 1:100	

Characteristic	Recreation Parks and Land for Community Facilities		Sports Grounds	
	District	Regional	District	Regional
	No area of the park will have a grade greater than 1:6 Community facilities — a maximum grade of no more than six (6) per cent for the entirety of the site or ten (10) per cent for the footprint of the community facility	maximum grade of no more than six (6) per cent for the entirety of the site or ten (10) per cent for the footprint of the community facility		
Road frontage and visibility	Twenty-five (25) per cent of park perimeter to have direct road frontage, preferably on a collector road.	Fifty (50) per cent of park perimeter to have direct road frontage, preferably on a collector road.	Twenty-five (25) per cent of the ground perimeter to have direct road frontage.	

Table 25 – Indicative embellishments for the hierarchy of recreation parks and land for community facilities

Embellishment	Recreation parks	
	District	Local government-wide
Internal roads	None.	As required to service car parking and access requirements.
Car parking	Forty (40) sealed car parks.	Minimum of 120 sealed car parks.
Fencing/bollards, lock rail	Fencing/bollards along road frontages and including a lock rail.	Fencing/bollards along road frontages and including a lock rail.
Lighting	Lighting to all roadways, parking, picnic nodes and primary pedestrian paths.	Lighting to all roadways, parking, picnic nodes and primary pedestrian paths.

Embellishment	Recreation parks	
	District	**Local government-wide**
Toilets/public amenities	One (1) toilet (location to be determined in consultation with Council).	Two (2) toilets (location to be determined in consultation with Council).
Pedestrian pathway access network	2.2 metre wide concrete shared pedestrian and cycle path through and around park connecting to adjacent pathways.	Entrance and access paths. Concrete shared pedestrian and cycle path (minimum 2.2 metre wide generally and minimum 3.5 metre wide in key, high use areas) connecting to adjacent pathways.
Bench seating	Minimum of four (4), located for supervision of any play area (if not otherwise serviced by sheltered tables), and/or along recreation corridors/pedestrian pathways to provide rest stops.	As determined in consultation with Council. Located for: • supervision of any play area (if not otherwise serviced by sheltered tables); and • along recreation corridors/pedestrian pathways to provide rest stops; and/or • enjoyment of views/amenity.
Shade structures or trees (over playgrounds)	Yes.	Yes.
Shelters/gazebo with tables and seating and bins	Minimum of six (6) shaded tables, seating and bins.	Minimum of fifteen (15) shaded tables, seating and bins (further provision to be determined in consultation with Council).
Tap/bubbler	Three (3) drinking fountain/bubbler and taps.	Ten (10) drinking fountain/bubbler and taps.
Barbeques	Three (3) barbeques.	Ten (10) barbeques (to be determined in consultation with Council – provision may consist of multiple double barbecues located to service picnic nodes for individuals, families and large groups).
Rubbish bins	As required to service activity areas, picnic nodes, key access/egress areas and pathway systems.	As required to service activity areas, picnic nodes, key access/egress areas and pathway systems.
Landscaping and turfing	Shade trees, landscaping and turfing to enhance amenity (determined in consultation with Council).	Shade trees, landscaping and turfing to enhance amenity (determined in consultation with Council).

Embellishment	Recreation parks	
	District	**Local government-wide**
Signage	Park identification and way finding signage, located at key entrances. Optional — interpretive signage (for nature appreciation areas) or trail signage (for example distance markers on recreation corridors).	Park identification and way finding signage, located at key entrances. Optional — interpretive signage and/or trail signage (for example distance markers on recreation corridors). Signage theme reflecting key features of the park.
Recreation activity areas	Mix of ten (10) recreation activity areas, clustered in two or more nodes (for example mix of toddlers, children, youth, picnic and barbecue area, dog off-leash, skate park, meeting area, older adults, pathway systems).	Mix of fifteen (15) recreation activity areas dispersed across well-defined nodes of activity focus (for example a mix of toddlers, children, youth, older adults, major picnic and barbecue area, dog off-leash, skate park, meeting areas, trail network, event area, nature appreciation area).
Irrigation	In identified high use areas.	In identified high use areas.
Bike racks	Three (3) bike racks for a minimum of fifteen (15) bikes.	Bike racks for a minimum of thirty (30) bikes.
Bus pull-through	No.	Yes (location to be determined in consultation with Council).
Bus parking	No.	Yes (location to be determined in consultation with Council).

