



## The *common material* for assessable development

### PART 1 - INTRODUCTION

#### 1.1 Development applications must be supported by relevant information

- (1) An application for development should be supported by sufficient information to allow Council and other agencies to assess the application against the matters set out in section 3.5.4 (Code assessment) and section 3.5.5 (Impact assessment) of the Act.
- (2) If an application is not sufficiently supported with information, then pursuant to part 3, chapter 3 of the Act, Council and relevant concurrence agencies may make an information request.

### PART 2 - INFORMATION REQUIREMENTS

#### 2.1 General supporting information for applications

- (1) Generally applications for development should be supported by information about the following base matters described/illustrated using plans and reports accompanying relevant application forms:
  - the size and shape of the site to which the application relates, the siting and design of the proposed premises and the area to be occupied by the premises in relation to the character, scale and intensity of development and use on surrounding lands;
  - as applicable a plan of development or development master plan;
  - the scale, nature, siting and design of the proposed development and use in relation to the desired character of the planning area and precinct in which it is located;
  - the desired character and amenity of the neighbourhood and the likely impact of the proposed development and use on that character and amenity;
  - the proposed development's likely impact any sites of historical, archaeological, cultural or social significance in the vicinity and how the proposal proposes to preserve or enhance the relevant values associated with the significance;
  - the proposed development's likely environmental impacts (including ecological, physical, social and economic) and any measures/safeguards proposed to prevent or mitigate any adverse serious or material impact on the environment of the locality;
  - consideration of prudent and feasible alternatives, including sites and the outcomes of such considerations;
  - if the proposed development and use will create a traffic problem or increase an existing traffic problem;
  - the proposed means of ingress to and egress from the site including its adequacy and provision for the loading, unloading, manoeuvring and parking of vehicles on the site;
  - the adequacy of development and community infrastructure required for the premises;

- the susceptibility of a site or any part thereof is, to flooding, and its geological erosion potential;
- any relevant State Planning Policy and/or relevant Planning Scheme Policy;
- advice by a referral agency advice including representation made by any government department or statutory or other public authority in relation to the application;
- the findings of any study or report prepared in relation to the application;
- the circumstances of the proposed development and the public interest in relation to it including the community need for and benefit from the proposal;
- every properly made submission to the proposed development made during the public notification period; and
- any other relevant matter required under the Act or Regulation to be considered.

## **2.2 Applications assessed against planning scheme codes**

- (1) An application must be supported with information that demonstrates that the proposal complies<sup>1</sup> with all overall outcomes and specific outcomes of an applicable code.
- (2) Applicants are directed to the codes nominated as applicable to the assessment of a proposal for 'a checklist' of matters about which information should be provided.

## **2.3 Applications requiring impact assessment**

- (1) An application must be supported by information of sufficient detail to enable the proposed development to be assessed to satisfy Council and any referral agency that:
  - (a) the likely impacts can be appropriately managed in line with applicable best practice; and
  - (b) the proposal does not conflict<sup>2</sup> with relevant outcomes sought to be achieved the planning scheme.
- (2) Generally for impact assessable development, the assessment manager's information request or coordinated referral information request will detail the matters for which information is required.
- (3) Council may consider certain information is not necessary if:
  - (a) An up-to-date, relevant planning report is otherwise available that satisfactorily addresses the likely impacts of the proposal; or
  - (b) Council is satisfied that the impacts of the particular development will be only minor.

<sup>1</sup> Part 3(4)(b) of the planning scheme instructs that development made code assessable under the planning scheme is assessed against the purpose and the overall and specific outcomes of an applicable code. Further development conflicts with and does not comply with the code if it is inconsistent with the overall outcomes or specific outcomes. Non-compliance is a trigger for Council to refuse an application.

<sup>2</sup> Part 3(4)(c) of the planning scheme instructs that development made impact assessable under the planning scheme is assessed against the purpose and the overall and specific outcomes of any relevant code. Further development conflicts with the planning scheme if it is inconsistent with any relevant code. Conflict with the planning scheme is a trigger for Council may to refuse an application.





## PART 3 - INFORMATION SOURCES

### 3.1 State interest issues

- (1) For assessable development affected by issues set out in Column 1 of the table below, reference to background material set out in Column 2 may provide assistance with designing a development proposal and preparing information to support an application:

Column 1	Column 2
(a) Acid sulfate soils	<ul style="list-style-type: none"> <li>Guideline for SPP 2/02: Planning and Managing Development Involving Acid Sulfate Soil.</li> </ul>
(b) Coastal development	<ul style="list-style-type: none"> <li>State Coastal Management Plan</li> </ul>
(c) Extractive resources	<ul style="list-style-type: none"> <li>Draft SPP Protection of Extractive Resources.</li> </ul>
(d) Good quality agricultural land	<ul style="list-style-type: none"> <li>Guideline 1 for SPP 1/92: The Identification of Good Quality Agricultural Land.</li> <li>Guideline 2 for SPP 1/92 Separating agricultural and residential land uses.</li> </ul>
(e) Land affected by the Rockhampton Airport	<ul style="list-style-type: none"> <li>Guideline for SPP 2/92: Planning for Aerodromes and other Aeronautical Facilities</li> </ul>
(f) Land subject to flood, bushfire hazard or landslide	<ul style="list-style-type: none"> <li>Guideline for SPP 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide.</li> </ul>

### 3.2 References called-up by planning scheme

- (1) The following publications are called up in the planning scheme and should be consulted by an applicant in designing and documenting a proposal for assessable development:

Column 1	Column 2
(a) Accessibility	<ul style="list-style-type: none"> <li>Australian Standard AS1428 – Design for Access and Mobility and Australian Standard AS1735 – Lift Facilities for Persons with Disabilities.</li> </ul>
(b) Bicycle Parking Facilities	<ul style="list-style-type: none"> <li>AUSTROADS Guide to Traffic Engineering Practice, Part 14 – Bicycles</li> </ul>
(c) Bikeways	<ul style="list-style-type: none"> <li>AUSTROADS Part 14 Guide to Traffic Engineering Practice BICYCLES.</li> </ul>
(d) CPTED	<ul style="list-style-type: none"> <li>Livingstone Shire Council's Guidelines for Incorporating Community Safety Principles into Design</li> </ul>
(e) Erosion and sediment control	<ul style="list-style-type: none"> <li>Guidelines for Soil Erosion and Sediment Control for Construction Sites. (Institution of Engineers, Brisbane, 1996)</li> </ul>
(f) Flammable and combustible liquid storage and handling	<ul style="list-style-type: none"> <li>Australian Standard AS1940 - The Storage and Handling of Flammable and Combustible Liquids.</li> </ul>
(g) Outdoor lighting	<ul style="list-style-type: none"> <li>Australian Standard AS4282 – Control of the obtrusive effects of outdoor lighting.</li> <li>Australian Standard AS1158: Public Lighting</li> </ul>



Column 1	Column 2
	<i>Code.</i>
(h) Parking Spaces	▶ <i>Australian Standard AS2890.1-1993: Parking Facilities – Off-street Carparking</i>
(i) Pedestrian access	▶ <i>Planning scheme policy ?.</i>
(j) Provision for Disabled Access and Parking	▶ <i>Australian Standard AS1428.1-2001: Design for access and mobility – General requirements for access – New building work; and</i> ▶ <i>Australian Standard AS2890.1-1993: Parking Facilities – Off-street Carparking</i>
(k) Residential development	▶ <i>Queensland Residential Development Guidelines</i>
(l) Roads	▶ <i>Planning scheme policy. ?.</i>
(m) Service Vehicle Loading/Unloading Areas	▶ <i>Australian Standard AS2890.2-1993: Off-street parking – Commercial vehicle facilities; and</i>
(n) Sewerage	▶ <i>Queensland Water Resources Commission's Guidelines for Planning and Design of Sewerage Schemes.</i>
(o) Stormwater drainage	▶ <i>Queensland Urban Drainage Manual (QUDM – latest edition as amended) for urban drainage; and</i> ▶ <i>Queensland Department of Main Roads – Urban Road Design Volume 2 for Culvert Design (section 10-1800 to 10-2080) for rural road cross drainage provision.</i>
(p) Vehicle Movement Spaces (including circulation driveways and turning areas)	▶ <i>Australian Standard AS2890.1-1993: Parking Facilities – Off-street Carparking; and</i> ▶ <i>Australian Standard AS2890.2-1993: Off-street parking – Commercial vehicle facilities; and</i>
(q) Vehicle Queuing Facilities	▶ <i>Australian Standard AS2890.1-1993: Parking Facilities – Off-street Carparking</i>
(r) Vehicular access	▶ <i>Planning scheme policy ?.</i>
(s) Wastewater treatment and disposal (in Rural, Park Residential and Village Zones)	▶ <i>Australian Standard AS/NZS 1547:2000 - On-site domestic wastewater management; and</i> ▶ <i>On-site Sewerage Code (Queensland Department of Natural Resources, July 2002)</i>
(t) Water supply	▶ <i>Queensland Water Resources Commission's Guidelines for Planning and Design of Urban Water Schemes.</i>

### 3.3 Other references

- (1) The following publications may further assist an applicant in designing and documenting a proposal for development:

(a) Clearing of vegetation	▶ <i>State IDAS Code for the Clearing of Vegetation</i>
(b) General	▶ <i>Queensland Development Code</i>
(c) Licensed brothels	▶ <i>State IDAS Code for licensed brothels</i>
(d) Capricorn Municipal Development Manual	▶ <i>Regional standards for infrastructure – particularly for roads and drainage.</i>

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(e)	Residential development	► <i>AMCORD (Australian Model Code for Residential Development) - 2<sup>nd</sup> Edition</i>
(f)	Self-assessable building work (Schedule 8)	► <i>Queensland Standard Building Regulation 1993</i>
(g)	Self-assessable water related development	► <i>State IDAS Code for water related development</i>

## Consulting on development applications

### PART 1 - GENERAL

#### 1.1 When Council may consult on an application

- (1) Without limiting its discretion under the Act, section 3.2.7<sup>1</sup>, Council may seek advice or comment about an application in any circumstances it determines, including, in Council's opinion, if:
  - (a) the development may conflict with a code;
  - (b) specialist technical advice is required for the assessment of the development proposal; or
  - (c) the development proposal may affect premises being of special interest to a person or organisation.

#### 1.2 Who may be consulted

- (1) Council may seek advice or comment about an application for development from a person or organisation, including any considered by Council to have specialist knowledge or a special interest in an application, specific type of development or particular locality.
- (2) Without limiting subsection (1), Council may seek advice or comment about an application for development in any of the circumstances listed in Column 1 from the corresponding person/organisation listed in Column 2 of the following table:

Column 1	Column 2
(a) Mineral resources <ul style="list-style-type: none"> <li>▸ within 1 kilometre of identified mineral resources<sup>2</sup></li> </ul>	▸ Department of Natural Resources and Mines
(b) Acid Sulfate Soils <ul style="list-style-type: none"> <li>▸ on land identified as containing acid sulfate soils</li> </ul>	▸ Department of Natural Resources and Mines
(c) Agricultural Land <ul style="list-style-type: none"> <li>▸ on land included in the Good Quality Agricultural Land Special Management Area</li> </ul>	▸ Department of Natural Resources and Mines
(d) Child Care Centre <ul style="list-style-type: none"> <li>▸ development of an "assessable centre"<sup>3</sup></li> </ul>	▸ Department of Families
(e) On-premises sign or Advertising Hoarding <ul style="list-style-type: none"> <li>▸ placement of an On-premises sign or Advertising hoarding on land fronting a State-controlled road<sup>4</sup></li> </ul>	▸ Department of Main Roads

<sup>1</sup> Refer to *Integrated Planning Act 1997*, section 3.2.7 (additional third party advice or comment)

<sup>2</sup> Included in the Extractive Resources Special Management Area on the Natural Features and Resources Overlay.

<sup>3</sup> As defined in the *Child Care (Child Care Centres) Regulation 1991*, section 34B.



## PART 2 - CONSULTATION PROCESSES

### 2.1 How consultation may be undertaken

- (1) Council may seek advice or comment in any way considered appropriate for the circumstances, including, but not limited to:
  - (a) public notification in a newspaper;
  - (b) placing a notice on the premises;
  - (c) placing a notice at a public place;
  - (d) public meetings/workshops; or
  - (e) meeting with a person or organisation having a special interest.

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<sup>4</sup> As defined in the *Transport Infrastructure Act 1994*, schedule 3.

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## Development on land affected by Rockhampton Airport

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### PART 1 - INTRODUCTION

#### 1.1 Policy position for development affected by Rockhampton Airport

- (1) Under the Act, Council as the assessment manager for development may ask any person for advice or comment on a development application at any stage provided that IDAS timeframes are met [refer IPA section 3.2.7].
- (2) For development within the Airport Affected Land special management area, Council will generally request advice about the compatibility of a proposal with the operation of aircraft and aviation facilities at Rockhampton Airport from Rockhampton City Council as the airport owner and operator.

