Adopted Infrastructure Charges Resolution (No. 3) 2018

Commencement date 29 January 2018

This was resolved by Resolution of Council at its ordinary meeting on 12 December 2017, for commencement on Monday 29 January 2018.

Table of Contents

List of Tables

1.0 Introduction

1.1 Planning Act 2016.

(a) This adopted infrastructure charges resolution is made pursuant to **section 113 of the *Planning Act 2016***.

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

i. the State Planning Regulatory Provision (adopted charges), July 2012; and

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

iii. the applicable statutory guidelines

(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 When Resolution has Effect

This adopted infrastructure charges resolution has effect on and from **29 January 2018** and applies to development applications submitted on or after this date.

1.3 Purpose of the Resolution

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

(a) water supply trunk network;

(b) sewerage trunk network;

(c) transport trunk network;

(d) stormwater trunk network; and

(e) public parks and land for community facilities trunk.

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. can 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) **Consumer price index** means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics. The base date is March 2017.

(d) **Conversion application** means the applicant may apply (a conversion application) to convert non-trunk infrastructure to trunk infrastructure.

(e) ***Court Area*** means the area of the premises where the leisure, sport or recreation activity is conducted (including buffer or safety clearance area as required by the activity rules) and excludes the area of the premises not used for conducting the leisure, sport or recreation activity, such as areas for spectators, office or administration, amenities or food and beverages.

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

(g) **establishment cost** for a provision about trunk infrastructure means the following:

i. for existing infrastructure – the value of the infrastructure is the current replacement cost as reflected in the relevant local governments asset register, and the current value of the land acquired for the infrastructure.
ii. for proposed infrastructure – all costs of land acquisition, financing and design and construction, for the infrastructure.

(h) **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.

(i) **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 etcetera.

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

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

(l) **maximum adopted charge** means the charge limit set out in the maximum charging framework established in Section 112 of *Planning Act 2016*.

(m) **most cost effective option** means, for non-trunk infrastructure to trunk infrastructure conversion, the lowest life cycle cost of the infrastructure required to meet service future development in the area at the desired standard of service.

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

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

(p) **SPRP, State Planning Regulatory Provision (adopted charges)** means the State Planning Regulatory Provision (adopted charges) made under the *Sustainable Planning Act 2009;* and **Prescribed Amounts** in Schedule 16 of the *Planning Regulation under the Planning Act 2016.*

(q) ***Planning Act 2016*** means the *Planning Act 2016*. Any reference to this Act or sections of this Act means the Act or section of the Act that was current at the time of this resolution.

(r) ***Sustainable Planning Act 2009*** means the *Sustainable Planning Act 2009*. Any reference to this Act or sections of this Act means the Act or section of the Act that was current at the time of this resolution.

2.0 Application of the Resolution

2.1 Local Government Area

This 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 *Planning Act 2016*, 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

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

2.3 Trunk Infrastructure Networks

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

(b) Trunk infrastructure is determined by the Livingstone Shire Council with consideration given to the definition in the planning legislation and any relevant section of the Local Government Infrastructure Plan Statutory Guideline. Any amendment made to the abovementioned legislation and accompanying statutory guidelines, post the adoption of this charges resolution, will be reflected accordingly via an amendment to this resolution where required.

(c) Additional details regarding the trunk infrastructure can be found in Part 8.0 – Desired standards of service, Part 9.0 – Schedule of plans for identified trunk infrastructure, and Part 10.0 – Schedule of works for identified trunk infrastructure.

(d) The 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 local government area (refer to Table 1 for overview mapping showing Priority Infrastructure Areas and Table 24 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 local government infrastructure plan.

2.5 Charge Areas

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

(b) Charge Area 1 and Charge Area 2 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 1 and 23 respectively.

(c) Charge Area 3 is the balance of the local government area, excluding Charge Area 1 and Charge Area 2.

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

Map Description	Map Series Number
Capricorn Coast Priority Infrastructure Area	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 infrastructure charges, levied by the Livingstone Shire Council, are to be applied and administered.

3.2 Development subject to infrastructure charges under this resolution

(a) 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 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 infrastructure charge is only to be applied on the part of the development which is subject to intensification or extension.

3.2.1 Development located within the priority infrastructure area

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

i. A total infrastructure charge will be calculated on approved development.

[1] For more detailed maps refer to locality maps for identified trunk infrastructure in Table 24. 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.

ii. The total infrastructure charge will be calculated in accordance with the formula stated in section 3.3 at the time the decision is made, and will be recalculated at the time of payment.

iii. The adopted charge to be used for calculating the total infrastructure charge for reconfiguring a lot is stated in Table 3 – Adopted charge for reconfiguration of a lot within the priority infrastructure area.

iv. The adopted charge to be used for calculating the total infrastructure charge for a material change of use or carrying out building work is stated in Table 4 – Adopted charge for development within the priority infrastructure area.

3.2.2 Additional Infrastructure Charge - 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 *Planning Act 2016*, Chapter 4 Section 133 or the equivalent part in the *Sustainable Planning Act*.

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 infrastructure resolution;

3. the demand imposed by the development on trunk infrastructure networks.

Table 2 below outlines examples of applying charges for development approvals issues outside the priority infrastructure area.

iv. Where Council chooses not to apply (a)(i) above, Council shall apply an infrastructure charge in accordance with section 3.4.2 of this resolution.

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

Table 2 – 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.*

Scenario	Development
	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 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 total infrastructure charge

The total infrastructure charge that may be levied by the Livingstone Shire Council is calculated using the following formula:

TIC = [(IC x U) – (C)] x I

Where:

- TIC is the total infrastructure charge that may be levied by the Livingstone Shire Council*;*
- IC is the infrastructure charge as identified in tables 3 to 5 inclusive;
- U is the unit of measure as identified in tables 3 to 5 inclusive;
- C is the agreed credit as set out in Part 4.0; and

- I is the indexation rate that Livingstone Shire Council may apply as outlined in Section 3.5.

However, the total infrastructure charge shall not exceed the maximum adopted charge that the Livingstone Shire Council could have levied for the development as set out in the maximum charging framework established in the relevant Planning Resolution.

3.4 Adopted infrastructure charge for development

3.4.1 Development located within the priority infrastructure area

The following tables 3 and 4 specify the adopted infrastructure charges for development where located within the priority infrastructure area.

Table 3 – 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	25,000.00	per lot
Charge Area 2	14,000.00	per lot

Table 4 – Adopted charge for development Uses within the Priority Infrastructure Area

Column 1		**Column 2** **Charge area**	**Column 3** **Adopted infrastructure charge ($) and Unit**
QPP Use	**2005 Planning Scheme**		
· Caretaker's Accommodation · Dwelling House	. Caretaker's residence . Dwelling House . Annexed Apartment	Charge Area 1 and 2	$17,000.00 per 1 or 2 bedroom dwelling Or $25,000 per 3 or more bedroom dwelling
· Dual Occupancy · Dwelling Unit · Multiple Dwelling	. Dual Occupancy . Multiple Dwelling Units	Charge Area 1	$17,000.00 per 1 or 2 bedroom dwelling Or $25,000 per 3 or more bedroom dwelling
		Charge Area 2	$10,000.00 per 1 or 2 bedroom dwelling Or $14,000 per 3 or more bedroom dwelling
· Tourist Park	. Caravan Park (tourist) . Host Farm	Charge Area 1 and 2	For a tent or caravan site in a tourist park: . $10,000 per 1 or 2 tent/caravan sites, or . $14,000 per 3 tent/caravan sites

Column 1		**Column 2**	**Column 3**
QPP Use	**2005 Planning Scheme**	**Charge area**	**Adopted infrastructure charge ($) and Unit**
			For a cabin in a tourist park: . $10,000 per 1 or 2 bedroom cabin, or . $14,000 per 3 or more bedroom cabin.
· Hotel (residential component) · Short Term Accommodation · Nature Based Tourism · Non-residential Workforce Accommodation · Rooming Accommodation · Rural Workers' Accommodation · Resort Complex · Outstation	· Accommodation · Building (Motel) · Accommodation · Building (serviced · Apartments · Bed and Breakfast · Hotel (accommodation)	Charge Area 1 and 2	$10,000 per suite (with 1 or 2 bedrooms), or $14,000 per suite (with 3 or more bedrooms), or $10,000 per bedroom (for a bedroom that is not within a suite)
· Community Residence · Hostel · Retirement Facility	· Institutional Residence · (residential component) · Retirement Village	Charge Area 1 and 2	For a community residence, retirement facility or hostel: . $17,000 per suite (with 1 or 2 bedrooms, or . $25,000 per suite (with 3 or more bedrooms), or . $17,000 per bedroom (for a bedroom that is not within a suite)
· Relocatable Home Park	· Caravan Park · (permanent residential)	Charge Area 1 and 2	For a relocatable home park: . $17,000 per 1 or 2 bedroom relocatable dwelling site, or . $25,000 per 3 or more bedroom relocatable dwelling site.
· Club · Community Use · Function Facility · Funeral Parlour · Place or Worship	· Indoor entertainment (clubs) · Restaurant (conference facility) · Funeral Parlour · Special Use (place of worship, religious purposes, community hall)	Charge Area 1 and 2	$50.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
· Agricultural	· Garden Centre	Charge	$70.00 per m^2 of Gross floor