Table 26 – Indicative embellishments for the hierarchy of sport parks

Park element	Embellishment details	
	District	**Local government-wide**
Courts/fields	As a minimum, two (2) rectangular fields and capacity for additional facilities/courts (as determined in consultation with Council). Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage.	As a minimum, three (3) rectangular fields and capacity for additional facilities/courts (as determined in consultation with Council). Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage.
Goal posts/line marking	According to accepted standards.	According to accepted standards.
Irrigation	Main field as a minimum (to	Two (2) main fields as a

Park element	Embellishment details	
	District	**Local government-wide**
	be determined in consultation with Council).	minimum (to be determined in consultation with Council).
Field/court lighting	Lighting for night sports.	Lighting for night sports.
Spectator seating	100 seats and earth mounds (determined in consultation with Council)	150 seats and earth mounds (determined in consultation with Council)
Tap/bubbler	Four (4) drink bubblers and taps located near activity areas and canteen/clubhouse area.	Eight (8) drink bubblers and taps located near activity areas and canteen/clubhouse area.
Sports clubhouse	Minimum of one (1) (exact provision to be determined in consultation with Council) including a toilet/change room, canteen, storage and administrative/office space.	Minimum of two (2) (exact provision to be determined in consultation with Council) including a toilet/change room, canteen, storage and administrative/office space.
Landscaping and turfing	Trees/shade provision for spectators, landscaping of boundaries to buffer noise/light spill to any surrounding properties.	Trees/shade provision for spectators, landscaping of boundaries to buffer noise/light spill to any surrounding properties.
Feature paving/concrete stencilling	Located at key entry areas or high use zones (to be determined in consultation with Council).	Located at key entry areas or high use zones (to be determined in consultation with Council).
Internal roads	Yes.	Yes.
Bus pull-through	Yes.	Yes.
Bus parking	Yes.	Yes.
Car parking	Minimum of sixty (60) sealed spaces for a two (2) field complex or twelve (12) per court.	Minimum of 100 sealed spaces for a three (3) field complex or twelve (12) per court.
Bike racks	Bike racks for a minimum of thirty (30) bikes.	Bike racks for a minimum of fifty (50) bikes.
Fencing/bollards, lock rail	Fencing/bollards along road frontages and including a lock rail.	Fencing/bollards along road frontages and including a lock rail.
Security Lighting	Security lighting to all roadways, parking, picnic nodes and primary pedestrian paths.	Security lighting to all roadways, parking, picnic nodes and primary pedestrian paths.
Pedestrian pathway access	Entrance and access paths, walking/cycling network.	Entrance and access paths, walking/cycling network.

Park element	Embellishment details	
	District	Local government-wide
network	Minimum 2.2 metre wide concrete shared pedestrian and cycle path.	Minimum 2.2 metre wide concrete shared pedestrian and cycle path.
Public artwork	To be determined in consultation with Council.	To be determined in consultation with Council.
Signage	Park identification and way finding signage, located at key entrances.	Park identification and way finding signage, located at key entrances.
Recreation activity areas (for example play spaces, fitness circuits, hit up walls)	Mix of three (3) recreation activity areas (for example play spaces, fitness circuits, half courts, free to use courts).	Mix of five (5) recreation activity areas (for example play spaces, fitness circuits, half courts, free to use courts).

7.0 Schedule of plans for identified trunk infrastructure

The following tables provide a list of the plans for each identified trunk infrastructure network and charge area mapping for each locality of the Livingstone Shire Council government area.