### PART 2 - IMPLEMENTATION

#### 2.1 Securing advice from Rockhampton City Council

- (1) Advice may be obtained in one of the following ways:
  - (a) Prior to submitting an application to Council, an applicant may liaise directly with Rockhampton City Council (under its jurisdiction as the owner/operator of the Rockhampton Airport) and seek written advice from that authority, indicating that the applicant's proposal is acceptable to that authority and will not adversely affect the operational airspace of Rockhampton Airport. This written advice should be submitted as part of the development application materials; or
  - (b) Except if advice is provided pursuant to (a) above, during the Information and Referral Stage of the IDAS process, Council will, as part of a request for further information, request an applicant to seek written advice from Rockhampton City Council, indicating that the applicant's proposal is acceptable to that authority and will not adversely affect the operational airspace of Rockhampton Airport; or
  - (c) Except if advice is provided pursuant to (a) or (b) above, during the IDAS process, Council will seek advice directly from Rockhampton City Council concerning the proposal.
- (2) Applicants should note that order of the above ways for obtaining the advice of Rockhampton City Council reflects Council's preferred approach for securing information for a proposal affected by Rockhampton Airport.







## Streetscaping in Yeppoon Central

### PART 1 - INTRODUCTION

#### 1.1 Yeppoon Central and Wattle Grove Study

- (1) In February 2004, Council adopted the Yeppoon Central and Wattle Grove Study (the Study) which was commissioned on recommendations of the earlier Capricorn Coast Landscape Study to specifically address building heights in the Yeppoon Central area in response to community concerns that the character of Yeppoon was at risk from development.
- (2) The Study built on significant community consultation and amongst other outcomes, resulted in recommended principles for guiding streetscape in the Yeppoon Structure Plan area illustrated on planning scheme map - PSM 3A.
- (3) Part 2 of this policy identifies these principles and provides proponents for development guidance for meeting the specific outcomes of the Yeppoon Central Zone code of the planning scheme.
- (4) Part 3 of this policy sets out solutions specific to S12 and S25 of the Yeppoon Central Zone code.

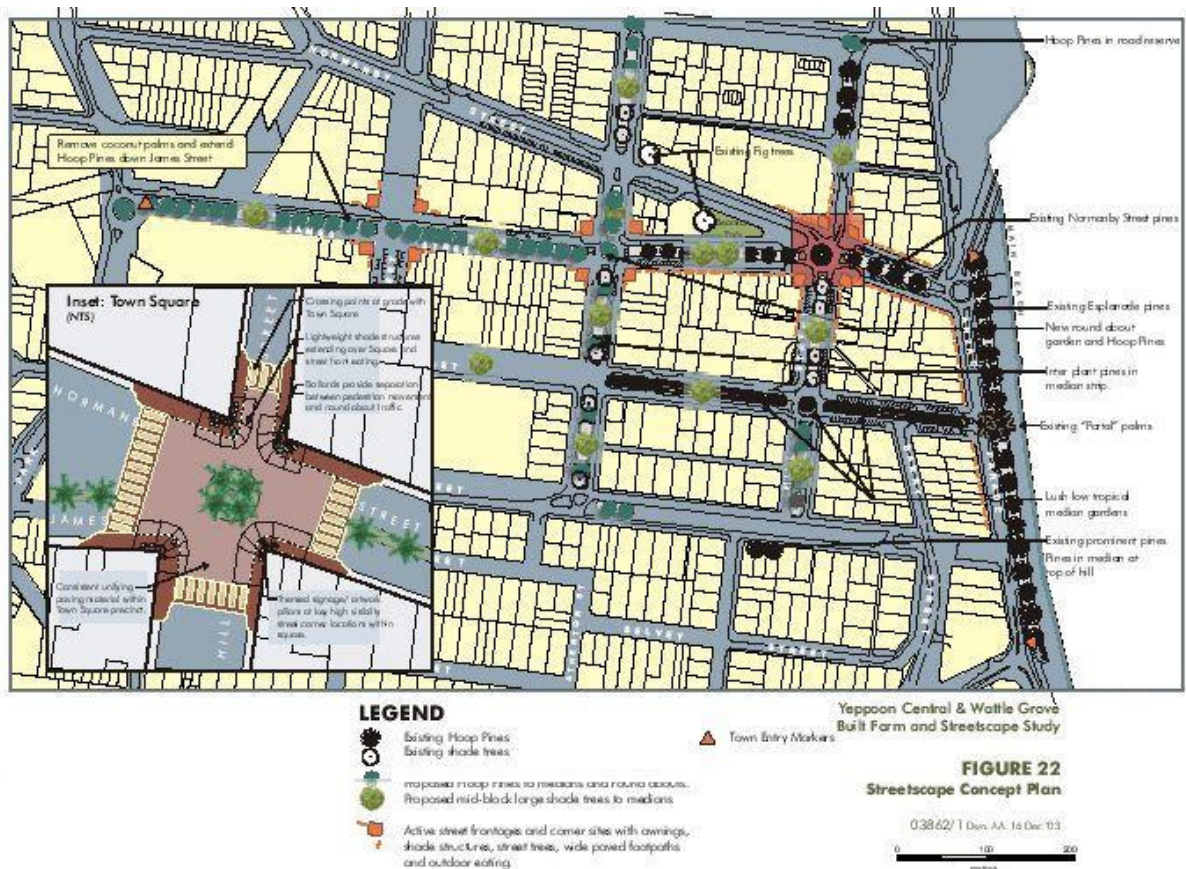
### PART 2 - GUIDING PRINCIPLES

#### 2.1 Design to enhance streetscape

- (1) A proposal for development in the area illustrated on map PSM 3A is required to incorporate measures that enhance the streetscape.
- (2) The design of a proposed development should consider and provide for, incorporate or complement the following measures:
  - (a) Permanent bold and eye-catching features/statements at each entry/exit point to the town centre:
    - (i) on Anzac Parade ( adjacent to Whitman Street and at The Bluff); and
    - (ii) the western end of James Street (adjacent to Braithwaite Street);
  - (b) Hoop Pines (*Araucaria cunninghamii*) should remain a constant theme throughout Yeppoon, except in Queen Street where they would compete with the 'Portal' palm trees and obscure bay views. Hoop Pines plantings in lines along formal central road medians along James Street, Hill Street and Mary Street, plus other small groups of trees in road reserves aligned with Hill Street and Mary Street and Arthur Street. ;
  - (c) The roundabouts at the intersections of James Street/Mary Street/ and James Street/Park Street (and also in a future James Street/Arthur Street roundabout), to be planted with tall, dark-foliaged trees with a strong vertical element (Hoop Pines or similar) to continue the landscape theme, subject to traffic safety and sightline considerations;
  - (d) In the area west of Hill Street, dense-canopied spreading trees such as fig trees (*Ficus SPP.*) or similar, planted mid-block at 1-2 trees per block. These will contrast with

the vertical element of the Hoop Pines without ‘competing’ with them as a dominant major planting theme throughout Yeppoon;

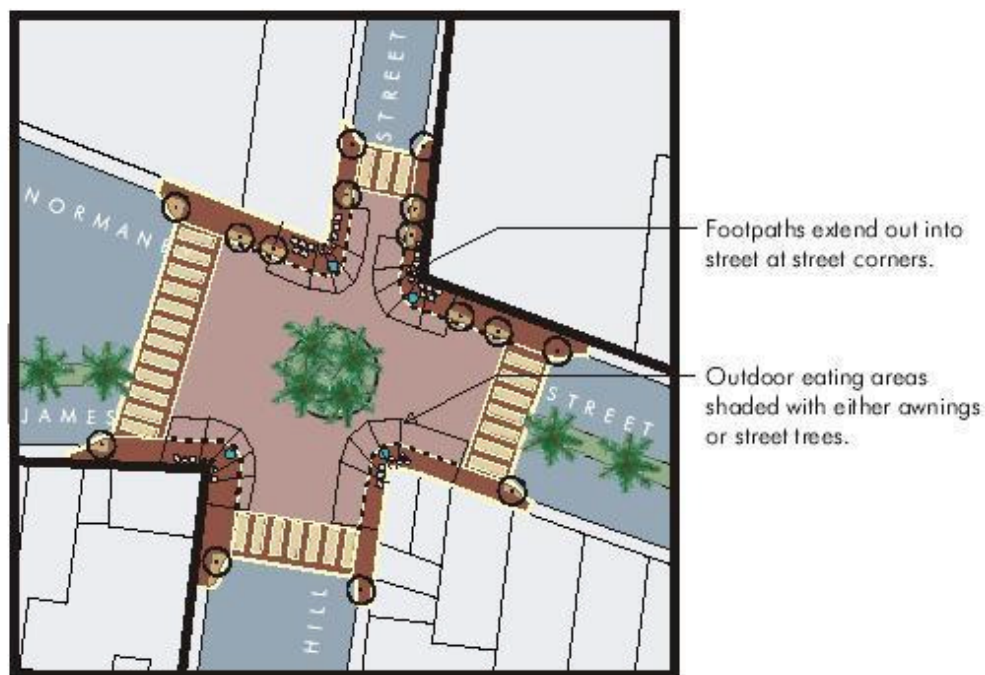
- (e) Widespread use of rainforest or salt tolerant trees, shrubs and groundcovers (e.g., pigface - *Carpobrotus* spp.) showcasing central Queensland tropical plants in all landscaping, subject to considerations such as maintenance and sight line;
- (f) Design and construction of a Town Square at the Hills Street/James Street intersection in combination with a traffic roundabout so that it has the appearance of a Town Square and can function as a pedestrian precinct on festive occasions but for most of the year will be a safe traffic roundabout by:
  - (i) construction of a slightly raised pavement above adjoining streets;
  - (ii) activity generators at each corner (by footpath build-outs and shade structures)
  - (iii) clear visibility across the Square (beneath the canopies of retained central Hoop Pine trees). [refer to Figure 22 below]
  - (iv) restriction of unfettered pedestrian crossings movements (e.g., use of bollards with chain barriers) and on vehicle speed;



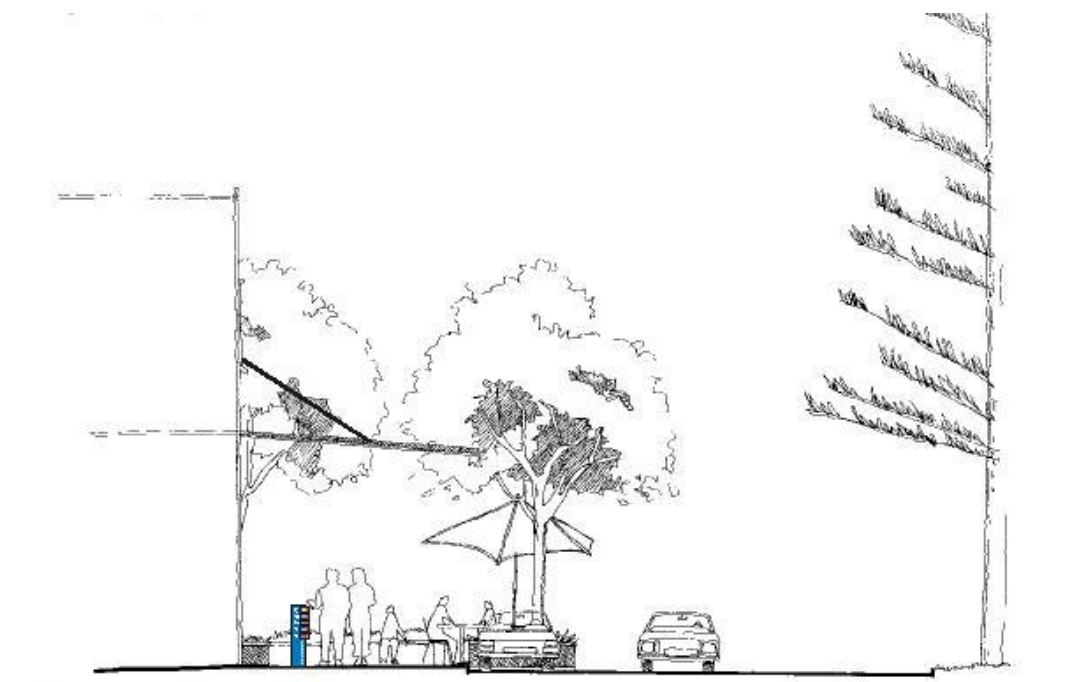
- (g) Way-finding signs designed with a vertical form derivative of/relating to the form of pine trees, at key locations in the town (especially at the four corners of the Town Square) at varying scales;



- (h) Footpaths built out into the street at corners and in mid-block nodes (but not at laneways) for outdoor eating areas, with adjacent angle parking. [refer Figure 23 and Figure 24 below] Build-outs should be shaded with either or both street trees or shade structures which do not break the line of the footpath awnings, but should not be semi-enclosed in plastic curtain walls. Mid-block build-outs should be planned in conjunction with adjacent development to ensure minimal impact on parking spaces;