Column 1		**Column 2**	**Column 3**
QPP Use	**2005 Planning Scheme**	**Charge area**	**Adopted infrastructure charge ($) and Unit**
Supplies Store • Bulk Landscape Supplies • Garden Centre • Hardware and Trade Supplies • Outdoor Sales • Showroom	• Landscape Supplies • Produce Store • Retail Warehouse • Sales or Hire Premises	Area 1 and 2	Area (GFA) plus $10.00 per impervious m^2 for stormwater
• Warehouse (storage)		Charge Area 1 and 2	$20.00 per m^2 of Gross floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
• Adult Store • Food and Drink Outlet • Service Industry • Service Station • Shop • Shopping Centre • Car Wash	• Adult Products • Arts and Crafts Centre • Car Wash • Convenience Restaurant • Restaurant (not including conference facility) • Service Station • Shop • Take-away Food Store	Charge Area 1 and 2	$70.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
• Office • Sales Office	• Display Home • Office	Charge Area 1 and 2	$70.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
• Child Care Centre • Community Care Centre • Educational Establishment except an educational establishment for the Flying Start for Queensland Children Program	• Child Care Centre • Special Use (educational purposes)	Charge Area 1 and 2	$70.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
• Educational Establishment for the Flying Start for Queensland Children Program		Charge 1 and 2	Nil Charge
• Hotel	• Hotel (non-residential	Charge	$70.00 per m^2 of Gross Floor

Column 1		**Column 2**	**Column 3**
QPP Use	**2005 Planning Scheme**	**Charge area**	**Adopted infrastructure charge ($) and Unit**
(entertainment or non-residential component) · Nightclub Entertainment facility · Theatre · Bar · Brothel · Major Sport, Recreation and Entertainment Facility · Tourist Attraction · Function Facility	component) · Indoor Entertainment (cinema, theatre, games parlour)	Area 1 and 2	Area (GFA) plus $10.00 per impervious m^2 for stormwater
· Indoor Sport and Recreation	· Indoor Sports Facility	Charge Area 1 and 2	$70.00 per m^2 of Gross Floor Area (GFA), Court Areas at $20.00 per m^2 of GFA plus $10.00 per impervious m^2 for stormwater
· Low Impact Industry · Medium Impact Industry · Port Services · Research and Technology Industry · Waterfront and Marine Industry	· General Industry · Light Industry · Machinery Repair Station	Charge Area 1 and 2	$50.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
· Extractive Industry · High Impact Industry · Special, Noxious and Hazardous Industries	· Environmentally Assessable Industry · Extractive Industry	Charge Area 1 and 2	$70.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
· Animal Husbandry · Cropping · Permanent Plantations · Wind Farms	· Agriculture	Charge Area 1, 2 and 3	Nil charge
· Animal Keeping · Aquaculture	· Animal Keeping · Aquaculture	Area 1, 2 and 3	$20.00 per m^2 of Gross Floor Area (GFA)

Column 1		**Column 2**	**Column 3**
QPP Use	**2005 Planning Scheme**	**Charge area**	**Adopted infrastructure charge ($) and Unit**
• Intensive Animal Industries • Intensive Horticulture • Rural Industry • Transport Depot • Warehouse • Wholesale Nursery • Winery	• Intensive Animal Husbandry • Rural Service Industry • Storage Premises • Vehicle Depot		
• Correctional Facility • Emergency Services • Health Care Services • Hospital • Residential Care Facility • Veterinary Services	• Health Care • Institutional Residence (non-residential component) • Medical Centre • Special Use (health service, emergency services) • Veterinary Clinic	Charge Area 1 and 2	$70.00 per m^2 of Gross Floor Area (GFA) plus $10.00 per impervious m^2 for stormwater
• Air Services • Car Parking Station • Crematorium • Motor Sport Facility • Outdoor Sport and Recreation • Tourist Attraction	• Car Park • Outdoor Recreation • Major Tourist Facility • Major Utility • Major Utility (airfield, depot) • Special Use (government purposes) • Transport Station	Charge Area 1 and 2	The adopted infrastructure charge that the local government determines should apply for the use at the time of assessment.
• Advertising Device • Cemetery • Environment Facility • Home Based Business • Landing • Market • Major Electricity Infrastructure • Outdoor Lighting • Park	• Advertising Device • Clearing • Engineering Work • Special Use (cemetery) • Home-based Business • Market • Park • Local Utility • Telecommunications Facility • On-premises Sign	Charge Area 1, 2 and 3	Nil charge

Column 1		Column 2 Charge area	Column 3 Adopted infrastructure charge ($) and Unit
QPP Use	**2005 Planning Scheme**		
• Renewable Energy Facility • Roadside Stalls • Substation • Telecommunications Facility • . Temporary Use • . Utility Installation	• Borrow Pit		
• A use not otherwise listed including a use that is unknown because the development application does not specify a proposed use.		Charge Area 1, 2 and 3	The adopted infrastructure charge that the local government determines should apply for the use at the time of assessment.

3.4.2 Minimum Infrastructure Charge - Development located partly outside or entirely outside the priority infrastructure area

The following specifies the *minimum adopted infrastructure charge* for development (if approved) where located partly outside or entirely outside the priority infrastructure area. The *minimum infrastructure charges* apply only where Council considers that there is no need to impose conditions for additional trunk infrastructure costs for any trunk infrastructure network brought forward or required for the approved development. Such additional costs may well involve an agreement between Livingstone Shire Council and the developer/proponent. All development types and in all locations within the Livingstone Shire will have at least Transport and Parks & Community Facilities infrastructure charges.

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 do not remove the ability of Council to impose a condition requiring the payment of additional trunk infrastructure costs.

It is noted that some development types and uses identified below are not supported by Council's Planning Scheme in particular locations and by identifying the charges below in no way pre-empts approval of same.

<u>Reconfiguring a lot</u>

For reconfiguring a lot (if approved) partly outside or entirely outside the priority infrastructure area, the *minimum infrastructure charge payable* (based on the nature of the development and the requirements of the planning scheme for infrastructure provision) are outlined in Table 5 below, plus any additional charges. Essentially the minimum charge is calculated based on access to the relevant trunk network. With five trunk networks Table 4 sets out the scenarios for various forms of development from fully serviced urban developments to subdivision of rural lands.

Table 5 – Minimum infrastructure charge for Reconfiguring a Lot 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	$25,000.00	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	$21,000.00	per lot, dwelling, dwelling site, cabin, or suite
Development connected to **all the networks but not the sewerage or stormwater network** in Livingstone Shire	$20,750.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is to be connected to **all of Council's networks, but not water supply and sewerage networks** in Livingstone Shire	$15,500.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is **only paying a transport and park & community facility contribution**	$15,250.00	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.
- Transport and Parks & Community Facilities Network charges are applicable.

For all development Uses (if approved) located partly outside or entirely outside the priority infrastructure area, the minimum infrastructure charge payable (based on the use and the requirements of the planning scheme for infrastructure provision), are set out in table 5 and table 6 and is at a minimum the charge nominated for "*charge area 1" and not the amount stated for "charge area 2"* plus any relevant additional charges.

The charges identified in table 3 and table 4 are applicable where the development is to be connected to all of Council's infrastructure networks. Should the development not be connecting to either water supply and/or sewerage and/or stormwater networks then a reduction in the contribution may be applicable and will be calculated by Council. Transport and Parks & Community Facilities Networks charges are applicable. The proportional splits will be utilised for the calculation per Table 6 below.

The proportional splits will be utilised for the calculation per Table 6 below.

3.5 Indexation of charges

(a) The infrastructure charges levied by the Livingstone Shire Council may be indexed to inflation from the date that the infrastructure charge is levied, to the time the infrastructure charge is paid, using the Consumer Price Index (All Groups, Brisbane). The Base CPI (March 2017) = 110.5.

$$TIC_{pay} = TIC_{levied} \times (CPI_{pay} / CPI_{base})$$

Where:

- TIC_{pay} is the total infrastructure charge to be payed to the Livingstone Shire Council*;*
- TIC_{levied} is the total infrastructure charge levied by the Livingstone Shire Council;

- CPI_{pay} is the Consumer Price Index (All Groups, Brisbane) published at the time the infrastructure charge is paid;
- CPI_{base} is the Consumer Price Index (All Groups, Brisbane) March 2017 = 110.5.

(b) Where within the priority infrastructure area, the infrastructure charge payable is not to exceed the maximum adopted charge in the SPRP (adopted charges) or result in a charge that is greater than the increase for PPI index for the period starting on the day the charge was levied and ending on the day it is paid, adjusted by reference to the 3-yearly PPI index average.

3.6 Method of notification of an adopted infrastructure charge

(a) The Livingstone Shire Council shall issue an 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 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 infrastructure charge is payable at the following time:

(a) if the charge applies to reconfiguring a lot that is assessable development or development requiring compliance assessment – before the Livingstone Shire Council approves the plan of subdivision (”a survey plan”) 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 infrastructure charges notice or negotiated infrastructure charges notice.

3.8 Alternatives to paying an 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 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.

3.10.1 Proportional Split - Development located within the priority infrastructure area

The proportional splits for development within the priority infrastructure area are as stated in Table 6.

Table 6 – Proportional Split of adopted infrastructure charge for trunk infrastructure networks within the priority infrastructure area for Reconfiguring a Lot and development Uses.

Column 2 **Proportional split of adopted infrastructure charge for trunk infrastructure networks (percentage)**				
Water	**Sewer**	**Transport**	**Stormwater**	**Parks & Community Facilities**
22.00	17.00	50.00	2.00	9.00

3.10.2 Proportional Split - Development located partly outside or entirely outside the priority infrastructure area

The proportional splits for development partly outside or entirely outside the priority infrastructure area are to be determined utilising Table 6 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.

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 for infrastructure.