There are six maps for each locality listed. Maps one to five are for each of the five trunk networks, and map six identifies the priority infrastructure area and charge areas

Table 27 – Locality map references for the Livingstone Shire Council plans for identified trunk infrastructure

Locality	Map Series Reference	Locality	Map Series Reference	Locality	Map Series Reference
Adelaide Park	1	Greenlake	23	Pacific Heights	45
Bangalee	2	Hidden Valley	24	Rockyview	46
Barlows Hill	3	Inverness	25	Rosslyn	47
Barmaryee	4	Ironpot	26	Rossmoya	48
Barmoya	5	Jardine	27	Sandringham	49
Bondoola	6	Joskeleigh	28	Shoalwater	50
Bungundarra	7	Keppel Sands	29	Stanage	51
Byfield	8	Kinka Beach	30	Stockyard	52
Canal Creek	9	Kunwarara	31	Tanby	53
Canoona	10	Lake Mary	32	Taranganba	54
Causeway Lake	11	Lammermoor	33	Taroomball	55
Cawarral	12	Marlborough	34	The Caves	56
Cobraball	13	Maryvale	35	The Keppels	57
Cooee Bay	14	Meikleville Hill	36	Thompson Point	58
Coorooman	15	Milman	37	Tungamull	59
Coowonga	16	Mount Chalmers	38	Wattlebank	60

Locality	Map Series Reference	Locality	Map Series Reference	Locality	Map Series Reference
Coral Sea	17	Mount Gardiner	39	Weerriba	61
Emu Park	18	Mulambin	40	Woodbury	62
Etna Creek	19	Mulara	41	Yaamba	63
Farnborough	20	Nankin	42	Yeppoon	64
Glendale	21	Nerimbera	43	Zilzie	65
Glenlee	22	Ogmore	44		