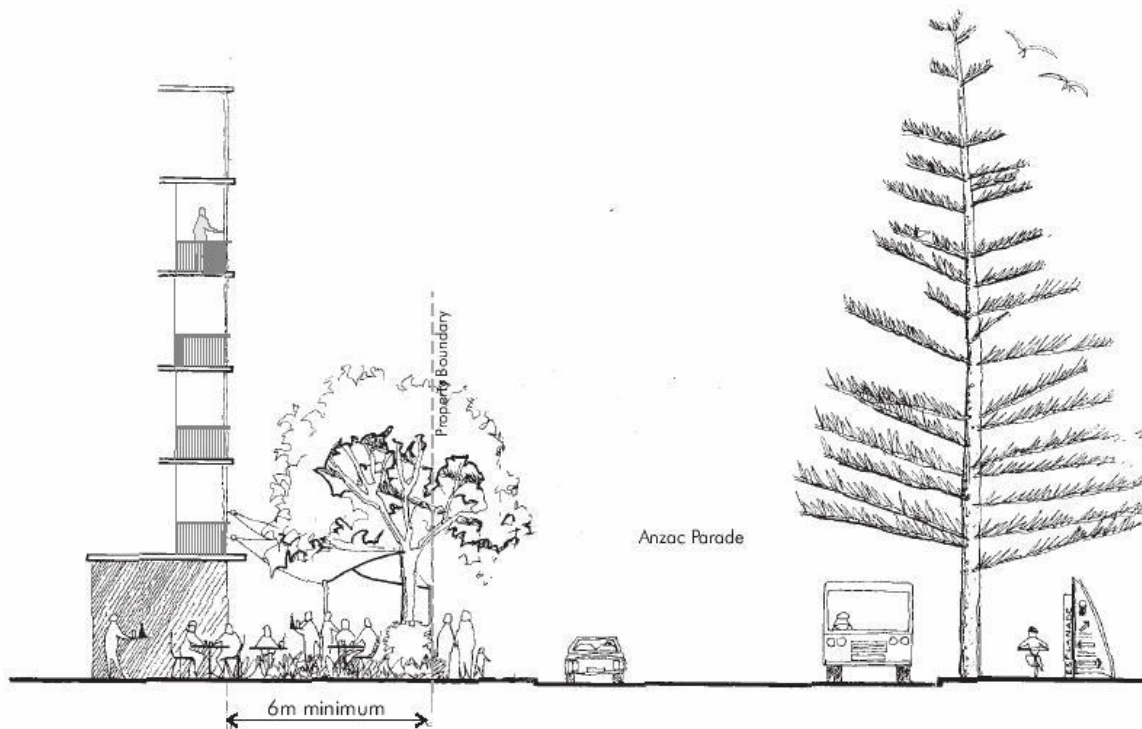
**Figure (23)** Typical street corner plan



**Figure (24)** Typical street corner -Section



- (i) Street trees along the edges of the shopfront awnings should be smaller (3-4 metres with 2.5 metres clearance) and more in scale with the pedestrian precincts of the footpath and outdoor eating areas;
- (j) New development along Anzac Parade to incorporate building forecourts (within the 6 metres setback) planted with shade trees and provided with other lightweight shade structures over outdoor activity areas; [refer Figure 25]



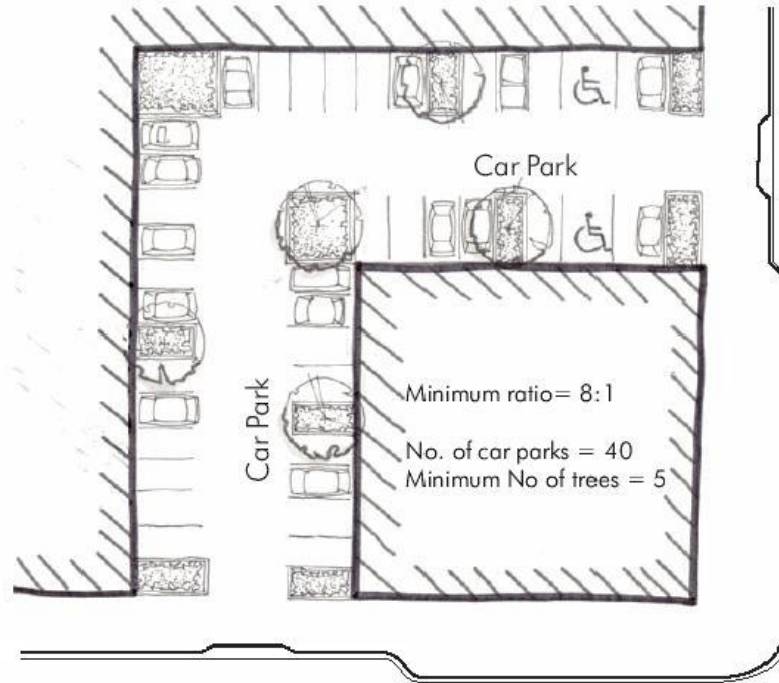
**Figure (25)** Setbacks to built form along Anzac Parade

- (k) New development at the corner of Normanby Street and Anzac Parade (particularly The Strand Hotel site) provide for wide pedestrian and outdoor eating areas on the corner facilitating opportunities for patrons to enjoy the sea breezes, foreshore views, main street activities and natural light;





- (l) Off-street carparking:
  - (i) located behind buildings to restrict its visibility from street frontages; and
  - (ii) to include planting of shade trees at one tree per 6 vehicle spaces; [refer Figure 26]

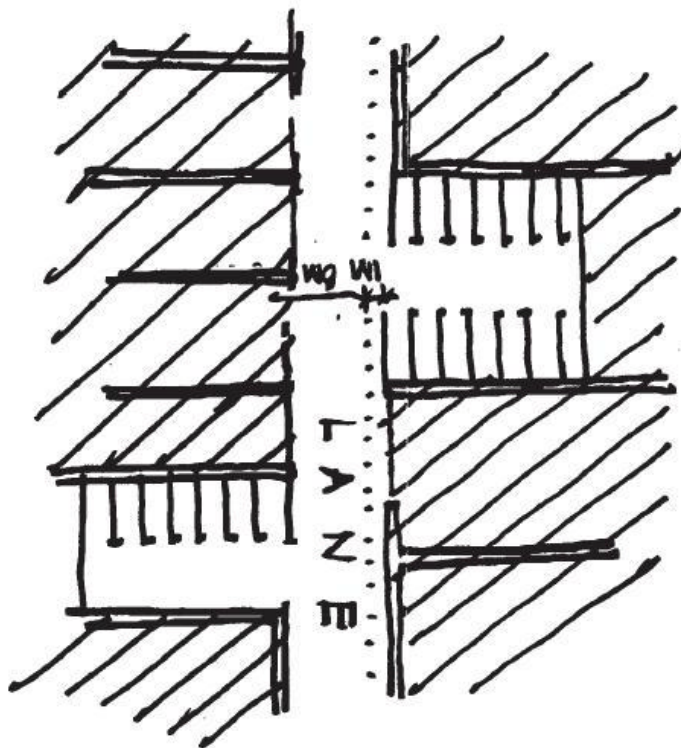


**Figure (26)** Minimum shade tree planting to car parks.  
 Minimum ratio: one tree for every 8 car spaces.  
 (Disabled space = 1.5 spaces)

- (m) Construction of laneways for shared pedestrians and vehicles movement comprising:
  - (i) fully paved width of 9 metres;
  - (ii) bollarding to distinguish a narrow footpath (at least 1.2 metres wide);
  - (iii) at least 70% active frontages;
  - (iv) no kerbs with centre stormwater drainage;

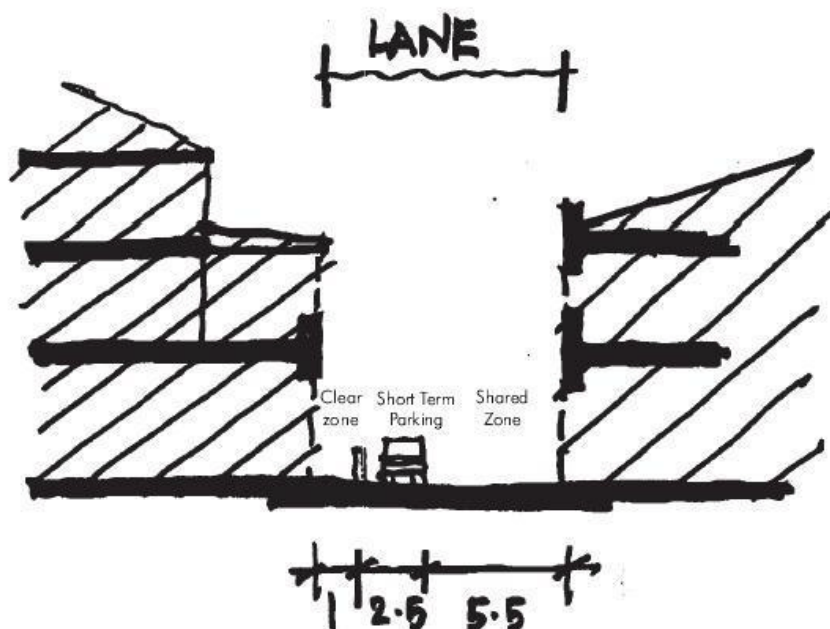


- (v) short-term parking along one side only resulting in a vehicle movement area at least 5 metres wide [refer to Figure 27]; and



**Figure (27)** New laneways with active shop frontages (min. 70%) and parking (max. 30%).

- (vi) off-street parking occupying no more than 30% of any frontage. [refer to Figure 28]



**Figure (28)** New laneways 70% active frontage/ 30% car parking.



- (n) Various precincts to be distinguished by different ground-level planting, paving, artworks and street furniture (including signage), with:
  - (i) the commercial precinct characterised by outdoor eating and casual informality, with bright urban colours;
  - (ii) the tourist/foreshore precinct characterised by fun and colour, reflecting sea-side colours;
  - (iii) the civic/cultural precinct characterised by ‘place-making’ relating to Yeppoon’s history and identity, with natural colours of the tropics.

## **PART 3 - SPECIFIC LANDSCAPING AND STREET FURNITURE REQUIREMENTS**

### **3.1 Yeppoon Central Zone Code**

- (1) The following solutions are considered to satisfy specific self-assessment solutions pursuant to the Yeppoon Central Zone Code.
- (2) Self-assessment solution S12



## Development contributions for Water Supply and Sewerage

### PART 1 - INTRODUCTION

#### 1.1 Intent and legislative framework

- (1) The intent of this policy is to facilitate the payment of contributions towards the cost of water supply and sewerage infrastructure in connection with assessable development.
- (2) Water supply and sewerage infrastructure must achieve standards of service nominated by Council in accordance with its responsibilities as a *registered service provider*<sup>1</sup>.
- (3) This policy is an interim measure pursuant to sections 6.1.20 and 6.1.31 of the Act until the adoption by Council of its priority infrastructure plan and associated infrastructure charges schedule.
- (4) Part 2 of this policy identifies the method for calculating contributions which are specified pursuant to section 6.2 of the repealed Act.

#### 1.2 Application

- (1) This policy has application under the IDAS transitional arrangement for calculating contributions towards water supply and sewerage infrastructure for all assessable development for material change of use and reconfiguring a lot where land is within an area of the Shire of Livingstone that is serviced or proposed to be serviced by Council with development infrastructure [refer to schedule E – Maps: showing water supply and sewerage planning areas]
- (2) Pursuant to the planning scheme and the IPA, Council as a *registered service provider* may require a development to be provided with development infrastructure.
- (3) If land is not within a water supply or sewerage planning area, then the calculation of any applicable contribution will be specific to particular infrastructure requirements to achieve the standard of service nominated by Council in general compliance with the procedures under this policy.
- (4) Generally, contributions will be required as a condition of a development approval issued by Council pursuant to Part 3 of the Act which shall specify:
  - (a) The amount of contribution calculated in accordance with this policy; and
  - (b) The time by which the payment shall be made. In the event that a time is not specified by a condition of a relevant development approval, the contribution shall be paid to Council prior to the commencement<sup>2</sup> of the approved development.

#### 1.3 Interpretation

- (1) Terms used in this policy having meanings determined by reference to section 1.15 of the planning scheme for Livingstone Shire.

<sup>1</sup> Livingstone Shire Council is a *service provider* registered pursuant to chapter 3, part 2 of the *Queensland Water Act*

<sup>2</sup> To remove any doubt, *commencement of the approved development* means for:

- a) material change of use, the start of the approved use; and
- b) reconfiguring a lot, the sealing by Council of a plan of subdivision for the approved development.





## PART 2 - METHOD FOR CALCULATING CONTRIBUTIONS

### 2.1 Water supply

- (1) The amount of contribution required shall be calculated in accordance with the following formula:

$$H_w = A \times P \times C_w \times F$$

where:-

**H<sub>w</sub>** = contribution for water supply.

**A** - for:

- material change of use = gross site area in hectares.
- reconfiguring a lot = 1.

**P** - for

- material change of use = the increase in equivalent tenements of the site per gross hectare<sup>3</sup>.
- reconfiguring a lot = number of allotments multiplied by the occupancy ratio of three (3) persons per residential allotment.

**C<sub>w</sub>** = contribution per equivalent tenement for the relevant water supply scheme or area – refer to schedule B.

**F** = applicable Water Consumption Factor – refer to schedules C and D.

- (2) Despite the density for development nominated in the zone codes of the planning scheme, for the purposes of calculating contributions using the above formula, maximum equivalent tenement densities are as set out in schedules C and D.
- (3) If the specific development is not included in schedules C and D, an equivalent tenement for the development will be determined by Council from:
- (a) information detailed by the applicant; and
  - (b) *Planning Guidelines for Water Supply and Sewerage* issued for time to time by the Queensland Department of Natural Resources and Mines.

### 2.2 Sewerage

- (1) The amount of contribution required shall be calculated in accordance with the following formula:

$$H_s = A \times P \times C_s$$

where:-

**H<sub>s</sub>** = contribution for sewerage.

**A** - for:

<sup>3</sup> The equivalent population is the difference between the applicable site population prior to and post an approval for material change of use. Decreases in site population post development (i.e., negative results) shall be taken as zero.



- material change of use = gross site area in hectares.
- reconfiguring a lot = 1.

## **P - for**

- material change of use = the increase in the equivalent tenement density of the site per gross hectare<sup>4</sup>.
- reconfiguring a lot = number of allotments multiplied by the occupancy ratio of one (1) equivalent tenement per residential allotment.