5.2 Application of section

This section applies where, for a development (not subject to Additional Trunk Infrastructure Conditions), 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 (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 or refund for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (infrastructure offset);

iii. the claimants estimate of the establishment cost of the trunk infrastructure for an offset or refund

(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.

iv. If a refund is applicable following the offset of the trunk works establishment cost against the infrastructure charges notice (ICN)

5.4 Application of an infrastructure offset

The Livingstone Shire Council is to offset the amount of the value of the trunk infrastructure against the total amount as identified on the Infrastructure Charges Notice. Where the establishment cost of the trunk infrastructure item (not applicable for Additional Trunk Infrastructure conditions) is greater than the total amount on the infrastructure charges notice, Livingstone Shire Council must refund the applicant an amount equal to the difference between the two or alternatively applying a credit.

A number of scenarios are provided below to demonstrate the implementation of section. It is noted that the infrastructure charges notice will provide details on the Establishment Costs for any trunk works required, Infrastructure Charges payable and any refund that maybe applicable.

Table 7 – Example scenarios for offset of establishment cost against total infrastructure charge and refund where applicable

Scenario	Development
A	*A development approval condition requires the applicant to construct trunk transport infrastructure for an establishment cost of $1,000,000.* *The total infrastructure charge for the development identified on the infrastructure charges notice (ICN) is $800,000.(This is the infrastructure charge payable for all 5 networks)* *The establishment cost for the trunk transport infrastructure is offset against the total charge identified on the infrastructure charges notice. Therefore a refund in the amount of $200,000 must be paid by Livingstone Shire Council to the applicant in this instance. Or alternatively applying a credit.*
B	*A development approval condition requires the applicant to construct trunk water supply infrastructure for an establishment cost of $500,000.* *The total infrastructure charge for the development identified on the infrastructure charges notice is $800,000.(This is the infrastructure charge payable for all 5 networks)* *The establishment cost for the trunk water supply infrastructure is offset against the total charge identified on the infrastructure charges notice. Therefore an infrastructure charge in the amount of $300,000 must be paid by the applicant in this instance, plus the provision of the trunk water supply asset to Council.*

6.0 Determining the Establishment Cost

6.1 Purpose

This section states the Livingstone Shire Council policy for the determination of the establishment cost of trunk infrastructure works to be used for an offset or refund.

6.2 Establishment Cost Provisions

Livingstone Shire Council have determined a preliminary establishment cost for the provision of the trunk infrastructure items as identified in the Schedule of Works. The scope of works used for the development of this cost will be provided to the applicant. It will include the standard to which the infrastructure is to be provided and approximate location.

For trunk infrastructure that is works, the applicant must at their cost provide to the Livingstone Shire Council:

(a) A bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works;

(b) A first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities.

For trunk infrastructure that is land, the applicant must at their cost provide to the Livingstone Shire Council a valuation of the specified land undertaken by a certified valuer using the before and after method of valuation.

6.3 Cost Estimation / Valuation Accepted or Not Accepted

Where the bill of quantities and cost estimate is accepted by Council, this becomes the establishment cost.

For trunk infrastructure that is land, where the valuation is accepted by Council, this becomes the establishment cost.

Council is to give notice to the applicant advising the acceptance of the bill of quantities, cost estimate and valuation where appropriate and determination of this being the establishment cost.

Where the bill of quantities, cost estimate or valuation is not accepted by Council, Council must at its' cost, have an assessment undertaken by a suitably qualified person or for land valuation, a certified practicing valuer to:

(a) Determine whether the bill of quantities is in accordance with the scope of works;

(b) Determine whether the cost estimate is consistent with current market costs calculated by applying first principles estimating approach to the bill of quantities;

(c) Providing a new cost estimate using a first principles estimating approach;

(d) Providing a new land valuation using the before and after land valuation method.

6.4 Cost Estimation / Valuation Agreement Cannot be Reached

If agreement cannot be reached Livingstone Shire Council must refer the bill of quantities, estimate or valuation to an independent, suitably qualified assessor or for the land valuation, an independent certified practising valuer.

Livingstone Shire Council and the applicant must agree on the appointment of the independent assessor or independent valuer and the costs associated with the review are to be equally shared between both parties.

The independent assessor or valuer will be required to :

(a) Assess whether the bill of quantities is in accordance with the scope of works;

(b) Assess whether the cost estimate is consistent with current market costs calculated by applying first principles estimating approach to the bill of quantities;

(c) Provide an amended cost estimate using a first principles estimating approach;

(d) Assess the previous land valuation and provide an amended valuation where appropriate.

Where an amended cost estimate or valuation has been determined by the independent assessor or valuer and agreed by both parties, this is then the establishment cost.

If the Livingstone Shire Council and the applicant are unable to reach agreement on the appointment of an independent assessor or an independent certified valuer, then the establishment cost is determined by taking the average of the cost estimate previously obtained by the applicant and that identified in Council's schedule of works.

6.5 Amended Infrastructure Charges Notice

Livingstone Shire Council must give an amended infrastructure charges notice (ICN) stating:

(a) The value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended infrastructure charges notice using Consumer Price Index – Brisbane All Groups;

(b) That the establishment cost of the infrastructure stated in the amended infrastructure charges notice is indexed from the date that it is stated in the amended notice to the date it is to be offset against the levied charge in accordance with Consumer Price Index – Brisbane All Groups.

7.0 Conversions

7.1 Purpose

This section states the Livingstone Shire Council policy for the submission of a conversion application.

7.2 Conversion Application

This section applies where, for a development, the Livingstone Shire Council has issued a development approval including a condition requiring non-trunk infrastructure to be provided, and the applicant requires Council's further consideration to be given to the conversion of that infrastructure from non-trunk to trunk.

An application to convert non-trunk infrastructure to trunk infrastructure may be made only where the following applies:

Construction of the non-trunk infrastructure has not commenced;

(a) The Local Government has provided a development approval inclusive of a condition for the provision of non-trunk infrastructure in accordance with section 665 of the *Sustainable Planning Act 2009.*

(b) Where the condition is a development approval condition, the conversion application will be made to Livingstone Shire Council in accordance with relevant section of the *Sustainable Planning Act 2009*.

Livingstone Shire Council is developing a template application form to assist applicants with the submission of a conversion application. For further advice in this regard please contact the council via the Duty Planner service through our customer service team.

7.3 Deciding an Application

Where a conversion application has been made, Livingstone Shire Council will consider the criteria identified in item 7.4 below as a basis for the decision making. The conversion application decision process must be undertaken in accordance with relevant section of the *Sustainable Planning Act 2009*.

Where Livingstone Shire Council requires additional information to assist with the assessment of the conversion application, written notice will be provided in accordance with the relevant section of the *Sustainable Planning Act 2009*.

7.4 Conversion Criteria

For the infrastructure to be considered trunk infrastructure each of the following criteria must be met:

(a) The infrastructure has the capacity to serve other developments in the area;

(b) The function and purpose of the infrastructure is consistent with other trunk infrastructure identified in this charges resolution and is consistent with the desired standards of service outlined in part 8.0 below;

(c) The infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with relevant section of the *Sustainable Planning Act*.

(d) The type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area.

7.5 Conversion Application Decision

As soon as practicable after Livingstone Shire Council have made a decision regarding the application notice must be given to the applicant in accordance with section 661 of the *Sustainable Planning Act*.

If the decision to convert the infrastructure from non-trunk to trunk is approved then Council must amend the original decision notice conditions and also reissue an amended Infrastructure Charges in accordance with section 662 of the *Sustainable Planning Act*.

The applicant may appeal the decision where a refusal of a conversion application is determined. Section 478A of *the Sustainable Planning Act* provides commentary on this process.

8.0 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.

8.1 Water Supply Network Desired Standards of Service

(a) The desired standards of service for the water supply system are detailed in Table 9.

(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 8 - 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 for non-trunk network. . for trunk network to be a minimum 1 meter head at all times.
Desirable Upper Service Pressure	50 metres head at the centroid of the residential lot during normal diurnal flow in the reticulation non-trunk network.
Maximum Service Pressure	. 80 meters head at the centroid of the residential lot in the reticulation non-trunk

Design criteria	Measure
	network. . 90 meters head for the trunk network.
Fire fighting network pressure	12 metres minimum in the reticulation non-trunk water supply network
Fire flow for residential area in the reticulation non-trunk network	15 litres per second for a duration of two (2) hours at minimum pressure of 120 kilopascals (kPa)
Fire flow for industrial/commercial area in the reticulation non-trunk network	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 (1.5m/sec desirable for optimum energy usage)
Reservoir emergency capacity	one (1) Maximum Day volume for the supply zone
Trunk Water Main Sizing	. Average day (AD) supply to Trunk Dams . Maximum Day (MD) supply to Reservoirs . Maximum Hour (MH) supply to reticulation.
Planning Horizon	. Ultimate for reticulation (non-trunk) network. . 20 yrs for: trunk water mains, trunk water reservoirs, trunk water pumping stations.

Table 9 – 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. • *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

Measure	**Planning criteria (qualitative standards)**	**Design criteria (quantitative standards)**
		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.
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.