Table 28 – Locality plans for trunk infrastructure networks

Network	Maps
Water supply	1-1, 2-1, 3-1, 4-1, 5-1, 6-1, 7-1, 8-1, 9-1, 10-1, 11-1, 12-1, 13-1, 14-1, 15-1, 16-1, 17-1, 18-1, 19-1, 20-1, 21-1, 22-1, 23-1, 24-1, 25-1, 26-1, 27-1, 28-1, 29-1, 30-1, 31-1, 32-1, 33-1, 34-1, 35-1, 36-1, 37-1, 38-1, 39-1, 40-1, 41-1, 42-1, 43-1, 44-1, 45-1, 46-1, 47-1, 48-1, 49-1, 50-1, 51-1, 52-1, 53-1, 54-1, 55-1, 56-1, 57-1, 58-1, 59-1, 60-1,61-1, 62-1, 63-1, 64-1, 65-1
Sewerage	1-2, 2-2, 3-2, 4-2, 5-2, 6-2, 7-2, 8-2, 9-2, 10-2, 11-2, 12-2, 13-2, 14-2, 15-2, 16-2, 17-2, 18-2, 19-2, 20-2, 21-2, 22-2, 23-2, 24-2, 25-2, 26-2, 27-2, 28-2, 29-2, 30-2, 31-2, 32-2, 33-2, 34-2, 35-2, 36-2, 37-2, 38-2, 39-2, 40-2, 41-2, 42-2, 43-2, 44-2, 45-2, 46-2, 47-2, 48-2, 49-2, 50-2, 51-2, 52-2, 53-2, 54-2, 55-2, 56-2, 57-2, 58-2, 59-2, 60-2, 61-2, 62-2, 63-2, 64-2, 65-2
Transport	1-3, 2-3, 3-3, 4-3, 5-3, 6-3, 7-3, 8-3, 9-3, 10-3, 11-3, 12-3, 13-3, 14-3, 15-3, 16-3, 17-3, 18-3, 19-3, 20-3, 21-3, 22-3, 23-3, 24-3, 25-3, 26-3, 27-3, 28-3, 29-3, 30-3, 31-3, 32-3, 33-3, 34-3, 35-3, 36-3, 37-3, 38-3, 39-3, 40-3, 41-3, 42-3, 43-3, 44-3, 45-3, 46-3, 47-3, 48-3, 49-3, 50-3, 51-3, 52-3, 53-3, 54-3, 55-3, 56-3, 57-3, 58-3, 59-3, 60-3, 61-3, 62-3, 63-3, 64-3, 65-3
Stormwater	1-4, 2-4, 3-4, 4-4, 5-4, 6-4, 7-4, 8-4, 9-4, 10-4, 11-4, 12-4, 13-4, 14-4, 15-4, 16-4, 17-4, 18-4, 19-4, 20-4, 21-4, 22-4, 23-4, 24-4, 25-4, 26-4, 27-4, 28-4, 29-4, 30-4, 31-4, 32-4, 33-4, 34-4, 35-4, 36-4, 37-4, 38-4, 39-4, 40-4, 41-4, 42-4, 43-4, 44-4, 45-4, 46-4, 47-4, 48-4, 49-4, 50-4, 51-4, 52-4, 53-4, 54-4, 55-4, 56-4, 57-4, 58-4, 59-4, 60-4, 61-4, 62-4, 63-4, 64-4, 65-4
Public parks and land for community facilities	1-5, 2-5, 3-5, 4-5, 5-5, 6-5, 7-5, 8-5, 9-5, 10-5, 11-5, 12-5, 13-5, 14-5, 15-5, 16-5, 17-5, 18-5, 19-5, 20-5, 21-5, 22-5, 23-5, 24-5, 25-5, 26-5, 27-5, 28-5, 29-5, 30-5, 31-5, 32-5, 33-5, 34-5, 35-5, 36-5, 37-5, 38-5, 39-5, 40-5, 41-5, 42-5, 43-5, 44-5, 45-5, 46-5, 47-5, 48-5, 49-5, 50-5, 51-5, 52-5, 53-5, 54-5, 55-5, 56-5, 57-5, 58-5, 59-5, 60-5, 61-5, 62-5, 63-5, 64-5, 65-5
Charge area and Priority Infrastructure Area	**Maps**
	1-6, 2-6, 3-6, 4-6, 5-6, 6-6, 7-6, 8-6, 9-6, 10-6, 11-6, 12-6, 13-6, 14-6, 15-6, 16-6, 17-6, 18-6, 19-6, 20-6, 21-6, 22-6, 23-6, 24-6, 25-6, 26-6, 27-6, 28-6, 29-6, 30-6, 31-6, 32-6, 33-6, 34-6, 35-6, 36-6, 37-6, 38-6, 39-6, 40-6, 41-6, 42-6, 43-6, 44-6, 45-6, 46-6, 47-6, 48-6, 49-6, 50-6, 51-6, 52-6, 53-6, 54-6, 55-6, 56-6, 57-6, 58-6, 59-6, 60-6, 61-6, 62-6, 63-6, 64-6, 65-6

8.0 Schedule of works for identified trunk infrastructure

The following tables specify the identified works for each trunk infrastructure network.

Table 29 – Identified water supply network trunk infrastructure works

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
64-1	Water	WAT-6	CCW Yeppoon West HZ	CC 300 Rockhampton Rd	$ 1,487,394	2021
01-1	Water	WAT-7	CCW Inverness HZ	CC 200 Adelaide Park Rd	$ 346,589	2026
64-1	Water	WAT-8	CCW Woodwind LZ	CC 200 Farnborough Rd	$ 623,860	2026
55-1	Water	WAT-9	CCW Tanby Sth	CC 375 Carige Blv	$ 3,741,983	2031
55-1	Water	WAT-10	CCW Taranganba LZ	CC 375 Tanby Rd to sth	$ 1,069,138	2021
40-1	Water	WAT-11	CCW Mulambin & Causeway	CC 375 Mulambin Res Inlet	$ 53,457	2021
40-1	Water	WAT-12	CCW Mulambin & Causeway	CC 375 Mulambin Res Outlet	$ 53,457	2021
53-1	Water	WAT-13	CCW Kinka West LZ	CC 375 Kinka West Res Inlet	$ 267,285	2016
53-1	Water	WAT-14	CCW Kinka West LZ	CC 375 Kinka West Res Outlet	$ 53,457	2016
53-1	Water	WAT-15	CCW Kinka West HZ	CC 200 Kinka West	$ 242,612	2016
65-1	Water	WAT-16	CCW Zilzie LZ	CCW 375 Hartley St	$ 855,310	2021
30-1	Water	WAT-18	CCW West Emu Park LZ	CCW 375 Albermarle St to West EP Res	$ 908,767	Constructed