## **Cs**

= contribution per equivalent tenement for the sewerage for the relevant sewerage scheme or area – refer to schedule B.

- (2) Despite the density for development nominated in the zone codes of the planning scheme, for the purposes of calculating contributions using the above formula, maximum equivalent tenement densities are as set out in schedules C and D.
- (3) If the specific development is not included in schedules C and D, an equivalent tenement for the development will be determined by Council from:
  - (a) information detailed by the applicant; and
  - (b) *Planning Guidelines for Water Supply and Sewerage* issued for time to time by the Queensland Department of Natural Resources and Mines.

## **PART 3 - ASSETS FOR WHICH CONTRIBUTIONS ARE TAKEN**

### **3.1 Works, structures and equipment**

- (1) Under this policy, the calculation of a contribution is for works, structures and equipment for each water supply and sewerage planning area [refer: schedule E] for:-
  - (a) water supply assets listed in schedule A, division 1; and
  - (b) sewerage assets listed in schedule A, division 2.

<sup>4</sup> The equivalent population is the difference between the applicable site population prior to and post an approval for material change of use. Decreases in site population post development (i.e., negative results) shall be taken as zero.



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## SCHEDULE A – WORKS, STRUCTURES AND EQUIPMENT

### Division 1 – Water Supply Assets

#### A1.1 Capricorn Coast Water Supply Scheme

##### (1) Works Common to All Areas (Waterpark and Sandy Creeks Water Sources)

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	weir	Waterpark Creek
proposed	weir	Sandy Creek
existing	Pump Station	Waterpark low lift
existing	Rising Main	Waterpark low lift
existing	balance tank	Waterpark high lift
existing	Pump Station	Waterpark high lift
proposed	Pump Station	Sandy Creek high lift
proposed	Trunk Water Main	Sandy Creek high lift
existing	Trunk Water Main	raw water TM 375
existing	Trunk Water Main	raw water TM 525
existing	off-stream storage	Kelly's off-stream storage stg 1
existing	off-stream storage	Kelly's off-stream storage stg 2
existing	off-stream storage	Kelly's off-stream storage stg 3
existing	Pump Station	Kelly's off-stream storage
proposed	Pump Station	Kelly's off-stream storage
existing	Trunk Water Main	Kelly's TM 375
existing	Trunk Water Main	Kelly's TM 525
existing	wtp	Woodbury wtp
existing	reservoir	Woodbury CWT
existing	Pump Station	Woodbury CWT
existing	Trunk Water Main	wtp to limestone 375
existing	Trunk Water Main	wtp to limestone 525
existing	Trunk Water Main	Limestone to St Faiths 300
existing	Trunk Water Main	Limestone to St Faiths 450
existing	Trunk Water Main	Limestone to St Faiths 600

##### (2) Yeppoon

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	reservoir	St Faiths
existing	reservoir	St Faiths
proposed	reservoir	St Faiths



<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	Adelaide Park Road 525
existing	Trunk Water Main	Adelaide Park Road to tar 450
existing	Trunk Water Main	Tanby Road 450
existing	Trunk Water Main	Adelaide Park Road 450
existing	Trunk Water Main	CBD 375

**(3) Yeppoon West**

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Yeppoon west
existing	Trunk Water Main	Yeppoon west 225
existing	Trunk Water Main	Yeppoon west 300

**(4) Inverness High Zone**

<b>Status</b>	<b>Works</b>	<b>Location</b>
proposed	Pump Station	Inverness high zone
proposed	Reservoir	Inverness high zone

**(5) Farnborough**

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	Farnborough 375

**(6) Meikleville High Zone**

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Meikleville
existing	Trunk Water Main	Meikleville 200
existing	Trunk Water Main	Meikleville 100
existing	Reservoir	Meikleville

**(7) Pacific Heights Low Zone**

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	Pacific Heights 375
existing	Trunk Water Main	Pacific Heights 250
existing	Trunk Water Main	Pacific Heights 300
existing	Reservoir	Pacific Heights





**(8) Pacific Heights High Zone**

<i>Status</i>	<i>Works</i>	<i>Location</i>
proposed	Pump Station	Pacific Heights high zone

**(9) Woodwind Valley Low Zone**

<i>Status</i>	<i>Works</i>	<i>Location</i>
proposed	Trunk Water Main	Woodwind Valley 200

**(10) Taranganba Low Zone**

<i>Status</i>	<i>Works</i>	<i>Location</i>
existing	Pump Station	St Faiths to Taranganba
existing	Trunk Water Main	Cooee Bay 450
existing	Trunk Water Main	Lammermoor 375
existing	reservoir	Taranganba

**(11) Taranganba High Zone**

<i>Status</i>	<i>Works</i>	<i>Location</i>
proposed	Pump Station	Taranganba high zone

**(12) Lammermoor Low Zone**

<i>Status</i>	<i>Works</i>	<i>Location</i>
existing	Trunk Water Main	Lammermoor 375
existing	Trunk Water Main	Lammermoor res 375
existing	reservoir	Lammermoor res

**(13) Lammermoor High Zone**

<i>Status</i>	<i>Works</i>	<i>Location</i>
proposed	Pump Station	Lammermoor high zone

**(14) Rosslyn Harbour**

<i>Status</i>	<i>Works</i>	<i>Location</i>
existing	distribution main	Rosslyn 200

**(15) Kemp Beach**

<i>Status</i>	<i>Works</i>	<i>Location</i>
existing	Trunk Water Main	Kemp 375



## (16) Mulambin

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	Mulambin 375
existing	reservoir	Mulambin res

## (17) Kinka Beach

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	Kinka Beach 375
existing	Pump Station	Kinka Beach
existing	Trunk Water Main	Kinka Beach 375

## (18) Emu Park Low Zone

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	Emu Park 375
existing	reservoir	Emu Park
existing	Trunk Water Main	Emu Park 375
existing	Trunk Water Main	Emu Park 300

## (19) Emu Park High Zone

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Emu Park high zone
proposed	Pump Station	Emu Park high zone

## (20) Keppel Sands

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Trunk Water Main	GBRR to Cooraman 150
existing	Trunk Water Main	Cooraman to Keppel 150

## A1.2 Caves Water Supply System

### (1) Works Common to All Areas

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	water source	RCC headworks
existing	water source	RCC works external
proposed	Trunk main	Trunk main purchase
proposed	reservoir	Mt.Charlton purchase

### (2) Caves Low Zone

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Ramsay Creek



## (3) Olives Estate

<b>Status</b>	<b>Works</b>	<b>Location</b>
proposed	reservoir	Olive estate

## (4) Caves High Zone

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	The Caves high zone
existing	reservoir	The Caves high zone res 1
existing	reservoir	The Caves high zone res 2

## A3.1 Marlborough Water Supply

### (1) Works Common to All Areas

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	water source	bore 1
existing	water source	bore 2
existing	trunk main	rising main
existing	reservoir	reservoir

## A4.1 Ogmore Water Supply

### (1) Works Common to All Areas

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	pump	creek pump
existing	trunk main	rising main
existing	reservoir	tanks
existing	pump	booster pump

## Division 2 – Sewerage Assets

## A2.1 Yeppoon Sewerage System

### (1) Works Common to All Areas

<b>Status</b>	<b>Works</b>	<b>Location</b>
proposed	STP	new STP stage 1
proposed	STP	new STP stage 2
existing	Pump Station	existing STP effluent disposal
existing	Rising Main	existing STP effluent disposal
proposed	Pump Station	new STP effluent disposal
proposed	Rising Main	new STP effluent disposal

### (2) Shaw Ave Pump Station common works

<b>Status</b>	<b>Works</b>	<b>Location</b>
proposed	Pump Station	Shaw Avenue
proposed	Rising Main	Shaw Avenue



## (3) Charles Street Pump Station common works

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Charles Street
existing	Rising Main	Charles Street
proposed	Pump Station	Charles Street
proposed	Rising Main	Charles Street

## (4) Plover Drive

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1)		
proposed	Pump Station	Plover Drive
proposed	Rising Main	Plover Drive

## (5) Jabiru Drive

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1)		
proposed	Pump Station	Jabiru Drive
proposed	Rising Main	Jabiru Drive

## (6) Seaview Hill

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1) & (2)		
existing	Pump Station	Seaview Hill
proposed	Pump Station	Seaview Hill
existing	Rising Main	Seaview Hill

## (7) Apex Park

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1) & (2)		
existing	Pump Station	Apex Park
existing	Rising Main	Apex Park

## (8) Yeppoon Central

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1) & (2)		
existing	Gravity Trunk Sewer	Yeppoon central
proposed	Gravity Trunk Sewer	Yeppoon central

## (9) Tanby Rd North

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2) & (4)		
existing	Gravity Trunk sewer	Tanby Road North
proposed	Gravity Trunk Sewer	Tanby Road North



## (10) Hidden Valley

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1) & (4)		
proposed	Gravity Trunk Sewer	Hidden Valley

## (11) Park Street

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2) & (4)		
existing	Gravity Trunk Sewer	Park Street
proposed	Gravity Trunk Sewer	Park Street

## (12) Rockhampton Road South

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2) & (4)		
existing	Gravity Trunk Sewer	Rockhampton Road South

## (13) Adelaide Park

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2) & (4)		
existing	Gravity Trunk sewer	Adelaide Park
proposed	Gravity Trunk Sewer	Adelaide Park
proposed	Gravity Trunk Sewer	Adelaide Park

## (14) St Brendans

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4) & (13)		
existing	Pump Station	St Brendans
existing	Rising Main	St Brendans
proposed	Pump Station	St Brendans
proposed	Rising Main	St Brendans

## (15) Tanby Road South

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), & (2)		
existing	Pump Station	Tanby Road South
existing	Rising Main	Tanby Road South
proposed	Gravity Trunk Sewer	Tanby Road South
proposed	Pump Station	Tanby Road South
proposed	Rising Main	Tanby Road South

## (16) Farnborough Road Pump Station common works

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Farnborough Road
proposed	Pump Station	Farnborough Road
existing	Rising Main	Farnborough Road



	<b>Status</b> proposed	<b>Works</b> Rising Main	<b>Location</b> Farnborough Road
<b>(17) Farnborough</b>			
	<b>Status</b> works in item (1), (2), (4) & (16) existing proposed	<b>Works</b> Gravity Trunk Sewer Gravity Trunk Sewer	<b>Location</b> Farnborough Road Farnborough Road
<b>(18) Smith Street Pump Station common works</b>			
	<b>Status</b> existing proposed existing proposed	<b>Works</b> Pump Station Pump Station Rising Main Rising Main	<b>Location</b> Barlows Hill / Todd Avenue Barlows Hill / Todd Avenue Barlows Hill / Todd Avenue Barlows Hill / Todd Avenue
<b>(19) Barlows Hill / Todd Avenue</b>			
	<b>Status</b> works in item (1), (2), (4), (16) & (18) existing proposed	<b>Works</b> Gravity Trunk Sewer Gravity Trunk Sewer	<b>Location</b> Barlows Hill / Todd Avenue Barlows Hill / Todd Avenue
<b>(20) Pacific Heights</b>			
	<b>Status</b> works in item (1), (2), (4), (16) & (18) existing	<b>Works</b> Gravity Trunk Sewer	<b>Location</b> Pacific Heights
<b>(22) Woodwind Valley</b>			
	<b>Status</b> works in item (1), (2), (4), (16) & (18) proposed proposed proposed	<b>Works</b> Gravity Trunk Sewer Pump Station Rising Main	<b>Location</b> Woodwind Valley Woodwind Valley Woodwind Valley
<b>(22) Wattle Grove Pump Station common works</b>			
	<b>Status</b> existing proposed existing proposed	<b>Works</b> Pump Station Pump Station Rising Main Rising Main	<b>Location</b> Cooee Bay Cooee Bay Cooee Bay Cooee Bay
<b>(23) Cooee Bay</b>			
	<b>Status</b> works in item (1), (2), (4), (16), (18) & (22) existing	<b>Works</b> Gravity Trunk Sewer	<b>Location</b> Cooee Bay



## (24) Ocean Parade

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18) & (22)		
existing	Pump Station	Ocean Parade
existing	Rising Main	Ocean Parade

## (25) Ray Street

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18) & (22)		
existing	Pump Station	Ray Street
existing	Rising Main	Ray Street

## (26) Wall Street

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18) & (22)		
existing	Pump Station	Wall Street
existing	Rising Main	Wall Street

## (27) Lammermoor Beach

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18) & (22)		
existing	Gravity Trunk Sewer	Lammermoor Beach
proposed	Gravity Trunk Sewer	Lammermoor Beach
existing	Pump Station	Lammermoor Beach
proposed	Pump Station	Lammermoor Beach
existing	Rising Main	Lammermoor Beach
proposed	Rising Main	Lammermoor Beach

## (28) Clayton Road

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18), (22) & (27)		
proposed	Gravity Trunk Sewer	Clayton Road
existing	Pump Station	Clayton Road
proposed	Pump Station	Clayton Road
existing	Rising Main	Clayton Road
proposed	Rising Main	Clayton Road

## (29) Statue Bay

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18), (22), (27) & (28)		
existing	Pump Station	Statue Bay
proposed	Pump Station	Statue Bay
existing	Rising Main	Statue Bay
proposed	Rising Main	Statue Bay



## (30) Rosslyn Harbour

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2), (4), (16), (18), (22), (27), (28) & (29)		
existing	Gravity Trunk Sewer	Rosslyn Harbour
existing	Pump Station	Rosslyn Harbour
proposed	Pump Station	Rosslyn Harbour
existing	Rising Main	Rosslyn Harbour