8.2 Sewerage Network Desired Standards of Service

(a) The desired standards of service for the sewerage system are detailed in Table 11

(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 10 – 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	Wet Weather Flow (WWF) or Five (5) x Average Dry Weather Flow (ADWF) minimum
Gravity Main Flow Capacity	75% of full depth at Wet Weather Flow (WWF) capacity.
Gravity Main Minimum velocity at peak dry weather flow (PDWF)	0.7 metres per second at Peak Dry Weather (PDWF) capacity.
Gravity Main Maximum velocity at wet weather flow (WWF)	Two (2) metres per second
Rising main minimum scouring velocity	0.75 metres per second at Peak Dry Weather Flow (PDWF) capacity.
Rising main maximum velocity	. 1.5 m/sec for new trunk sewer rising mains at Wet Weather Flow (WWF) capacity. . 2 m/sec for augmentation of existing trunk sewer rising mains at Wet Weather Flow (WWF) capacity
Planning Horizon	. Ultimate for reticulation (non-trunk) network . 20 yrs for trunk gravity mains, trunk sewage pump stations, trunk sewer rising mains, trunk effluent pressure mains.
Odour Protection	. Required for new trunk sewage pump stations where initial loadings cause long detention times. . Not required for augmented sewage pump stations
Air Release and Air Scour	. Air Venting in all gravity sewer mains at locations of excessive turbulence – particularly where a steep (super-

	critical flow) meets a flat section (sub-critical flow), and discharge chambers. . Air scours on rising mains where air lock is a risk.
Treated Water Quality	. Biological Oxygen Demand (BOD_5) – less than 20 mg/L . Non-Filterable Residue (NFR) – less than 30 mg/L . Dissolved Oxygen (DO) – greater than 6 mg/L . pH – within the range 6.5 – 7.5 . Free Chlorine Residual – less than 0.7 mg/L

Table 11 – 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 operates adequately and with minimal disruption.	• Schedule 4 of the Livingstone Shire Planning Scheme 2005.
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*.
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	Design of the sewerage network will comply with the established	• Capricorn Municipal Development Guidelines –

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Standards	guidelines, codes and standards.	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.*

8.3 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 13);

ii. The desired standards of service apply to all trunk infrastructure roads within the Livingstone Shire Council area in accordance with Table12.

(b) Public transport:

Bus facilities are to include bus stopping treatments and shelters in accordance with Table 12

(c) Pedestrian and cycle network:

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 12 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 12 – 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	• 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;

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	Horizon Peak Hour Pattern for the particular site.	and • Australian Standards; and • AUSTROADS guides; and • Maximum acceptable degree of saturation for intersections identified in Table 14 or minimum levels of service (LOS) D in Table13; and • Level of service (LOS) – Table 13.
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 13 - 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 14 – 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

8.4 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 15 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.

(d) Natural flowpaths will be connected and protected.

Table 15 – Stormwater Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Connectivity	Ensure trunk drainage flowpaths are connected to ensure lawful access for development.	• Water Act defined Watercourses are assumed to be protected under State authority, but is desirable in urban areas to have drainage Easements for the natural bed and banks. • Water Act defined Watercourses are to have Q100 flood drainage Easements for floodplains in new sub-divisions and flood overlays in existing urban areas. • Water Act defined Drainage Features are to have Q100 drainage easements for the natural flowpath.

Measure	**Planning criteria (qualitative standards)**	**Design criteria (quantitative standards)**
		• Water Act defined Overland Flow does not require drainage Easements over the natural flowpaths. • Combined use for stormwater, parks and sporting facilities according to the risks. • Queensland Urban Drainage Manual
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.

8.5 Public Parks and Land for Community Facilities Network Desired Standards of Service

8.5.1 Provision and Land Tenure.

The provision of freehold land for Parks, Outdoor Sport and Recreation, and land for Community Facilities is to achieve a network of diverse, accessible, quality facilities that are sustainable, attractive and enhance community health and well being to meet community expectations.

Land that cannot provide a Community Use benefit, will not be accepted by Council. It is desirable that non-community use land is combined with adjacent freehold land with any appropriate covenants if necessary.

Creation of any new parcels of land for public access and use is required to be transferred to Council as freehold title.

For any existing trunk Drainage Easement to be contributed as Linear Park (Drainage Corridor) requires to be converted to freehold land.

Design Criteria should be guided by Guidelines provided by Economic Development Queensland – Guidelines 11, 12 and 15, and Multiple Use Public Open Space – The Case For A New Approach – Consultation Report – Dept Infrastructure, Local Government and Planning, Sept 2015.

The rate of land provision is identified in Table 16.

Table 16 – Rate of Land Provision

Use	Rate of provision (Hectare per 1000 people)		
	Local	**District**	**Region**
Linear Park (Drainage Corridor)	Q100 plus any land to comply with the Local Parks planning scheme policy	N/A	N/A
Civic Park	N/A	0.5	N/A
Park	Refer to Local parks planning scheme policy.	0.5, Minimum 5 Ha.	0.5, Minimum 10 Ha.
Outdoor Sport and Recreation	N/A	2.5, Minimum 7.5 Ha	2.5, Minimum 15 Ha
Land for Community Facilities	Community Hall	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 . Art Gallery . Library	Rate of provision to be determined by minimum land sizes and at least one (1) regional facility per the following planning sectors: Yeppoon - Community Centre - Town Hall (Civic Centre) Capricorn Coast – Memorial Gardens (Cemetery)

8.5.2 Accessibility.

Parks, Outdoor Sport and Recreation, and land for Community Facilities will be located to ensure adequate pedestrian, cycle, CPTED and vehicle access. Co-locate land for multi-purpose community facilities with parks and recreation land, commercial/retail centres, transport hubs and valued environmental and cultural assets.

Table 17 – Accessibility Standard

Infrastructure type	Accessibility standard (km)		
	Local	District	Region
Linear Park (Drainage Corridor)	Along Q100 drainage path	N/A	N/A
Civic Park	N/A	CBD location	N/A
Park	0.8km in urban areas	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.
Outdoor Sports and Recreation	N/A	4.0 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	N/A	Within 800 metres of a public transport pick up/drop off point.	Within 500 metres of a public transport pick up/drop off point.

8.5.3 Size and Location

This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.

Table 18 – Parks and Land for Community Facilities Characteristics

Characteristic	Parks and Land for Community Facilities			Outdoor Sports and Recreation Facilities	
	Local	District	Regional	District	Regional
Minimum size of open space (hectares)	Refer to Local Parks planning scheme policy.	2 Ha minimum of usable space for parkland	6 Ha minimum of usable space for parkland	3 Ha minimum sufficient to locate 2 fields/ 1 oval collocating and room for ancillary facilities (club house, toilets, car	4 Ha minimum to locate 3 fields / 2 ovals collocating and room for ancillary facilities (club house, toilets, car
		1 Ha of usable space for land for community facilities	1.5 hectares of usable space for land for community facilities		

Characteristic	Parks and Land for Community Facilities			Outdoor Sports and Recreation Facilities	
	Local	**District**	**Regional**	**District**	**Regional**
				parking)	parking)
Shape of land	Refer to Local Parks planning scheme policy.	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	Refer to Local Parks planning scheme policy.	70% above Q5 and 25% above Q50. Built facilities above Q100	70% above Q5 and 50% above Q50. Built facilities above Q100.	Free of hazards. All sporting fields above Q20. Fields/courts above Q50. Built facilities above Q100	
Maximum desired grade	Refer to Local parks planning scheme policy.	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 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	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 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	Laser levelling to a maximum gradient of playing surface 1:100.	

Characteristic	Parks and Land for Community Facilities			Outdoor Sports and Recreation Facilities	
	Local	District	Regional	District	Regional
		footprint of the community facility			
Road frontage and visibility	Refer to Local parks planning scheme policy.	25% of park perimeter to have direct road frontage, preferably on a collector road.	50% of park perimeter to have direct road frontage, preferably on a collector road.	25% of the ground perimeter to have direct road frontage.	

8.5.4 Embellishments

Parks and land for Community Facility uses are to be provided with appropriate embellishments to suit their intended roles and functions.

Table 19 – Indicative Embellishments for the Hierarchy of Park Facilities

Embellishment	Parks		
	Local	District	Regional
Internal roads	Refer to Local parks planning scheme policy.	None.	As required to service car parking and access requirements.
Car parking	Refer to Local parks planning scheme policy.	Forty (40) sealed car parks in urban areas.	Minimum of 120 sealed car parks in urban areas.
Fencing/bollards, lock rail	Refer to Local Parks planning scheme policy.	Fencing/bollards along road frontages and including a lock rail.	Fencing/bollards along road frontages and including a lock rail.
Lighting	Refer to Local parks planning scheme policy.	Lighting to all roadways, parking, picnic nodes and all primary shared paths.	Lighting to all roadways, parking, picnic nodes and primary shared paths.
Toilets/public amenities	Refer to Local parks planning scheme policy.	One (1) toilet at CPTED location.	Two (2) toilets at CPTED locations.
Pedestrian pathway access network	Refer to Local parks planning scheme policy.	2.5 m 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 2.5 m wide generally and minimum 3.5 metre wide in key, high use areas) connecting to adjacent

Embellishment	Parks		
	Local	**District**	**Regional**
			pathways.
Bench seating	Refer to Local parks planning scheme policy.	Minimum of four (4), CPTED located and for supervision of any play area (if not otherwise serviced by sheltered tables), and/or along recreation corridors/pedestrian pathways to provide rest stops.	CPTED located and 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)	Refer to Local parks planning scheme policy.	50% shade of formal seating. 100% shade over play equipment.	50% shade of formal seating. 100% shade over play equipment.
Shelters/gazebo with tables and seating and bins	Refer to Local parks planning scheme policy.	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).
Drinking Water Bubbler	Refer to Local parks planning scheme policy.	Three (3) drinking fountain/bubbler with spring-loaded taps.	Ten (10) drinking fountain/bubbler with spring-loaded taps.
Barbeques	Refer to Local parks planning scheme policy.	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	Refer to Local parks planning scheme policy.	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	Refer to Local parks planning scheme policy.	Shade trees, landscaping and turfing to enhance amenity Tree species	Shade trees, landscaping and turfing to enhance amenity Tree species

Embellishment	Parks		
	Local	**District**	**Regional**
		in accordance with Council approved lists.	in accordance with Council approved lists.
Signage	Refer to Local parks planning scheme policy.	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	Refer to Local Parks planning scheme policy.	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	Refer to Local parks planning scheme policy.	In identified high use areas.	In identified high use areas.
Bike racks	Refer to Local parks planning scheme policy.	Three (3) bike racks for a minimum of fifteen (15) bikes.	Bike racks for a minimum of thirty (30) bikes.
Bus pull-through	Refer to Local parks planning scheme policy.	None.	Yes (location to be determined in consultation with Council).
Bus parking	Refer to Local parks planning scheme policy.	None.	Yes (location to be determined in consultation with Council).
Lakes and permanent water bodies.	Refer to Local parks planning scheme policy.	Achieve public contact water quality and maintenance facilities. Achieve public safety design.	Achieve public contact water quality and maintenance facilities. Achieve public safety design.