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
18-1	Water	WAT-19	CCW West Emu Park LZ	CCW 375 Rtn Rd-Fountain to West EP Res	$ 3,581,613	2016
30-1	Water	WAT-20	CCW West Emu Park HZ	CCW 200 East	$ 519,883	2026
30-1	Water	WAT-21	CCW West Emu Park HZ	CCW 200 West	$ 519,883	2026
65-1	Water	WAT-23	CCW GBRR LZ	CCW MD Great Barrier Reef Resort Res	$ 862,295	2021
53-1	Water	WAT-24	CCW Kinka West	CCW MD Kinka West Res	$ 862,295	2026
40-1	Water	WAT-25	CCW Mulambin & Causeway	CCW MD Mulambin Res	$ 862,295	2021
18-1	Water	WAT-26	CCW West Emu Park	CCW MD West Emu Park Res	$ 862,295	2021
18-1	Water	WAT-28	CCW Emu Park HZ	CCW MH Emu Park HZ BPS	$ 201,778	2021
65-1	Water	WAT-29	CCW GBRR HZ	CCW MH GBRR HZ BPS	$ 220,190	2021
01-1	Water	WAT-30	CCW Inverness HZ	CCW MH Inverness HZ BPS	$ 220,190	2026
65-1	Water	WAT-31	CCW Keppel Sands HZ	CCW MH Keppel Sands HZ BPS	$ 220,190	2026
53-1	Water	WAT-32	CCW Kinka West HZ	CCW MH Kinka West HZ BPS	$ 220,190	2016
45-1	Water	WAT-33	CCW Pacific Hts HZ	CCW MH Pacific Hts HZ	$ 220,190	2016
18-1	Water	WAT-34	CCW West Emu Park HZ	CCW MH West Emu Park HZ BPS	$ 220,190	2026