## A2.2 Emu Park Sewerage System

### (1) Works Common to All Areas

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	STP	existing STP treatment
proposed	STP	new STP stage 1
existing	Pump Station	existing STP effluent disposal
existing	Rising Main	existing STP effluent disposal
proposed	Pump Station	new STP effluent disposal
proposed	Rising Main	new STP effluent disposal

### (2) Rockhampton Road Pump Station common works

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Emu Park west
existing	Rising Main	Emu Park west
proposed	Pump Station	Emu Park west
proposed	Rising Main	Emu Park west

### (3) Emu Park West

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1) & (2)		
existing	Gravity Trunk Sewer	Emu Park west

### (4) Bell Park Pump Station common works

<b>Status</b>	<b>Works</b>	<b>Location</b>
existing	Pump Station	Emu Park east
existing	Rising Main	Emu Park east
proposed	Pump Station	Emu Park east
proposed	Rising Main	Emu Park east

### (5) Emu Park East

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2) & (4)		
existing	Gravity Trunk Sewer	Emu Park east 300

### (6) Keppel Street North

<b>Status</b>	<b>Works</b>	<b>Location</b>
works in item (1), (2) & (4)		





	<b>Status</b> existing existing existing	<b>Works</b> Gravity Trunk Sewer Pump Station Rising Main	<b>Location</b> Keppel Street north 225 Keppel Street north Keppel Street north
(7)	<b>Archer Street</b>		
	<b>Status</b> works in item (1), (2) & (4) existing existing	<b>Works</b> Pump Station Rising Main	<b>Location</b> Archer Street Archer Street
(8)	<b>Ahern Street</b>		
	<b>Status</b> works in item (1), (2) & (4) existing existing existing	<b>Works</b> Pump Station Pump Station Rising Main	<b>Location</b> Golding Street Ahern Street Ahern Street
(9)	<b>Keppel Street South</b>		
	<b>Status</b> works in item (1), (2), (4) & (6) existing existing	<b>Works</b> Pump Station Rising Main	<b>Location</b> Keppel Street South Keppel Street South
(10)	<b>Zilzie West</b>		
	<b>Status</b> works in item (1) & (2) existing existing existing proposed proposed	<b>Works</b> Gravity Trunk Sewer Pump Station Rising Main Pump Station Rising Main	<b>Location</b> Zilzie west Zilzie west Zilzie west Zilzie west Zilzie west
(11)	<b>Zilzie East</b>		
	<b>Status</b> works in item (1), (2) & (10) existing existing	<b>Works</b> Pump Station Rising Main	<b>Location</b> Zilzie East Zilzie East
(12)	<b>Great Barrier Reef Resort North</b>		
	<b>Status</b> works in item (1), (2) & (10)	<b>Works</b>	<b>Location</b>



## (13) North West Emu Park

<i>Status</i>	<i>Works</i>	<i>Location</i>
works in item (1) & (2)		
proposed	Gravity Trunk Sewer	North West Emu Park
proposed	Pump Station	North West Emu Park
existing	Rising Main	North West Emu Park

## (14) Tanby Point

<i>Status</i>	<i>Works</i>	<i>Location</i>
works in item (1) & (2)		
existing	Pump Station	Tanby Point
existing	Rising Main	Tanby Point

## (15) Kinka Beach

<i>Status</i>	<i>Works</i>	<i>Location</i>
works in item (1), (2) & (13)		
proposed	Gravity Trunk Sewer	Kinka Beach 225
proposed	Pump Station	Kinka Beach
proposed	Rising Main	Kinka Beach



## SCHEDULE B - CONTRIBUTIONS

### Division 1 – Water Supply

#### B1.1 Capricorn Coast Water Supply Scheme

Sub Areas	Contribution per equivalent tenement Ref: CPI <sup>5</sup> Dec 2004 = 148.0
Yeppoon Central	\$3953
Farnborough	\$3518
Meikleville	\$4920
Pacific Heights Low Zone	\$4198
Pacific Heights High Zone	\$4734
Woodwind Low Zone	\$4490
Yeppoon West High Zone	\$3417
Inverness High Zone	\$4398
Taranganba Low Zone	\$4394
Taranganba High Zone	\$4630
Tanby Range Low Zone	\$3717
Lammermoor Low Zone	\$3976
Lammermoor High Zone	\$4512
Statue Bay	\$3976
Rosslyn Harbour	\$4200
Kemp Beach	\$4531
Mulambin	\$4635
Causeway	\$4635
Kinka Beach	\$4644
Emu Park Low Zone	\$5536
Emu Park High Zone	\$5858
Keppel Sands Low Zone	\$6767

#### B1.2 Caves Water Supply System [refer to NOTES below]

Sub Areas	Contribution per equivalent tenement Ref: CPI Dec 2004 = 148.0
Caves Low Zone	\$2721
Caves Olive Estate	\$3578
Caves High Zone	\$3804

<sup>5</sup> CPI means Consumer Price Index, All Groups, Brisbane



## NOTES:

where

\* Cwr = Contribution per equivalent tenement required for Rockhampton City Council headworks charges.

\* WEr = Contribution per equivalent tenement required for Rockhampton City Council works external charges

\* Cwr for 2004/2005 = \$752.65 per ET (Ref October 2004)

\* WEr for 2004/2005 = \$109.95 per ET (Ref Oct 2004)

### B1.3 Marlborough Water Supply System

Sub Areas	Contribution per equivalent tenement Ref: CPI Dec 2004 = 148.0
Marlborough WS	\$1027

### B1.4 Ogmore Water Supply System

Sub Areas	Contribution per equivalent tenement Ref: CPI Dec 2004 = 148.0
Ogmore WS	\$1800

## Division 2 – Sewerage

### B2.1 Yeppoon Sewerage System

Sub Areas	Contribution per equivalent tenement Ref: CPI Dec 2004 = 148.0
Plover Drive	\$1902
Jabiru Drive	\$2404
Seaview Hill	\$1899
Apex Park	\$1806
Yeppoon Central	\$2248
Tanby Road North	\$1716
Park Street	\$2436
Rocky Rd South	\$1966
Adelaide Park	\$2486
St.Brendans	\$2469
Tanby Rd South	\$2904
Hidden Valley	\$1611
Farnborough Road	\$2232
Barlows / Todd Avenue	\$3131
Pacific Heights	\$2788





Sub Areas	Contribution per equivalent tenement Ref: CPI Dec 2004 = 148.0
Woodwind Valley	\$2666
Cooee Bay	\$2085
Ocean Parade	\$2377
Ray Street	\$2425
Wall Street	\$3207
Lammermoor Beach	\$2549
Clayton Road	\$2764
Statue Bay	\$3255
Rosslyn Harbour	\$3623

## B2.2 Emu Park Sewerage System.

Sub Areas	Contribution per equivalent tenement Ref: CPI Dec 2004 = 148.0
Emu Park West	\$1744
Emu Park East	\$1896
Keppel Street North	\$2043
Archer Street	\$2359
Ahern Street	\$2932
Keppel Street South	\$2667
Zilzie West	\$2069
Zilzie East	\$2842
Emu Park North West	\$2427
Tanby Point	\$1675
Kinka Beach	\$3208

## SCHEDULE C - MAXIMUM EQUIVALENT TENEMENT DENSITIES

### *Division 1 - Reconfiguring a lot*

Zone	equivalent tenement / Hectare of site	Water consumption factor
Park Residential	2.3	1.2
Residential		
•Precinct R1	10	1.0
•Precinct R2	10	1.0
•Precinct R3	42	0.6
Rural	0	1.2
Village	10	1.2
Yeppoon Central	20	0.6
Business	20	0.6
Industry		
•Precinct LI	20	0.6
•Precinct GI	20	0.6
Other	as determined	as determined



## SCHEDULE D - MAXIMUM EQUIVALENT TENEMENT DENSITIES

### Division 1 - Material change of use

Defined purpose/ development activity	Unit	Maximum equivalent tenement density	Water Consumption Factor
<b>Residential purpose:</b>			
<b><i>Long-term accommodation:</i></b>			
<ul style="list-style-type: none"> <li>Group housing development for 2 or more dwelling units (e.g., villa house, courtyard house)</li> </ul>	1 bedroom	0.5	0.8
	2 bedrooms	0.8	0.8
	3 bedrooms	1.0	0.8
	> 3 bedrooms	0.33 / bedroom	0.8
<ul style="list-style-type: none"> <li>Multi unit development for 2 or more dwelling units (e.g., multiple dwelling units, retirement village)</li> </ul>	1 bedroom	0.5	0.6
	2 bedrooms	0.8	0.6
	3 bedrooms	1.0	0.6
	> 3 bedrooms	0.33 / bedroom	0.6
<b><i>Short-term accommodation:</i></b>			
<ul style="list-style-type: none"> <li>Motels for 2 or more rooming units</li> </ul>	1 bedroom	0.5	0.5
	2 bedrooms	0.8	0.5
	3 bedrooms	1.0	0.5
	> 3 bedrooms	0.33 / bedroom	0.5
<ul style="list-style-type: none"> <li>Caravan Parks (includes Camping Grounds Site), Cabins</li> </ul>	hectare	40.0	0.6
	Van site	0.75	0.6
	camp site	0.7	0.6
	1 bedroom	0.5	0.6
	2 bedroom	0.8	0.6





Defined purpose/ development activity	Unit	Maximum equivalent tenement density	Water Consumption Factor
	3 bedroom	1.0	0.6
	> 3 bedroom	0.33 / bedroom	0.6
• Institutional residence	Bed	0.5	1.0
• Prison	Bed	0.33	1.0
• Accommodation building	Bed	0.5	1.0
<b>Other</b>	as determined		1.0
<b>Commercial purpose:</b>			
<b>Catering premises:</b>			
• Hotel, Tavern , Licensed Premises	gross floor area (m <sup>2</sup> )	0.0083	1.0
• Restaurant (including cafés)	gross floor area (m <sup>2</sup> )	0.0083	1.0
• Take-away food store	gross floor area (m <sup>2</sup> )	0.017	1.0
<b>Retail premises:</b>			
• Shop & Retail warehouse	gross floor area (m <sup>2</sup> )	0.0042	1.0
<b>Business premises:</b>			
• Medical centre	gross floor area (m <sup>2</sup> )	0.0083	1.0
• Professional Office	gross floor area (m <sup>2</sup> )	0.0042	1.0
<b>Other</b>	as determined		1.0
<b>Industrial purpose:</b>			
<b>Transport activities:</b>			
• Service Station	gross floor area (m <sup>2</sup> )	0.0083	1.0
<b>Other</b>	as determined		1.0





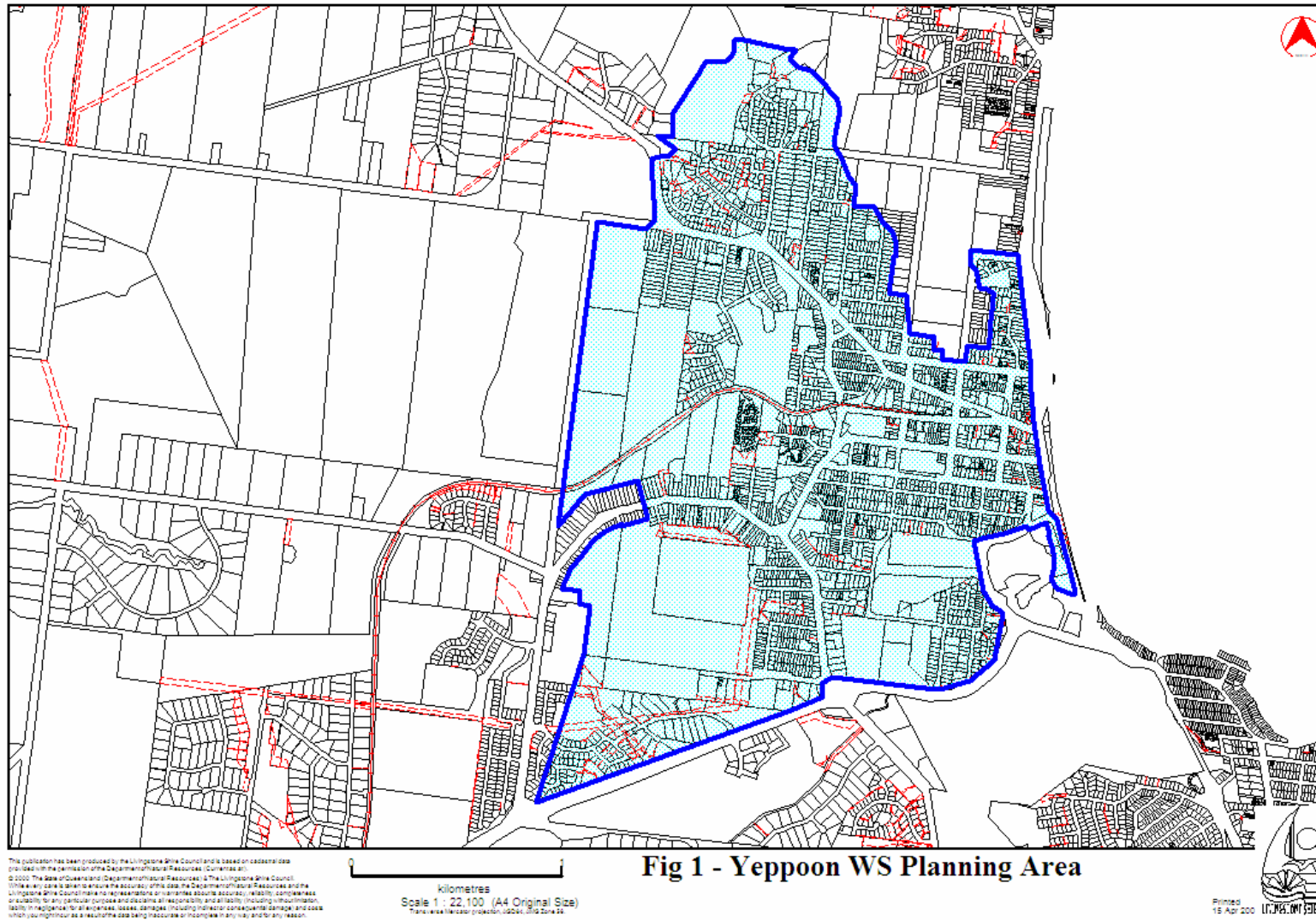
Defined purpose/ development activity	Unit	Maximum equivalent tenement density	Water Consumption Factor
<b>Other purposes:</b>			
<b><i>Community purposes:</i></b>			
• Child Care Centres	child	0.25	0.6
• Hospital	bed	0.5	1.0
• Convalescent	bed	0.33	1.0
• Special use for education premises for:			
-Pre & primary school	student	0.083	0.6
. secondary school (day)	student	0.16	0.6
. tertiary (day)	student	0.16	0.6
. boarding	bed	0.33	0.6
<b><i>Other</i></b>	as determined		1.0
<b>Other development:</b>			
• Marinas	Berth	1.00	0.6
<b><i>Other</i></b>	as determined		1.0