Table 20 – Indicative Embellishments for the Hierarchy of Outdoor Sport and Recreation Facilities.

Embellishment	Outdoor Sport and Recreation Facilities	
	District	**Regional**
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	In according with relevant State to accepted standards.	In accordance with relevant National standards.
Irrigation	Main field as a minimum (to be determined in consultation with Council).	Two (2) main fields as a 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	150 seats and earth mounds
Shaded Spectator Areas	50% of formal seating. At least 33% of one boundary of a sports field, at a central location, using trees or structures.	50% of formal seating. At least 33% of one boundary of a sports field, at a central location, using trees or structures.
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.

Embellishment	Outdoor Sport and Recreation Facilities	
	District	**Regional**
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 network	Entrance and access paths, walking/cycling network. Minimum 2.5 metre wide concrete shared pedestrian and cycle path.	Entrance and access paths, walking/cycling network. Minimum 2.5 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).

9.0 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. Map six identifies the priority infrastructure area and charge areas.

Table 21 – 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	Green Lake	23	Pacific Heights	45
Bangalee	2	Hidden Valley	24	Rockyview	46
Barlows Hill	3	Inverness	25	Rosslyn	47
Barmaryee	4	Iron Pot	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
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 22 – 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

Part 10 – Schedule of Works for Identified Trunk Infrastructure

Table 23 —Water Supply Trunk Network Schedule of Works

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost[2]
64-1	WAT-6	Rockhampton Rd 300 trunk main, upgrade, Yep West HZ, MH design, 1000m	2031	$540,000
1-1	WAT-7	Adelaide Park Rd 300 trunk main, upgrade, Inverness HZ, MH design, 1000m	2031	$540,000
64-1	WAT-8	Farnborough Rd 200 trunk main, New, Woodwind LZ, MH design, 390m	2031	$858,000
55-1	WAT-9	Carige Blv 375 trunk main, New, Taroomball LZ, to Taroomball Res, MD design, 1600m	2031	$987,000
55-1	WAT-10	Tanby Rd 375 trunk main, New, Taroomball LZ, MD design, 1620m	2031	$1,365,000
40-1	WAT-11	Mulambin LZ Res 375 Inlet, New, MD design, 430m	2031	$306,000
40-1	WAT-12	Mulambin LZ Res 375 Outlet New, MD design, 430m	2031	$306,000
65-1	WAT-16	Hartley St & Svendsen Rd 375 trunk main, upgrade, Zilzie LZ, MD design, 2560m	2031	$1,809,000
30-1	WAT-20	West Emu Park HZ 200 distrib main, New, east direction, MH design, 750m nom.	2031	$715,000
30-1	WAT-21	West Emu Park HZ 200 distrib main, New, west direction, MH design, 750m nom.	2031	$715,000
65-1	WAT-23	GBRR LZ Reservoir, 4ML, New, MD design.	2031	$1,706,000
53-1	WAT-24	Kinka West LZ Reservoir, 4ML, New. MD design.	2031	$1,791,000
40-1	WAT-25	Mulambin LZ Reservoir, 4ML, New, MD design	2031	$1,803,000
18-1	WAT-26	West Emu Park LZ Reservoir, 4ML, New, MD design	2021	$1,770,000
18-1	WAT-28	Emu Park HZ Booster PS, upgrade, new building, pumps, pipes, elec, generator, MH design.	2021	$481,000
65-1	WAT-29	GBRR HZ Booster PS, New, building, pumps, pipes, elec, generator, rechlor, MH design.	2031	$455,500
1-1	WAT-30	Inverness HZ Booster PS, New, building, pumps, pipes, elec, generator, rechlor, MH design	2021	$481,000
65-1	WAT-31	Keppel Sands BPS, New, building, pumps, pipes, elec, generator, MH design.	2021	$478,000

[2] The establishment cost is expressed in current cost terms as at the base date.

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost[2]
45-1	WAT-33	Pacific Hts HZ Booster PS, upgrade, pumps, elec, MH design.	2021	$481,000
18-1	WAT-34	West Emu Park HZ Booster PS, New, building, pumps, pipes, elec, generator, rechlor, MH design.	2031	$478,000
55-1	WAT-46	Taroomball LZ Reservoir, 4 ML New, MD design	2031	$1,770,000
55-1	WAT-47	Taroomball HZ Booster PS, New, building, pumps, pipes, elec, generator, rechlor, at Taroomball Res site, MH design	2031	$470,000
55-1	WAT-52	Taroomball HZ 200 distribution main, South, new, MH design, 270m nom.	2031	$117,000
55-1	WAT-53	Taroomball HZ 200 distribution main, North, new, MH design, 270m nom.	2031	$117,000
55-1	WAT-54	Chandler Rd 375 trunk main, New, to Clayton Rd, Taroomball LZ, MD design, 1500m.	2026	$990,000
24-1	WAT-60	Yeppoon West Reservoir - Pines LZ[3], New, 4ML, mixing, MD[4] design,	2026	$1,706,000
24-1	WAT-61	Yeppoon West HZ[5] Booster Pump Station, New, MH[6] design, generator, rechlorination	2031	$455,000
24-1	WAT-62	Yeppoon West Pines LZ Distrib East 300 trunk main, new, MH design, 1610m.	2031	$868,000
22-1	WAT-63	Dunbar Rd 300 trunk main, New, Caves LZ, MH design, 3500m	2031	$1,800,000
22-1	WAT-64	McLaughlin St 300 trunk main, New, Caves LZ, MH design, 2700m	2031	$1,400,000
25-1	WAT-65	Panorama HZ Reservoir, 1ML, New, MD design.	2031	$800,000
25-1	WAT-66	Panorama HS Booster Pump Station, New, land, building, pumps, pipes, elec, generator, MH design.	2031	$300,000
25-1	WAT-67	Panorama HZ 300 Dist Main, MH design, 500m	2031	$300,000
47-1	WAT-68	Vin E Drive, Rosslyn Harbour, 300 trunk main, upgrade, MH design, 640m	2031	$470,000

[3] LZ means Low Zone

[4] MD means Maximum Day demand design capacity.

[5] HZ means High Zone

[6] MH means Maximum Hour (on Max Day) demand design capacity

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost[2]
24-1	WAT-69	Yeppoon West Transfer Pumps, Pines Res to St Faith & Taranganba Res, New, building, pumps, pipes, elec, generator, MD design.	2031	$1,500,000

Table 24 —Sewerage Trunk Network Schedule of Works

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
4-2	SEW-33	Yeppoon Sewage Treatment Plant, upgrade, inlet, septage receival, bioreactor, effluent, 32000ep[7]	2021	$18,239,000
18-2	SEW-49	Brown St 225 GM[8] line EA33, upgrade, CCSEP[9] Emu Park West, WWF[10] design, 340m	2031	$184,000
18-2	SEW-50	Emu Park Road 375 RM[11] PS1 to STP, upgrade, CCSEP Emu Park West, WWF design, 830m.	2031	$524,000
18-2	SEW-51	Emu Park Road 300 GM, New, CCSEP West Emu Park, WWF design, 860m.	2031	$774,000
18-2	SEW-52	Emu Park Road 150 RM, New, CCSEP West Emu Park, WWF design 1280m.	2031	$1,087,000
18-2	SEW-53	Hill St Bell Park PS2 150 RM, upgrade, CCSEP Emu Park East, WWF design, 400m.	2021	$227,000
18-2	SEW-55	Hartley St 150 RM, upgrade, mudflats, CCSEP Zilzie West, WWF design, 615m.	2031	$268,000
65-2	SEW-56	Svendsen Rd & Hartley St 200 RM, upgrade, CCSEP GBRR Nth, WWF design, 3025m.	2031	$1,435,000
65-2	SEW-58	Reef St 100 RM, New, CCSEP Reef St, WWF design, 675m.	2031	$394,000
30-2	SEW-59	Island View 100 RM, Stg 3 SPS, New, CCSEP Kinka Beach, WWF design, 75m.	2026	$43,000
64-2	SEW-60	Arthur St 300 RM, New, to Shaw Ave SPS, CCSY Yeppoon Central, WWF design, 730m.	2021	$383,000

[7] ep means Equivalent Person.

[8] GM means gravity main.

[9] CCSEP means Capricorn Coast Sewerage Emu Park

[10] WWF means Wet Weather Flow.