Table 30 – Identified sewerage network trunk infrastructure works

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
65-2	Sewerage	SEW-31	CCSEP Emu Pk West	CCEP EP STP augmentation	$ 12,026,740	Constructed
04-2	Sewerage	SEW-33	CCSY STP	CCSY Yeppoon STP augmentation	$ 16,526,524	2016
18-2	Sewerage	SEW-49	CCSEP Emu Park West	CCEP 225 GM Brown St EA33	$ 72,690	2021
18-2	Sewerage	SEW-50	CCSEP Emu Park West	CCEP 375 RM *(not labelled on Map 18/2)*	$ 470,186	2021
18-2	Sewerage	SEW-51	CCSEP West Emu Park	CCEP 225 GM Hill St	$ 297,079	2026
18-2	Sewerage	SEW-52	CCSEP West Emu Park	CCEP 150 RM	$ 522,820	2026
18-2	Sewerage	SEW-53	CCSEP Emu Park East	CCEP 150 RM	$ 110,838	2016
65-2	Sewerage	SEW-55	CCSEP Zilzie West	CCEP 150 RM mudflats	$ 130,705	2016
18-2	Sewerage	SEW-56	CCSEP GBRR Nth	CCEP 200 RM Hartley St	$ 838,122	2026
18-2	Sewerage	SEW-58	CCSEP Reef St	CCEP 100 RM Reef St	$ 139,575	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
18-2	Sewerage	SEW-59	CCSEP Kinka Beach	CCEP 100 Stg 3 SPS	$ 20,913	2021
64-2	Sewerage	SEW-60	CCSY Charles St SPS	CCY 300 RM Cordingley St	$ 334,499	2021
64-2	Sewerage	SEW-61	CCSY Yeppoon Central	CCY 450 GM Whitman	$ 272,172	2016
64-2	Sewerage	SEW-62	CCSY Yeppoon Central	CCY 300 GM James & Normanby	$ 189,273	2021
64-2	Sewerage	SEW-63	CCSY Tanby Rd Nth	CCY 225 GM Tanby Rd Nth	$ 126,417	2021
54-2	Sewerage	SEW-64	CCSY Hidden Valley	CCY 200 RM Tanby Rd	$ 167,068	2021
55-2	Sewerage	SEW-65	CCSY Tanby Sth	CCY 375 GM Ross Cr	$ 432,355	2016
55-2	Sewerage	SEW-66	CCSY Tanby Sth	CCY 200 RM Tanby Rd	$ 556,892	2016
64-2	Sewerage	SEW-67	CCSY Farnborough	CCY 300 GM Farnborough Rd	$ 130,388	2016
64-2	Sewerage	SEW-68	CCSY Farnborough	CCY 200 RM Farnborough Rd	$ 484,496	2016
45-2	Sewerage	SEW-69	CCSY Barlows Todd	CCY 225 GM Smith St	$ 66,369	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
64-2	Sewerage	SEW-70	CCSY Pacific Hts	CCY 300 GM Smith & Farnborough Rd	$ 210,303	2021
54-2	Sewerage	SEW-71	CCSY Cooee Bay	CCY 375 GM Scenic Hwy	$ 341,560	2016
64-2	Sewerage	SEW-72	CCSY Cooee Bay	CCY 250 RM Yeppoon Rd	$ 548,080	2016
18-2	Sewerage	SEW-75	CCSEP Emu Park West	CSEP SPS 1 Rockhampton Rd	$ 366,245	2021
18-2	Sewerage	SEW-76	CCSEP Emu Park East	CSEP SPS 2 Bell Park Augmentation	$ 264,042	2016
18-2	Sewerage	SEW-77	CCSEP Zilzie West	CSEP SPS 7 Hartley St Augmentation	$ 240,773	2016
18-2	Sewerage	SEW-78	CCSEP Reef St	CSEP SPS 13 Reef St	$ 269,467	2021
18-2	Sewerage	SEW-79	CCSEP Kinka Beach	CSEP SPS Behind Big Whale	$ 323,361	2021
18-2	Sewerage	SEW-80	CCSEP Kinka Beach	CSEP SPS Stg 3 Behind Island View	$ 377,254	2021
64-2	Sewerage	SEW-81	CCSY Farnborough	CSY SPS 2 Farnborough Rd	$ 829,487	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
64-2	Sewerage	SEW-82	CCSY Hidden Valley	CSY SPS Tanby Rd (Yeppoon Cr)	$ 323,361	2021
54-2	Sewerage	SEW-83	CCSY Shaw Ave	CSY SPS Shaw Ave Augmentation	$ 829,487	2021
47-2	Sewerage	SEW-84	CCSY Statue Bay	CSY SPS 15 Rosslyn St Augmentation	$ 216,377	2016
64-2	Sewerage	SEW-86	CCSY Tanby Sth	CSY SPS Tanby Rd (Ross Cr)	$ 323,361	2016
18-2	Sewerage	SEW-96	CCSEP Kinka Beach	CCEP 100 Stg 4 SPS	$ 46,525	2021
04-2	Sewerage	SEW-97	CCSY Pineapple Patch A	CCY 100 RM Pineapple Patch	$ 57,381	2026
04-2	Sewerage	SEW-98	CCSY Pineapple Patch A	CSY SPS Pineapple Patch	$ 269,467	2026
18-2	Sewerage	SEW-102	CCSEP West Emu Park	CCEP SPS Emu Park Rd	$ 366,245	2026
64-2	Sewerage	SEW-105	CCSY Yeppoon Central	CCY SPS *(not labelled on Map 64-2)*	$ 693,642	2016