**SCHEDULE E – MAPS**  
***Division 1 – Water Supply Planning Areas***



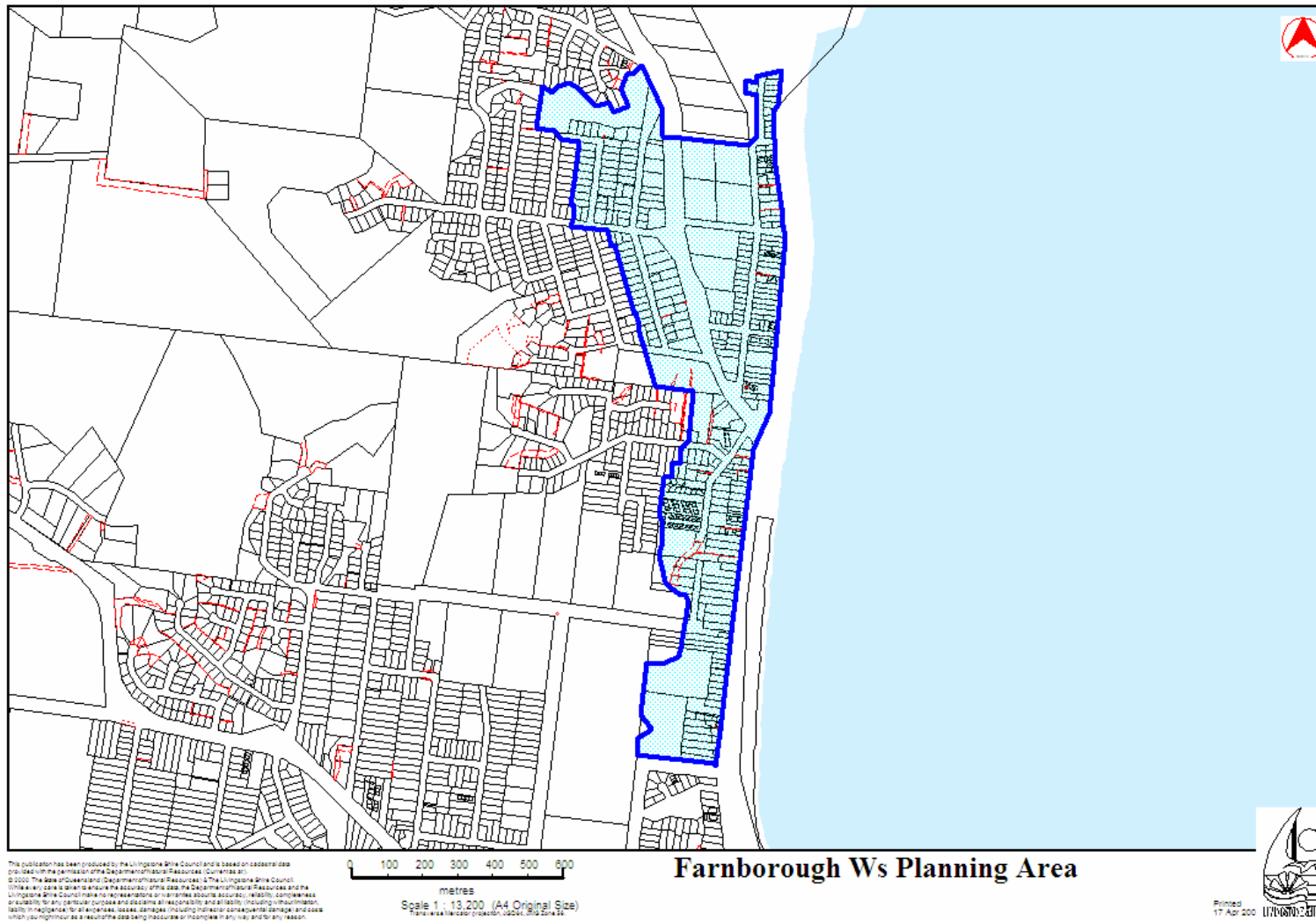
## E1.1 Yeppoon



**Fig 1 - Yeppoon WS Planning Area**

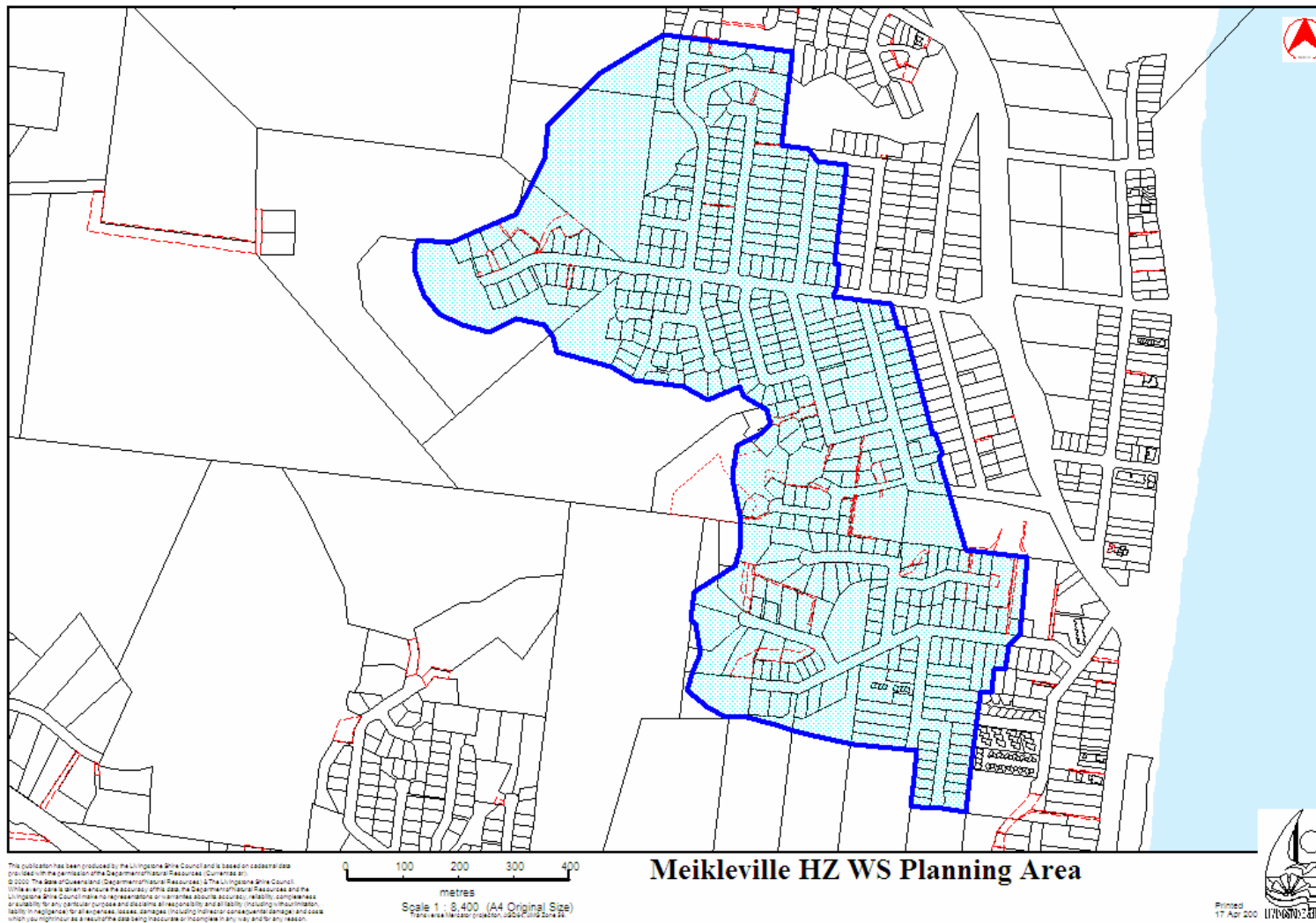


## E1.2 Farnborough



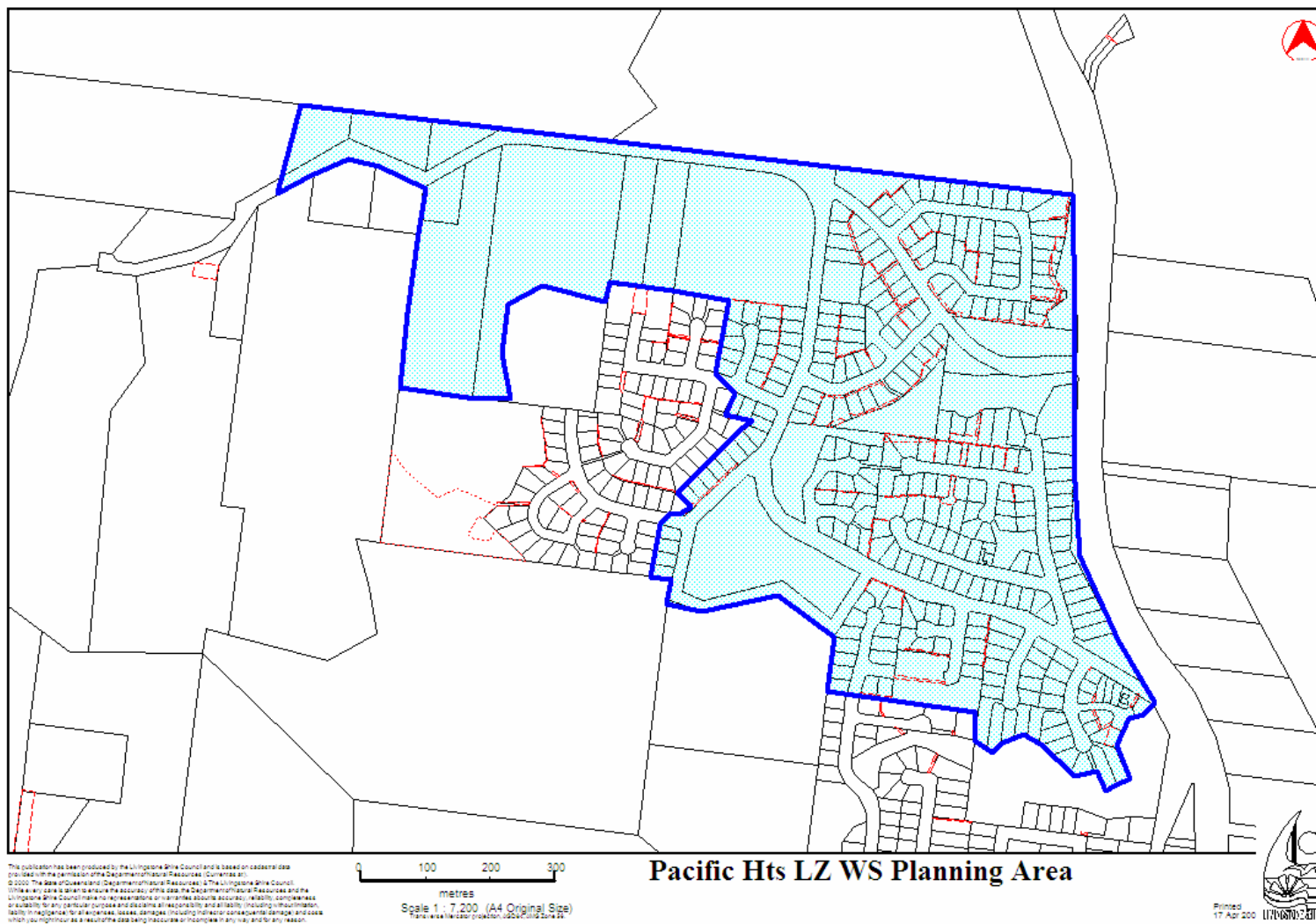


## E1.3 Meikleville High Zone





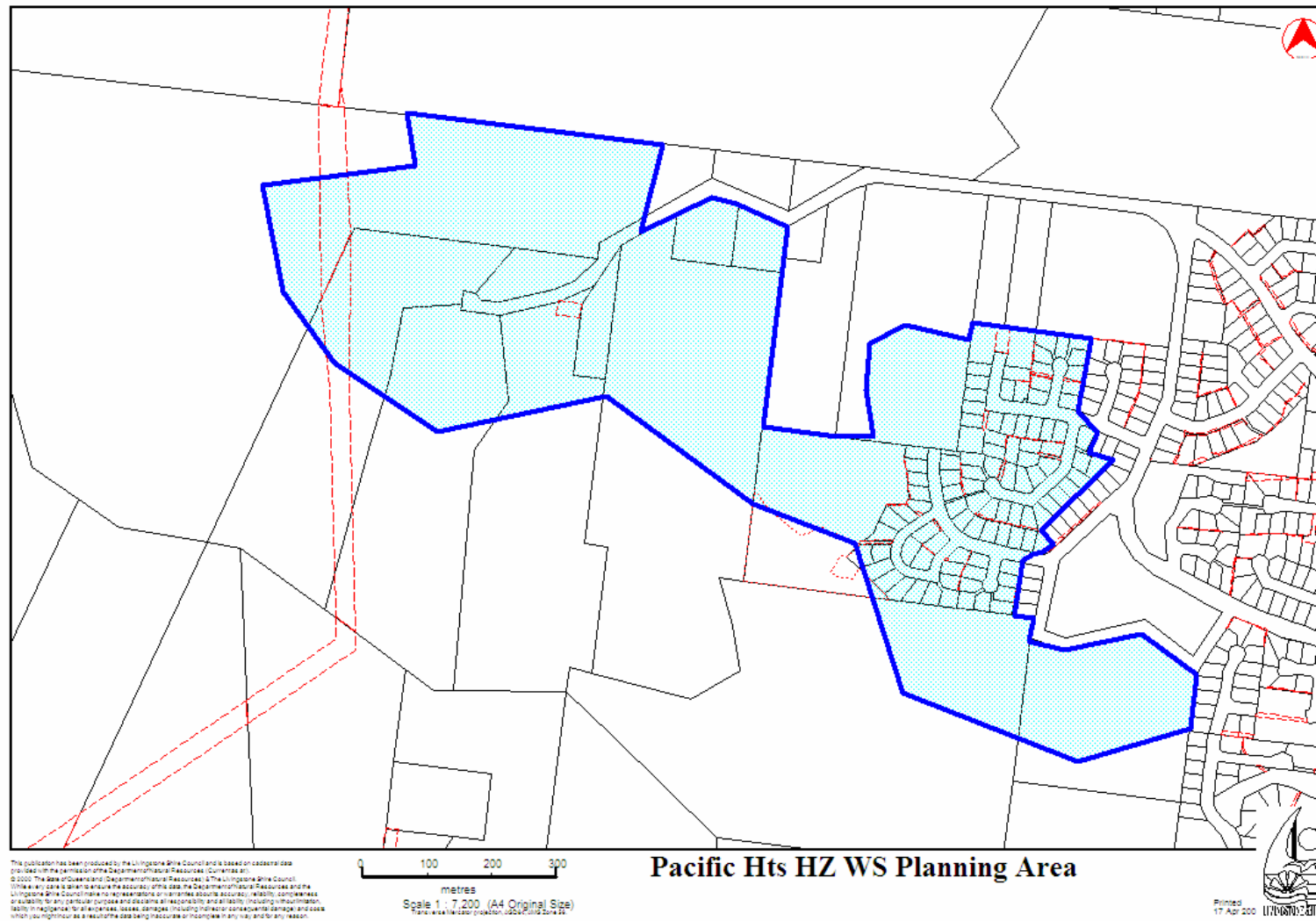