[11] RM means Rising Main or Pressure Main

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
64-2	SEW-62	James & Normanby 300 GM, upgrade, CCSY Yeppoon Central, WWF design, 300m.	2031	$190,000
64-2	SEW-63	Tanby Rd Nth 225 GM, upgrade, CCSY Tanby Rd Nth, WWF design, 670m.	2031	$321,000
64-2	SEW-64	Tanby Rd 200 RM, New, CCSY Hidden Valley, WWF design, 580m.	2031	$287,000
55-2	SEW-65	Ross Creek 375 GM, New, Taranganba Rd to Tanby Rd, Taroomball, CCSY Tanby Sth, WWF design, 1270m	2031	$996,000
55-2	SEW-66	Tanby Rd Sth 200 RM, New, CCSY Tanby Sth, WWF design, 1600m.	2031	$941,000
36-2	SEW-67	Farnborough Rd 300 GM, upgrade, CCSY Farnborough, WWF design, 840m.	2031	$266,000
64-2	SEW-68	Farnborough Rd 200 RM, upgrade, CCSY Farnborough, WWF design, 1750m.	2021	$819,000
64-2	SEW-69	Smith St 225 GM, upgrade, CCSY Barlows Todd, WWF design, 235m.	2031	$168,000
64-2	SEW-70	Farnborough Rd & Smith St 300 GM, upgrade, CCSY Pacific Hts, WWF design, 520m.	2031	$437,000
54-2	SEW-71	Scenic Hwy 375 GM, upgrade, CCSY Cooee Bay, WWF design, 750m	2021	$786,000
18-2	SEW-75	Emu Park Road SPS1, upgrade, civil 2 of 2[12], pumps, pipes, elec, valves, CCSEP Emu Park West, WWF design.	2021	$809,000
18-2	SEW-76	Bell Park SPS 2, upgrade, civil 2 of 2, pumps, pipes, valves, elec, CCSEP Emu Park East, WWF design.	2021	$794,000
18-2	SEW-77	Hartley St SPS7, upgrade, pumps, pipes, valves, elec, CCSEP Zilzie West, WWF design.	2031	$794,000
65-2	SEW-78	Reef St SPS13, New, tenure, access, civil 1, pumps, pipes, valves, elec, CCSEP Reef St, WWF design.	2031	$539,000
30-2	SEW-79	Anthea St SPS, Kinka Beach, Behind Big Whale, New, access, civil 1, pumps, pipes, valves, elec, CCSEP Kinka Beach, WWF design.	2031	$539,000
30-2	SEW-80	Island View SPS Kinka Stg 3, Behind Island View, New, access, civil 1, pumps, pipes, valves, elec, CCSEP Kinka Beach, WWF design.	2026	$539,000
64-2	SEW-81	Farnborough SPS2, upgrade, civil 2 of 2, pumps, pipes, valves, elec, CCSY Farnborough, WWF design.	2021	$941,000

[12] Civil 2 of 2 means construct a 2nd wet well.

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
24-2	SEW-82	Tanby Road SPS, Yeppoon Cr, New, access, civil 1 of 2[13], pumps, pipes, valves, elec, CCSY Hidden Valley, WWF design.	2031	$809,000
54-2	SEW-83	Shaw Ave SPS, upgrade, civil, pumps, pipes, valves, elec, CCSY Shaw Ave, WWF design.	2026	$1,199,000
47-2	SEW-84	Rosslyn St SPS15, upgrade, civil 2 of 2, pumps, pipes, valves, elec, CCSY Statue Bay, WWF design.	2031	$794,000
55-2	SEW-86	Tanby Rd SPS, Ross Cr, New, access, civil 1 of 2, pumps, pipes, valves, elec, CCSY Tanby Sth Taroomball, WWF design.	2031	$794,000
30-2	SEW-96	Scenic – Arthur 100 RM, Kinka Stg 4 SPS, New, CCSEP Kinka Beach, WWF design, 1030m.	2031	$250,000
18-2	SEW-102	Emu Park Road SPS, New, Cap Green, tenure, access, civil 1, pumps, pipes, valves, elec, CCSEP West Emu Park, WWF design.	2031	$536,000
55-2	SEW-121	Carige Boulevard 300 GM, New, CCSY Tanby Sth Taroomball, WWF design, 1120m.	2031	$569,000
55-2	SEW-122	Taroomball 300 GM, New, CCSY Tanby Sth Taroomball, WWF design, 1840m.	2031	$936,000
55-2	SEW-123	Tanby Rd Sth 225 GM, New, CCSY Tanby Sth Taroomball, WWF design, 530m.	2031	$241,113
18-2	SEW-124	Emu Park Rd 750 GM, upgrade, CCSEP Emu Park West, WWF design, 80m.	2031	$89,000
18-2	SEW-125	Hartley St 450 GM, upgrade, CCSEP Emu Park West, WWF design, 370m.	2031	$292,000
64-2	SEW-126	Arthur St 300 GM, upgrade, CCSY Yeppoon Central, WWF design, 390m.	2021	$481,000
64-2	SEW-127	Arthur St 375 GM, upgrade, CCSY Yeppoon Central, WWF design, 175m.	2021	$219,000
64-2	SEW-128	Arthur St 600 GM, upgrade, CCSY Yeppoon Central, WWF design, 440m.	2021	$551,000
64-2	SEW-129	James St 300 GM, upgrade, CCSY Yeppoon Central, WWF design, 415m.	2031	$515,000
24-2	SEW-131	Hidden Valley 375 GM, New, CCSY Hidden Valley, WWF design, 1015m.	2031	$1,014,000
18-2	SEW-132	Emu Park Sewage Treatment Plant, upgrade, 3 SBR, WWF design, 10,000ep.	2036	$9,537,000

[13] Civil 1 of 2 means construct the 1st wet well, and the site is planned to ultimately have 2 wet wells.

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
64-2	SEW-133	Arthur St SPS, New, tenure, access, civil 1 of 2, pumps, pipes, valves, elec, CCSY Yeppoon Central, WWF design.	2021	$930,000
18-2	SEW-134	Emu Park Sewage Treatment Plant Inlet, upgrade, inlet, screens, grit, CCSEP STP, WWF design.	Completed 2017	$2,000,000

Table 25 —Transport Trunk Network Schedule of Works

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
33-3	T-11	Clayton Road, upgrade, Ch 1620 – 525, Urban Major Collector	2031	$1,127,000
64-3	T-12(part)	Condon Drive, new, Ch 550 – 0, Rural Major Collector	2031	$796,000
25-3	T-12(part)	Condon Drive, new, Ch 2100 – 1700, Rural Major Collector.	2031	$438,000
25-3	T-12(part)	Condon Drive, new, Ch 1700 – 550, Rural Major Collector	2031	$672,000
45-3	T-13	Panorama Drive (part), new, Ch 3500 - 1393, Rural Major Collector	Complete	$2,538,000
54-3	T-25	Taranganba Road - Carige Boulevard Intersection, upgrade, Urban Sub-Arterial, signalised.	2021	$1,325,000
54-3	T-26	Taranganba Road - Frangipani Dve Intersection, new, Urban Sub-Arterial, signalised.	2021	$1,615,000
54-3	T-27	Taranganba Road, upgrade, Ch 1125 – 160, Urban Sub-Arterial, 2 lane.	2031	$1,064,000
54-3	T-28	Taranganba Road - Ross Creek Bridge/Culverts, Stg 2, Urban Sub-Arterial, 4 lane.	2031	$3,633,000
55-3	T-29	Taranganba Road, upgrade, Ch 2040 – 1125, Urban Sub-Arterial, add 2 lanes.	2031	$1,092,000
14-3	T-30	Matthew Flinders (Sth) – Scenic Hwy Intersection, upgrade, signalised, Urban Major Collector	Complete	$1,818,000
45-3	T-31	Farnborough Rd - Pacific Hts Rd Intersection, upgrade, Urban Major Collector, signalised.	2031	$1,254,000
47-3	T-33	Scenic Highway - Mulambin Road (relocated) Intersection, new, Rural Major Collector, roundabout.	2021	$1,121,000
55-3	T-37(part)	Chandler Road, new, Ch 0 – 300, Urban Major Collector	Complete	$381,000
55-3	T-37(part)	Chandler Road, new, Ch 3100 – 970, Urban Major Collector.	2031	$1,394,000
55-3	T-37(part)	Chandler Road, new, Ch 970 – 300, Urban Major Collector	2021	$757,000

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
25-3	T-38	St Brendans Road, new, Ch 645 – 0, Rural Major Collector	2031	$543,000
25-3	T-39(part)	Limestone Creek Road, upgrade, Ch 1800 – 0, Rural Major Collector	2021	$1,869,000
1-3	T-39(part)	Limestone Creek Road, upgrade, Ch[14] 2700 – 1800, Rural Major Collector	2021	$810,000
64-3	T-41	Arthur Street, new, Ch 175 – 100, Urban Major Collector	2031	$115,000
64-3	T-42	Queen Street, upgrade, Ch 960 – 0, CBD Collector	2021	$1,468,000
45-3	T-43	Panorama Drive (part), new, Ch 1393 – 0, Rural Major Collector	Complete	$1,389,000
4-3	T-44	Barmaryee Road, upgrade, Ch 775 – 0, Urban Major Collector.	2021	$1,163,000
4-3	T-45	Barmaryee Road, upgrade, Ch 2700 – 750, Rural Major Collector	2026	$1,409,000
64-3	T-65	Queen St – Anzac Pde Intersection, upgrade, CBD Collector, signalised.	2021	$1,325,000
55-3	T-70(part)	Coucum Road, new, Ch 7500 – 5200, Rural Major Collector.	2036	$1,465,000
24-3	T-70(part)	Coucum Road, new, Ch 5200 – 0, Rural Major Collector, from Yeppoon Rd to Tanby Rd.	2036	$5,525,000
18-3	T-71	Henry St & Short St Extended, new, Arterial, 1500m	2031	$1,011,000
55-3	T-78(part)	Mulambin Road, new, Ch 1270 – 1965, Rural Major Collector	2031	$540,000
55-3	T-78(part)	Mulambin Road, new, Ch 6000 – 1965, Rural Major Collector	2031	$2,767,000
64-3	T-79	James St – Arthur St Intersection, upgrade, CBD Collector, roundabout.	2021	$1,036,000
45-3	T-93	Pacific Heights West Road, new, Ch 200 - 0, Rural Major Collector.	Complete	$242,000
24-3	T-95	Rail Trail Stage 2, new, Ch 4416-6931, shared pathway.	2031	$150,000
54-3	T-96	Frangipani Drive, new, Ch 640 – 0, Urban Major Collector	2026	$703,000
24-3	T-97	Hoskin Drive, new, Ch 100 – 0, Urban Major Collector, Extension to Hidden Valley Rd.	Complete	$137,000
25-3	T-98	St Brendans Road - Condon Drive Intersection, new, Rural Major Collector, non-signalised.	2031	$1,061,000
64-3	T-99	Adelaide Park Rd – Condon Dve Intersection, new, Urban Major Collector, non-signalised.	2031	$1,061,000

[14] Ch Means chainage distance in meters.