Table 31 – Identified transport network trunk infrastructure works

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
33-3	Transport	T-11	Clayton Road.	Construct Major Urban Collector road link to Mulambin Road/ Clayton Road intersection.	$ 1,850,000	2016
64-3	Transport	T-12	Condon Drive	Construct Major Urban Collector road from Adelaide Park Road to Rockhampton Road to service northern localities.	$ 4,987,400	2016
45-3	Transport	T-13	Pacific Heights Road upgrade.	Upgrade to Major Urban Collector to link with subsequent road linkages at Pacific Heights.	$ 1,515,000	2026
54-3	Transport	T-25	Taranganba Road (Stage 1)	Construct intersection improvements at Carige Boulevard to increase capacity and operational efficiency.	$ 1,756,400	2016
54-3	Transport	T-26	Taranganba Road (Stage 2)	Construct new intersection east of Tarangaba School (frontage of Lot 1 on RP612720).	$ 1,756,400	2026
54-3	Transport	T-27	Taranganba Road (Stage 3)	Upgrade Tarangaba Road to Urban Sub-arterial Road standard between Carige Boulevard and Cedar Avenue.	$ 1,664,800	2026
54-3	Transport	T-28	Taranganba Road (Stage 4)	Construct new bridge over Ross Creek.	$ 6,600,000	2031
54-3	Transport	T-29	Taranganba Road (Stage 5)	Upgrade Tarangaba Road to Major Urban Collector Road standard between Carige Boulevard and Tanby Road.	$ 1,479,200	2031
14-3	Transport	T-30	Scenic Highway/ Matthew Flinders Drive/ Ivey Street intersection.	Major intersection upgrade and associated works.	$ 958,090	2016
64-3	Transport	T-31	Pacific Heights Road/ Farnborough Road intersection	Major intersection upgrade and associated works.	$ 1,174,100	2031
64-3	Transport	T-32	Farnborough Road/ Jarman Street/ Smith	Major intersection upgrade and associated works.	$ 2,737,400	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
			Street intersection.			
47-3	Transport	T-33	Mulambin Road/ Scenic Highway intersection.	Major intersection upgrade and associated works.	$ 821,220	2031
33-3	Transport	T-37	Rosslyn – Tanby Link.	Construct Major Urban Collector to link commuter traffic from Scenic Highway to Tanby Road.	$ 8,300,000	2031
25-3	Transport	T-38	Limestone Creek Road (Condon Drive connection)	Construct new Major Rural Collector road link connecting Limestone Creek Road to Condon Drive	$ 1,910,700	2021
01-3	Transport	T-39	Limestone Creek Road	Upgrade existing road to Major Rural Collector to ultimately connect Condon Drive and Adelaide Park Road to Neils Road.	$ 1,300,000	2021
64-3	Transport	T-41	Arthur Street, Yeppoon.	Major Urban Collector between Normanby Street and James Street to improve traffic circulation in Yeppoon Central Business District.	$ 1,806,000	2021
64-3	Transport	T-42	Queen Street	Upgrade to Urban Sub-arterial to enable full use as a major commuter route.	$ 4,166,300	2021
25-3	Transport	T-43	Panorama Drive (Pacific Heights Road to Adelaide Park Road).	Construct Major Rural Collector road between Pacific Heights Road and Adelaide Park Road.	$ 7,555,224	2031
64-3	Transport	T-44	Barmaryee Road (Stage 1).	Upgrade to Major Urban Collector standard between Rockhampton Road and rail corridor.	$ 1,002,000	2021
04-3	Transport	T-45	Barmaryee Road (Stage 2).	Upgrade to Major Rural Collector standard between rail corridor and Neils Road.	$ 1,615,000	2026
64-3	Transport	T-65	Queen Street/ Anzac Parade intersection.	Major intersection upgrade and associated works.	$ 821,220	2026
24-3	Transport	T-70	Coucum Road.	Construct Major Rural Collector road to link commuter and district level traffic from Rockhampton–Yeppoon Road, Neils Road and Tanby Road through to Rosslyn.	$ 6,350,000	2031