## E1.4 Pacific Heights Low Zone





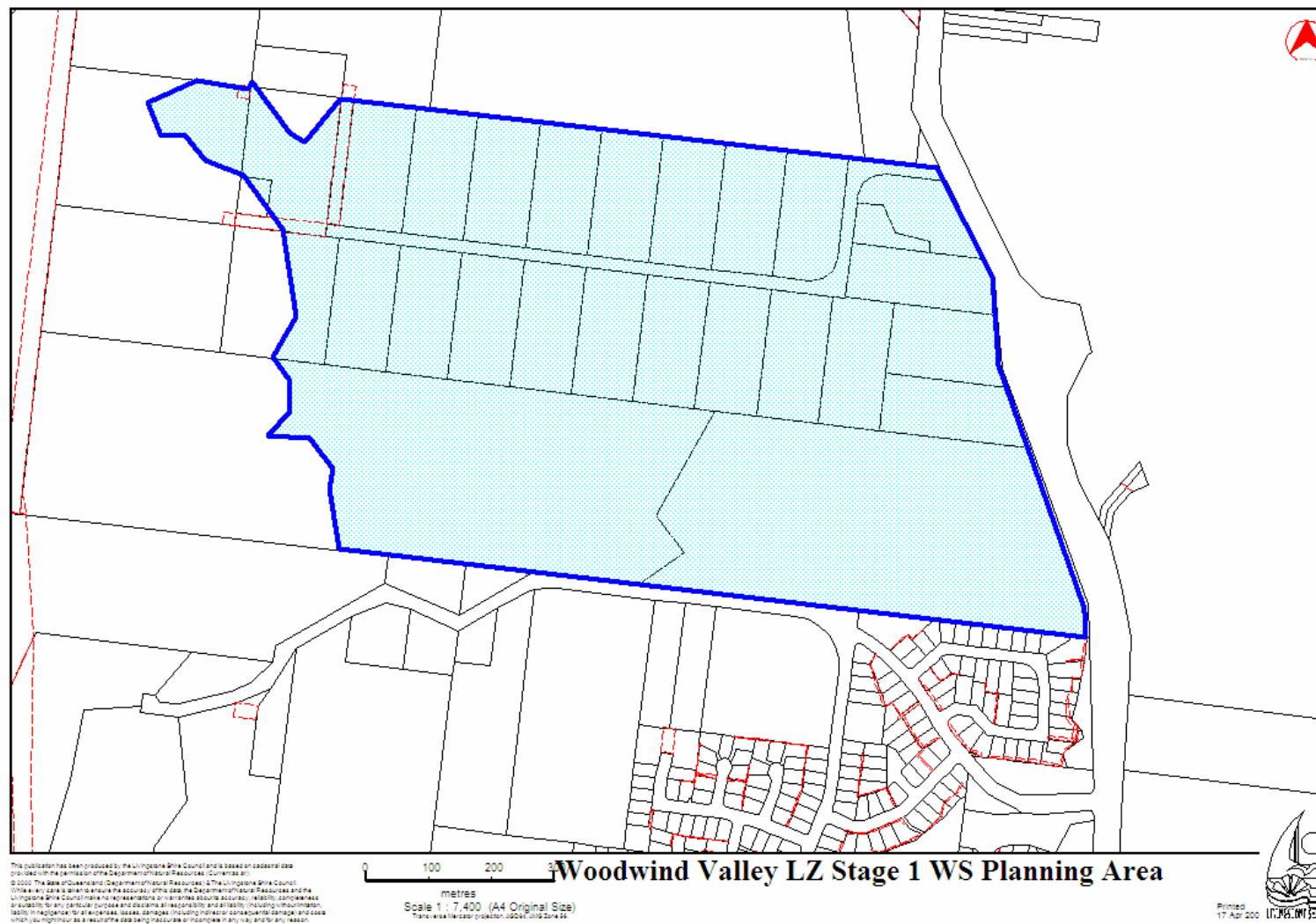


## E1.5 Pacific Heights High Zone





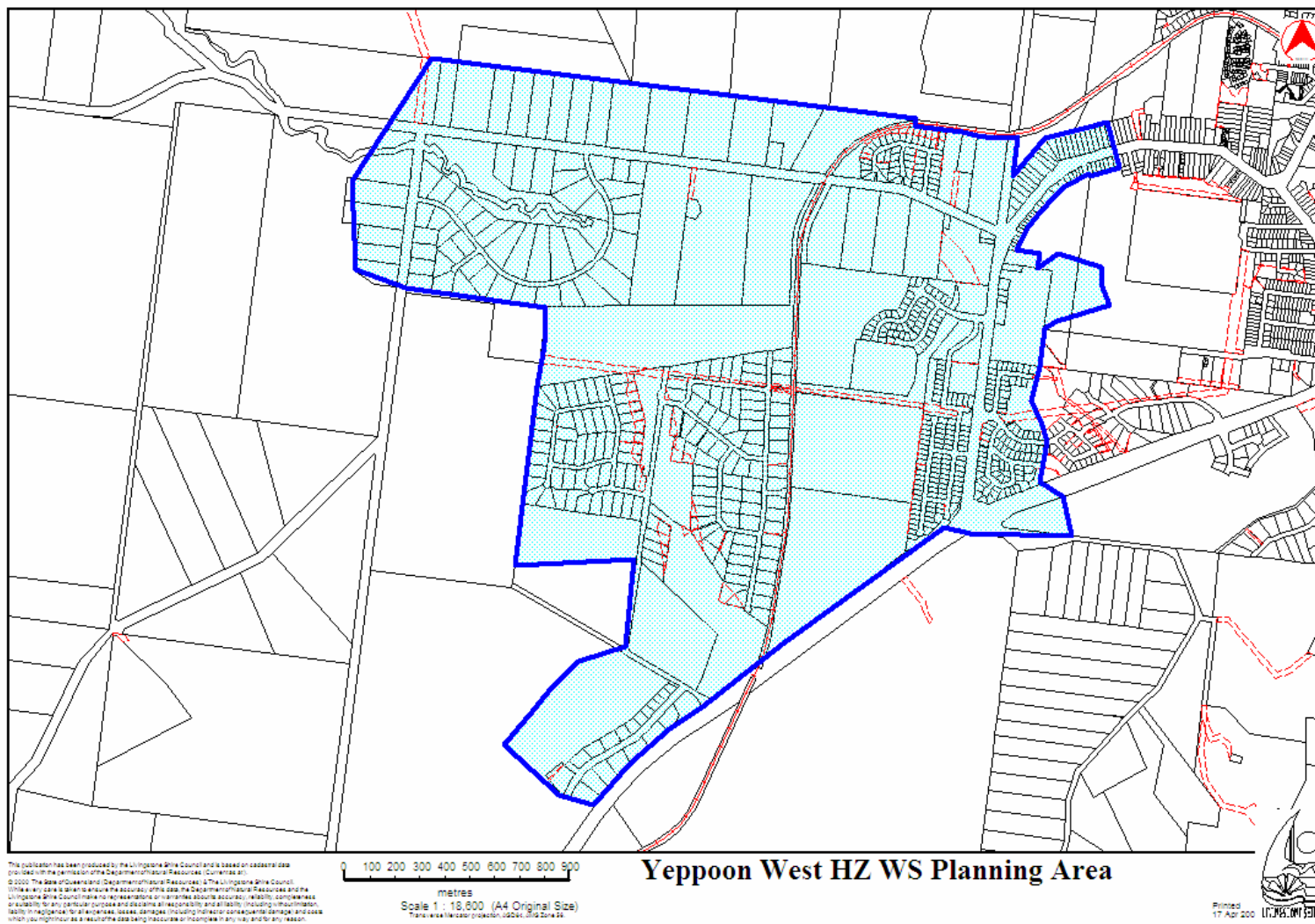
## E1.6 Woodward Valley Low Zone





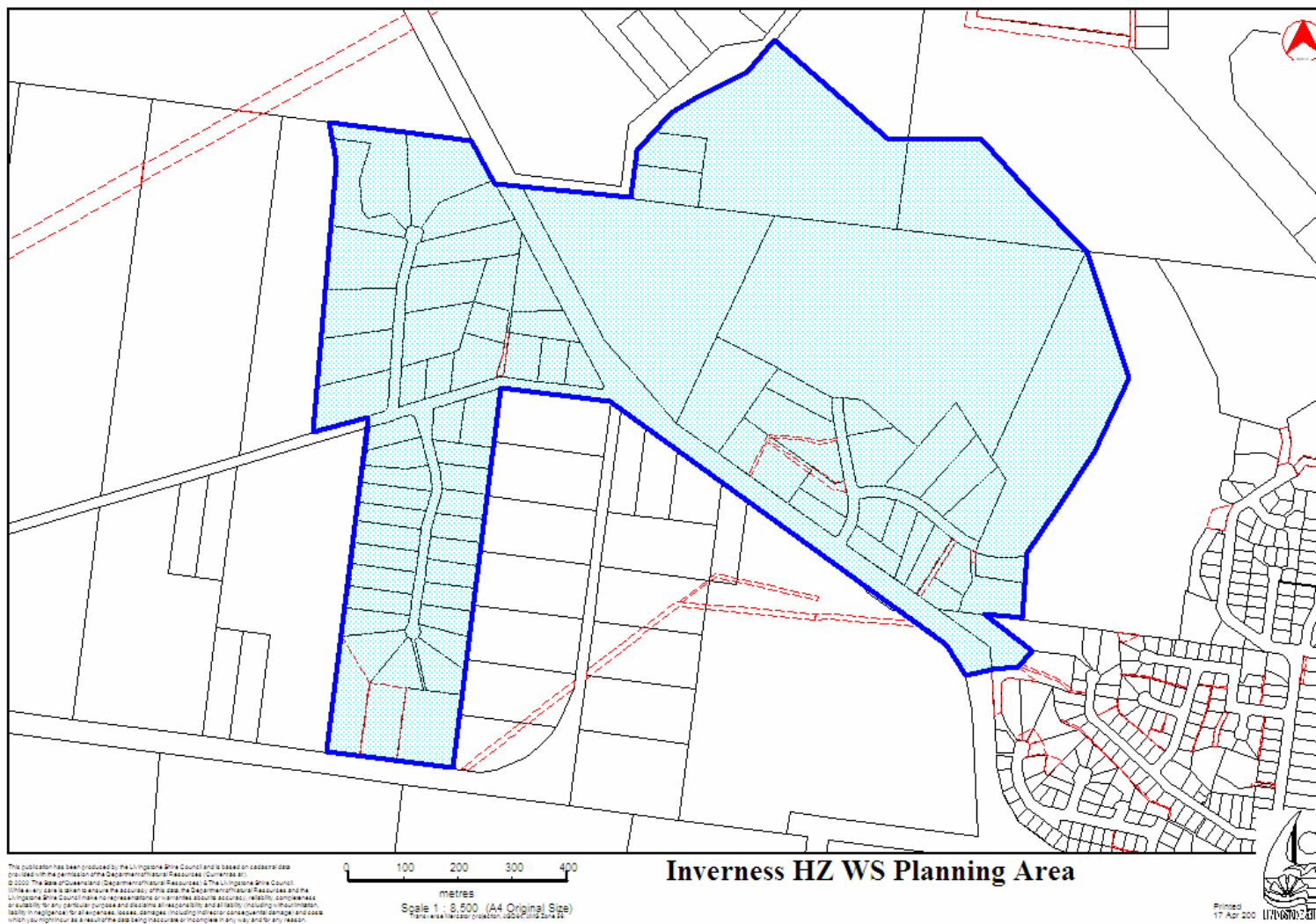


## E1.7 Yeppoon West High Zone

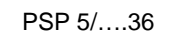