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
55-3	T-100	Tanby Rd - Chandler Road Intersection, new, highway, non-signalised.	2031	$1,061,000
33-3	T-101	Chandler – Clayton Rd Intersection, upgrade, Urban Major Collector, non-signalised.	2031	$804,000
25-3	T-102	Limestone Creek Road - St Brendans Road Intersection, new, Rural Major Collector, non-signalised.	2031	$1,172,000
1-3	T-103	Limestone Creek Road - Neils Road Intersection, upgrade, Rural Major Collector, non-signalised.	2021	$1,121,000
64-3	T-104	Normanby St – Arthur St Intersection, upgrade, CBD Collector.	2031	$1,061,000
64-3	T-105	Queen St – Mary St Intersection, upgrade, CBD Collector, roundabout.	Complete	$1,262,000
45-3	T-106	Panorama Drive - Lacey Road Intersection, new, Urban Major Collector, non-signalised.	Complete	$1,557,000
25-3	T-107	Limestone Creek Road - Adelaide Park Road Intersection, upgrade, Rural Major Collector, signalised.	Complete	$1,818,000
4-3	T-108	Neils Rd – Barmaryee Rd Intersection, upgrade, Arterial, non-signalised.	2026	$1,317,000
6-3	T-109	Yeppoon Rd – Neils Rd – Coucum Rd Intersection, upgrade, highway, non-signalised.	2031	$1,254,000
55-3	T-110	Tanby Rd – Coucum Rd Intersection, new, arterial, non-signalised.	2036	$953,000
18-3	T-111	Scenic Hwy – Ritamada Rd – Short St (extended T-71) Intersection, new, arterial, non-signalised.	2031	$1,254,000
18-3	T-112	Emu Park Rd – Henry St Intersection, upgrade, arterial, non-signalised.	2031	$1,061,000
55-3	T-113	Tanby Rd - Mulambin Road Intersection, new, highway, non-signalised.	2021	$1,367,000
33-3	T-114	Mulambin – Clayton Rd Intersection, upgrade, Urban Major Collector, non-signalised.	2031	$1,061,000
45-3	T-115	Panorama Drive - Pacific Heights West Road Intersection, new, Rural Major Collector, non-signalised.	Complete	$1,557,000
64-3	T-116	Old Rockhampton Road - Barmaryee Rd – Condon Dve Intersection, upgrade, Sub Arterial, signalised.	2021	$1,615,000
24-3	T-117	Hidden Valley Road - Hoskin Dve Intersection, new, Urban Major Collector, non-signalised.	Complete	$1,538,000
64-3	T-118	Arthur St to Yeppoon Road, new, Ch 1050 – 650, Urban Major Collector.	2031	$579,000

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
64-3	T-119	Yeppoon Road – Arthur St (extended T-118) Intersection, new, Arterial, signalised.	2031	$1,254,000
24-3	T-120	Yeppoon Rd - Rail Trail Safe Crossing intersection, new, Highway - shared pathway.	2031	$2,194,000
25-3	T-121	Condon Drive - Rail Trail Intersection crossing, new, Rural Major Collector – shared pathway, non-signalised.	2031	$193,000
33-3	T-122	Scenic Hwy – Clayton Rd Intersection, upgrade, Urban Major Collector, non-signalised.	2031	$1,061,000
47-3	T-123	Mulambin Road Relocation, new, Ch 760 – 0, Rural Major Collector, 760m.	2021	$674,000
55-3	T-124	Tanby Rd - Taranganba Road Intersection, upgrade, highway, non-signalised.	2021	$1,367,000
54-3	T-126	Taranganba Road - Ross Creek Bridge/Culverts, new, Stg 1, Urban Sub-Arterial, 2 lane.	2021	$3,838,000
6-3	T-127	Rail Trail, new, 5600 - 10931 Stg 3, Trunk Shared Pathway	2031	$920,000
64-3	T-128	Queen St – Barry St Intersection, upgrade, CBD Collector, signalised.	Complete	$1,491,000
64-3	T-129	Barry Street, upgrade, Ch 0 – 300, widening, CBD Collector.	2031	$434,000
4-3	T-130	Jabiru Drive Extension, new, Ch 0 – 360, Industrial Collector.	2021	$385,000
22-3	T-131	McLaughlin St, New, 0 – 3650, Rural Major Collector	2031	$2,459,000
22-3	T-132	Dawson Rd – McLaughlin St Intersection (extension T-131, new, Rural Major Collector.	2031	$1,172,000
22-3	T-133	McLaughlin St - Ramsay Creek Bridge, new, Rural Major Collector, 2 lane + ped, 300m	2031	$4,011,000
64-3	T-134	Hill St Multi-story carpark, new, CBD.	Complete	$5,700,000
47-3	T-135	Vin E Drive, upgrade, Rural Major Collector, 500m	2031	$386,000
55-3	T-137	Carige Boulevard, new, Urban Major Collector,	2031	$611,000

Table 26 —Stormwater Trunk Network Schedule of Works

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
55-4	D-8	Ross Creek watercourse[15] , floodplain tenure for connectivity and management, New floodplain Q100 Easement and overlay, 2400m.	2036	$240,000
33-4	D-9	Williamson Creek tidal watercourse, floodplain tenure for connectivity and management, New Q100 Easement and floodplain management, 780m.	2026	$78,000
55-4	D-10	Tanby Road drainage feature[16] system tenure[17] for connectivity. New Q100 Easement, 220m.	2031	$22,000
24-4	D-11	Yeppoon Creek Tributary A drainage feature system tenure for connectivity. New Q100 Easement, 570m.	2036	$57,000
24-4	D-12	Yeppoon Creek Tributary B drainage feature system tenure for connectivity. New Q100 Easement, 900m.	2021	$90,000
24-4	D-13	Yeppoon Creek watercourse, floodplain tenure for connectivity and management, New Q100 Easements and floodplain overlay, 980m.	2021	$98,000
24-4	D-14	Yeppoon Creek Tributary C drainage feature system tenure for connectivity, new Q100 easement, 1000m.	2031	$100,000
24-4	D-15	Yeppoon Creek Tributary D drainage feature system tenure for connectivity, new Q100 Easement, 680m.	2021	$68,000
24-4	D-16	Yeppoon Creek Tributary E drainage feature system tenure for connectivity, new Q100 Easement, 240m.	2031	$24,000
64-4	D-17	Yeppoon Creek Tributary F drainage feature system tenure for connectivity, new Q100 Easement, 370m.	2031	$37,000
64-4	D-18	Fig Tree Creek watercourse, floodplain tenure for connectivity and management, new Q100 Easements and floodplain overlay, 1200m.	2021	$120,000
64-4	D-19	Fig Tree Creek Tributary A Barmaryee Gully drainage feature system tenure for connectivity, new Q100 Easement, 1260m.	2031	$126,000
64-4	D-20	Fig Tree Creek Tributary B School Gully drainage feature system tenure for connectivity, new Q100 Easement,	2036	$107,000

[15] Watercourse — As defined by the Water Act

[16] Drainage Feature — As defined by the Water Act.

[17] Tenure — Generally means acquire a Q100 Drainage Easement tenure for the natural flow to achieve and protect a connected flowpath that is a Water Act Drainage Feature. Generally no capital works at this stage.