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
18-3	Transport	T-71	Emu Park Bypass	Construct new link as Major Rural Collector.	$ 5,337,930	2031
47-3	Transport	T-78	Mulambin Road (Tanby Road to Clayton Road).	Construct Major Rural Collector road between Tanby Road and Clayton Road.	$ 7,605,000	2031
64-3	Transport	T-79	James Street / Arthur Street intersection	Major Intersection Upgrade and associated works	$ 1,000,000	2016

Table 32 – Identified stormwater network trunk infrastructure works

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
64-4	Stormwater	D-8	Ross Creek drainage system	Establish major drainage system corridor.	$1,578,000	2026
33-4	Stormwater	D-9	Williamson Creek drainage system	Establish major drainage system corridor.	$700,000	2026
55-4	Stormwater	D-10	Tanby Road drainage system	Establish major drainage system corridor.	$288,000	2026
24-4	Stormwater	D-11	Yeppoon Creek tributary A drainage system	Establish major drainage system corridor.	$325,000	2016
24-4	Stormwater	D-12	Yeppoon Creek tributary B drainage system	Establish major drainage system corridor.	$163,000	2016
24-4	Stormwater	D-13	Yeppoon Creek drainage system	Establish major drainage system corridor.	$508,000	2016
24-4	Stormwater	D-14	Yeppoon Creek tributary C drainage system	Establish major drainage system corridor.	$493,000	2016
24-4	Stormwater	D-15	Yeppoon Creek tributary D drainage system	Establish major drainage system corridor.	$272,000	2016
24-4	Stormwater	D-16	Yeppoon Creek tributary E drainage system	Establish major drainage system corridor.	$134,000	2016
24-4	Stormwater	D-17	Yeppoon Creek tributary F drainage system	Establish major drainage system corridor.	$498,000	2021
64-4	Stormwater	D-18	Fig Tree Creek drainage system	Establish major drainage system corridor.	$1,428,000	2026
64-4	Stormwater	D-19	Fig Tree Creek tributary A drainage system	Establish major drainage system corridor.	$832,000	2026

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
64-4	Stormwater	D-20	Fig Tree Creek tributary B drainage system	Establish major drainage system corridor.	$647,000	2031
36-4	Stormwater	D-21	Meikleville Street to Farnborough Road drainage system	Establish major drainage system corridor.	$415,000	2031
03-4	Stormwater	D-22	Jarman Street to Farnborough Road drainage system	Establish major drainage system corridor.	$434,000	2031
45-4	Stormwater	D-23	Roberts Road to Farnborough Road drainage system	Establish major drainage system corridor.	$392,000	2016
45-4	Stormwater	D-24	Pacific Heights Road drainage system	Establish major drainage system corridor.	$161,000	2031

Table 33 – Identified public parks and land for community facilities trunk infrastructure works

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011$)	Estimated Year of Completion
55-5	Parks & Community	PCL506	Taroomball	District Sports Park	$ 3,112,600	2031
55-5	Parks & Community	PCL507	Taroomball	District Community Facility	$ 120,000	2031
64-5	Parks & Community	PCL508	Yeppoon (Appleton Park) – upgrade	District Park	$ 876,000	2016
04-5	Parks & Community	PCL509	Barmaryee	District Sports Park	$ 2,612,600	2016
04-5	Parks & Community	PCL510	Barmaryee	District Community Facility	$ 120,000	2026
18-5	Parks & Community	PCL511	Emu Park	District Sports Park	$ 2,612,600	2021
18-5	Parks & Community	PCL512	Emu Park	District Community Facility	$ 120,000	2021