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
		1070m.		
3-4	D-21(part)	Meikleville Hill Gully - Meikleville St to Smith St drainage feature and tidal watercourse tenure for connectivity, new Q100 Easement, 1220m.	2036	$122,000
64-4	D-21(part)	Todd Ave Drain, L12 RP620229, drainage feature tenure for connectivity, new Q100 Easement, 90m.	2031	$9,000
36-4	D-21(part)	Meikleville Hill Gully - Found St to Farnborough Rd, L5&6 RP610898 drainage feature system tenure for connectivity, new Q100 Easement, 30m.	2031	$3,000
64-4	D-22	Jarman Street to Farnborough Road drainage feature system tenure for connectivity, new Q100 Easement, 260m.	2036	$26,000
20-4	D-23	Roberts Road to Farnborough Road Pacific Hts Gully drainage feature system tenure for connectivity, new Q100 easement, 560m.	2031	$56,000
20-4	D-24	Pacific Heights Road drainage feature system tenure for connectivity, new Q100 easement, 1900m.	2036	$190,000
22-4	D-25	Ramsay Creek watercourse, floodplain tenure for connectivity and management, new Q100 floodplain easement and overlay, 5500m.	2031	$550,000
24-4	D-28	Yeppoon Creek - Hidden Valley Rd drainage feature system tenure for connectivity, new Q100 Easement, 850m.	2031	$85,000
55-4	D-29	Ross Cr – Tanby Rd drainage feature system tenure for connectivity, new Q100 Easement, 1100m.	2031	$110,000
24-4	D-40	Yeppoon Creek Tributary G Drainage feature system tenure for connectivity, new Q100 Easement, 1000m.	2031	$100,000
53-4	D-41	Causeway Lake tributary drainage feature system tenure for connectivity, new Q100 Easement, 2900m.	2031	$290,000
45-4	D-42	Pacific Hts Gully - Roberts Rd to Pacific Heights Rd, drainage feature system tenure for connectivity, new Q100 Easement, 240m.	2031	$24,000
3-4	D-43	Barlows Hill Gully - Jarman to Farnborough Road drainage feature system tenure for connectivity, new Q100 Easement, 380m.	2031	$38,000
20-4	D-44	Northern Tributary of Barwells Cr drainage feature system tenure for connectivity, new Q100 Easement, 1800m.	2031	$180,000
25-4	D-45	Fig Tree Creek tributary C drainage feature system tenure for connectivity, new Q100 Easement, 750m.	2036	$75,000

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
25-4	D-46	Fig Tree Cr tidal watercourse, Park St to Arthur St, floodplain tenure for connectivity and management system, new Q100 floodplain Easements and overlay, 460m.	2031	$46,000
64-4	D-47	Fig tree Creek Tributary D drainage feature system tenure for connectivity, new Q100 easement, 100m.	2026	$100,000
4-4	D-48	Corduroy Creek Tributary F drainage feature system tenure for connectivity, new Q100 Easement, 410m.	2031	$41,000
4-4	D-49	Corduroy Creek Tributary E drainage feature system tenure for connectivity, new Q100 Easement, 420m.	2031	$42,000
53-4	D-50	Coorooman Creek tributary A drainage feature system tenure for connectivity, new Q100 Easement, 1400m.	2031	$140,000
4-4	D-51	Corduroy Creek watercourse, floodplain tenure for connectivity and management, new Q100 floodplain Easement and overlay, 3700m.	2036	$370,000
4-4	D-52	Corduroy Creek Tributary A drainage feature system tenure for connectivity, new Q100 Easement, 3000m.	2031	$300,000
1-4	D-53	Corduroy Creek Tributary B drainage feature system tenure for connectivity, new Q100 Easement, 2300m.	2031	$230,000
4-4	D-54	Corduroy Creek Tributary D drainage feature system tenure for connectivity, new Q100 Easement, 1500m.	2031	$150,000
64-4	D-55	Todd Ave Drain tidal watercourse, Smith to Kean St floodplain tenure for connectivity and management, new Q100 Floodplain Easement and overlay, 240m.	2021	$24,000
33-4	D-57	Chandler Road Lammermoor drainage feature system tenure for connectivity, new Q100 easement, 120m.	2031	$12,000
33-4	D-58	Chandler Road Lammermoor drainage feature system tenure for connectivity, new Q100 easement, 70m.	2031	$7,000
33-4	D-59	Chandler Road Lammermoor drainage feature system tenure for connectivity, new Q100 Easement, 170m.	2031	$17,000
33-4	D-60(part)	Bottlebrush Drive Lammermoor drainage feature system. Establish tenure - trunk drainage system connectivity, 65m.	2031	$4,999
54-4	D-60(part)	Bottlebrush Drive Lammermoor drainage system. Establish tenure - trunk drainage system connectivity, 140m.	2031	$14,000
53-4	D-61	Causeway Lake Tributary A drainage feature system tenure for connectivity, new Q100 Easement, 1900m.	2031	$190,000
53-4	D-62	Causeway Lake Tributary B drainage feature system tenure for connectivity, new Q100 Easement, 1600m.	2031	$160,000

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
18-4	D-63	Kinka Creek Tributary A Albermarle St drainage feature system tenure for connectivity, new Q100 Easement, 1820m.	2031	$182,000
18-4	D-64	Kinka Creek Tributary D drainage feature system tenure for connectivity, new Q100 Easement, 760m.	2031	$76,000
30-4	D-65	Kinka Creek Tributary B drainage feature system tenure for connectivity, new Q100 Easement, 950m.	2031	$95,000
30-4	D-66	Kinka Creek Tributary C drainage feature system tenure for connectivity, new Q100 Easement, 310m.	2031	$31,000
65-4	D-67	Svendsen Rd drainage feature system tenure for connectivity, new Q100 Easement, 300m.	2021	$30,000
53-4	D-68	Coorooman Creek Tributary B drainage feature system tenure for connectivity, new Q100 Easement, 2340m.	2031	$234,000
64-4	D-69	Yeppoon Creek Cordingley Street drainage feature system tenure for connectivity, new Q100 Easement and channel works, 560m.	Complete	$2,000,000
64-4	D-70	Fig Tree Creek Cordingley Street drainage feature system tenure for connectivity, new Q100 Easement and channel works, 50m.	2021	$500,000
4-4	D-71	Barmaryee Land Fill, New District Treatment Facility works, bioretention and detention basin, access, valving.	2026	$500,000
33-4	D-72	Lammermoor Lot 1 RP618801, New District Treatment Facility, bioretention and detention basin, access, valving.	2021	$250,000
4-4	D-73	Corduroy Creek Tributary C drainage feature system tenure for connectivity, new Q100 Easement, 1600m.	2031	$160,000
25-4	D-74	Capsize Gully drainage feature system tenure for connectivity, new Q100 Easement, 3100m.	2036	$310,000
18-4	D-75	Emu Park Thomas to Keppel Street drainage feature system tenure for connectivity, new Q100 Easement, 30m.	2031	$3,000
3-4	D-76(part)	Jarman St Gully - Jarman to Farnborough Road drainage feature system tenure for connectivity, new Q100 easement L2 RP602748, 90m.	2031	$9,000
22-4	D-77	Sutherland Creek watercourse system, floodplain tenure for connectivity, new Q100 Floodplain Easement, 1250m.	2031	$125,000
64-4	D-78	Barmaryee Creek watercourse system, floodplain tenure for connectivity, new Q100 Floodplain Easement, 600m.	2036	$60,000
24-4	D-79	Yeppoon Creek watercourse system, floodplain tenure for	2036	$230,000

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
		connectivity, new Q100 Floodplain Easement, 2300m.		
64-4	D-80	School Street drainage feature system tenure for connectivity, new Q100 Easement, 650m.	2031	$65,000
64-4	D-81	School Creek watercourse system, floodplain tenure for connectivity, new Q100 Floodplain Easement, 720m.	2031	$72,000
64-4	D-82	Fig Tree Creek watercourse system, floodplain tenure for connectivity, new Q100 Floodplain Easements and Overlay, 500m.	2036	$50,000
55-4	D-83	Ross Creek drainage feature system tenure for connectivity, new Q100 Easement, 620m.	2036	$62,000
55-4	D-84	Ross Creek Treatment Facility, new, District	2031	$250,000

Table 27 - Parks, Sport & Recreation and Land for Community Facilities Trunk Schedule of Works

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
64-5	PCL-508	Yeppoon Appleton Park, park upgrade, District, paths, seating, shade, play equipment	2021	$930,000
4-5	PCL-509	Barmaryee Multi-Sport, Sport upgrade, District, netball, rugby fields.	2021	$2,800,000
4-5	PCL-510	Barmaryee Multi-Sport, Facility, new facility, District, amenities, storage, meeting room	2031	$164,000
18-5	PCL-511	Emu Park Multi-Sport, New sports, District, netball, rugby fields, cricket	2021	$3,300,000
18-5	PCL-512	Emu Park Multi-Sport, New Facility, District, amenities, storage, meeting room	2031	$156,000
64-5	PCL-526	Yeppoon Beachfront, park upgrade, Regional, paths, seating, shade, BBQ, play equipment	2021	$6,000,000
64-5	PCL-527	Yeppoon Foreshore, New park, Regional, paths, seating, shade, BBQ, play equipment.	2021	$6,000,000
18-5	PCL-528	Emu Park Kerr Park, park upgrade, Regional, paths, seating, shade, BBQ, play equipment	2021	$800,000
18-5	PCL-529	Centenary of Anzac Park, Emu Park, Regional, upgrade, paths, seating, shade.	2021	$3,000,000
53-5	PCL-530	Taroomball Capricorn Coast Memorial Gardens, New Facility, Regional, cemetery, paths, seating, shade,	2021	$6,000,000

Map No.	Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Establishment cost
		amenities, storage, meeting room		
14-5	PCL-531	Cooee Bay Daniel Park, upgrade, Regional, paths, seating, shade, BBQ, play equipment.	2021	$6,000,000
64-5	PCL-532	Beaman Park, upgrade, District, paths, seating, shade.	2021	$100,000
21-5	PCL-534	Glendale Park upgrade, District, paths, seating, shade, play equipment	2021	$200,000
14-5	PCL-535	Cooee Bay Multi-Sport, Sport upgrade, District, pool, tennis, amenities, storage, meeting room.	2026	$3,300,000
14-5	PCL-536	Cooee Bay Multi-Sport, Facilities upgrade, District, amenities, storage, meeting room	2026	$130,000
46-5	PCL-537	Rockyview Sarah's Garden, Park upgrade, District, paths, seating, shade, BBQ, play equipment	2021	$200,000
18-5	PCL-538	Emu Park Singing Ship, Park upgrade, Regional, paths, seating, shade.	2021	$2,000,000