## E1.8 Inverness High Zone

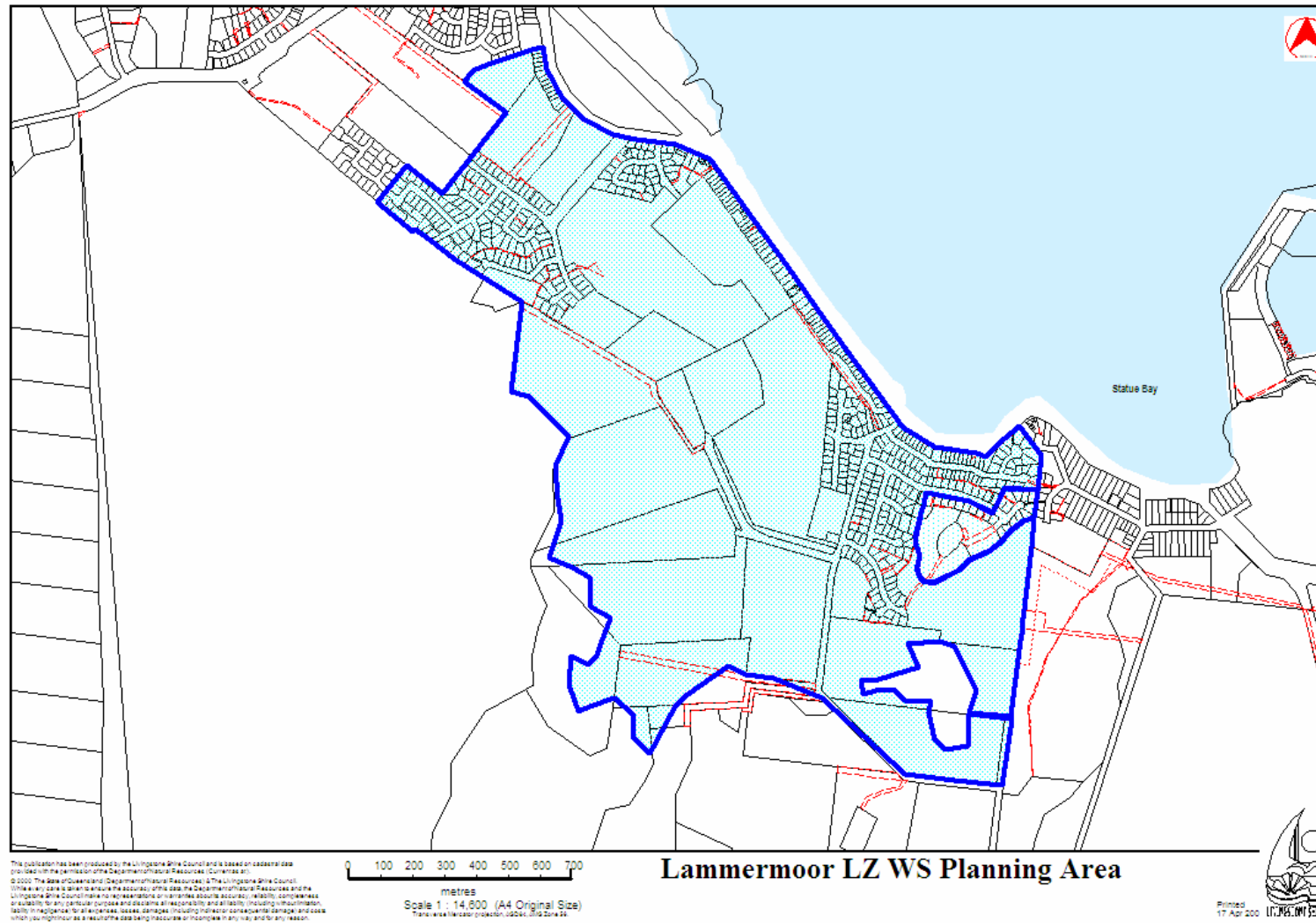


Development contributions for water supply and sewerage  
Printed on 22/06/2006 11:52 AM



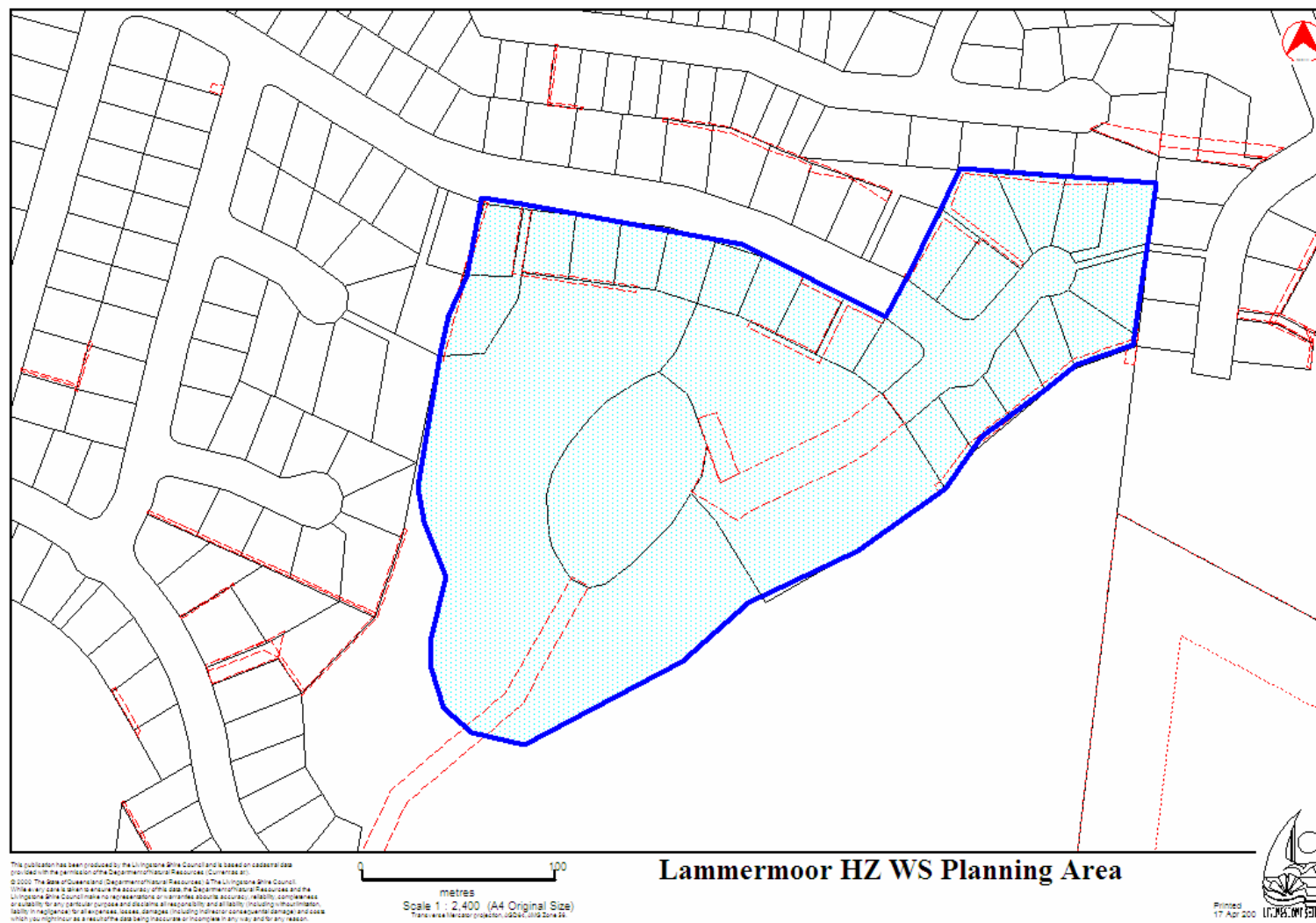


## E1.10 Lammermoor Low Zone





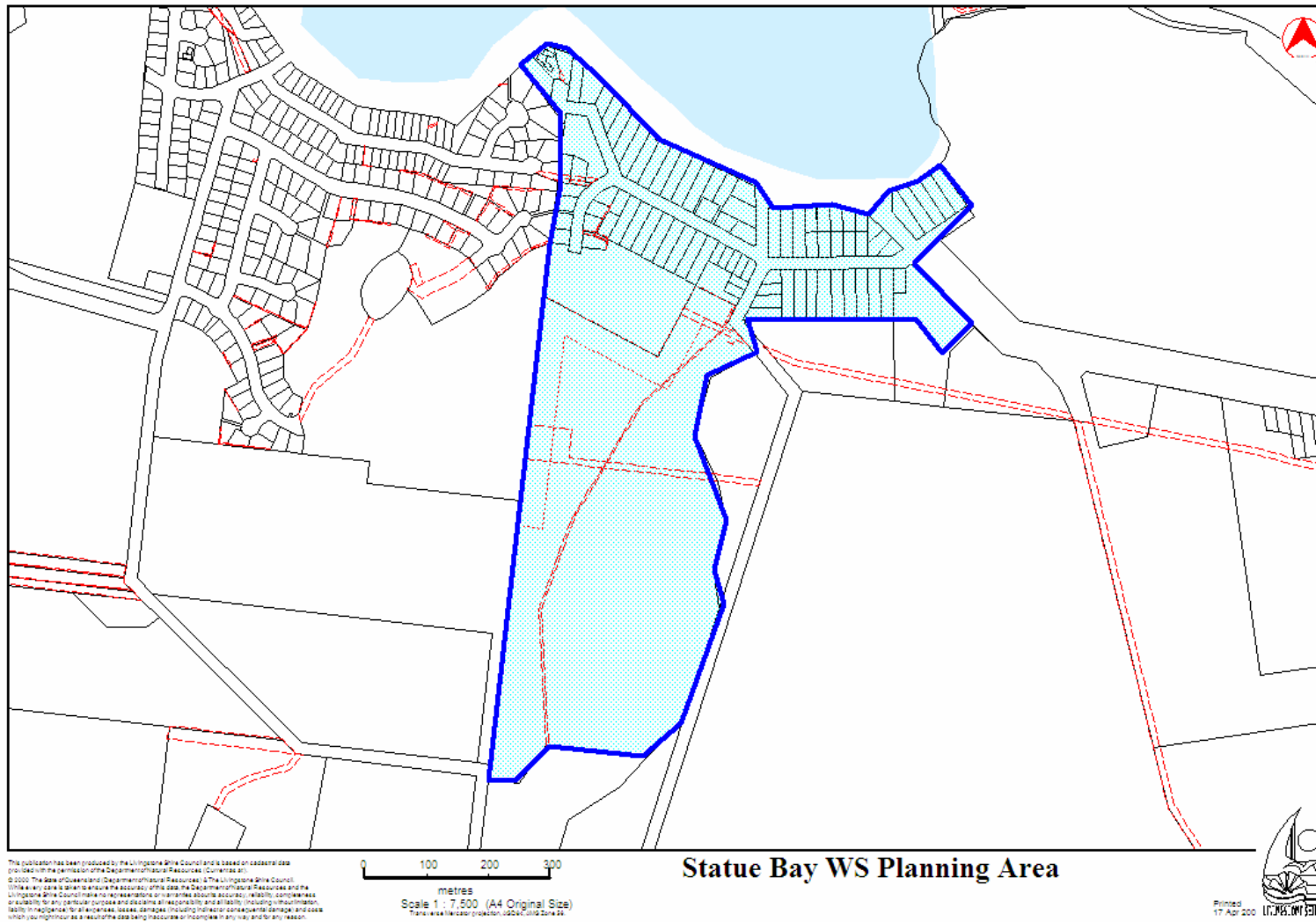
## E1.11 Lammermoor High Zone





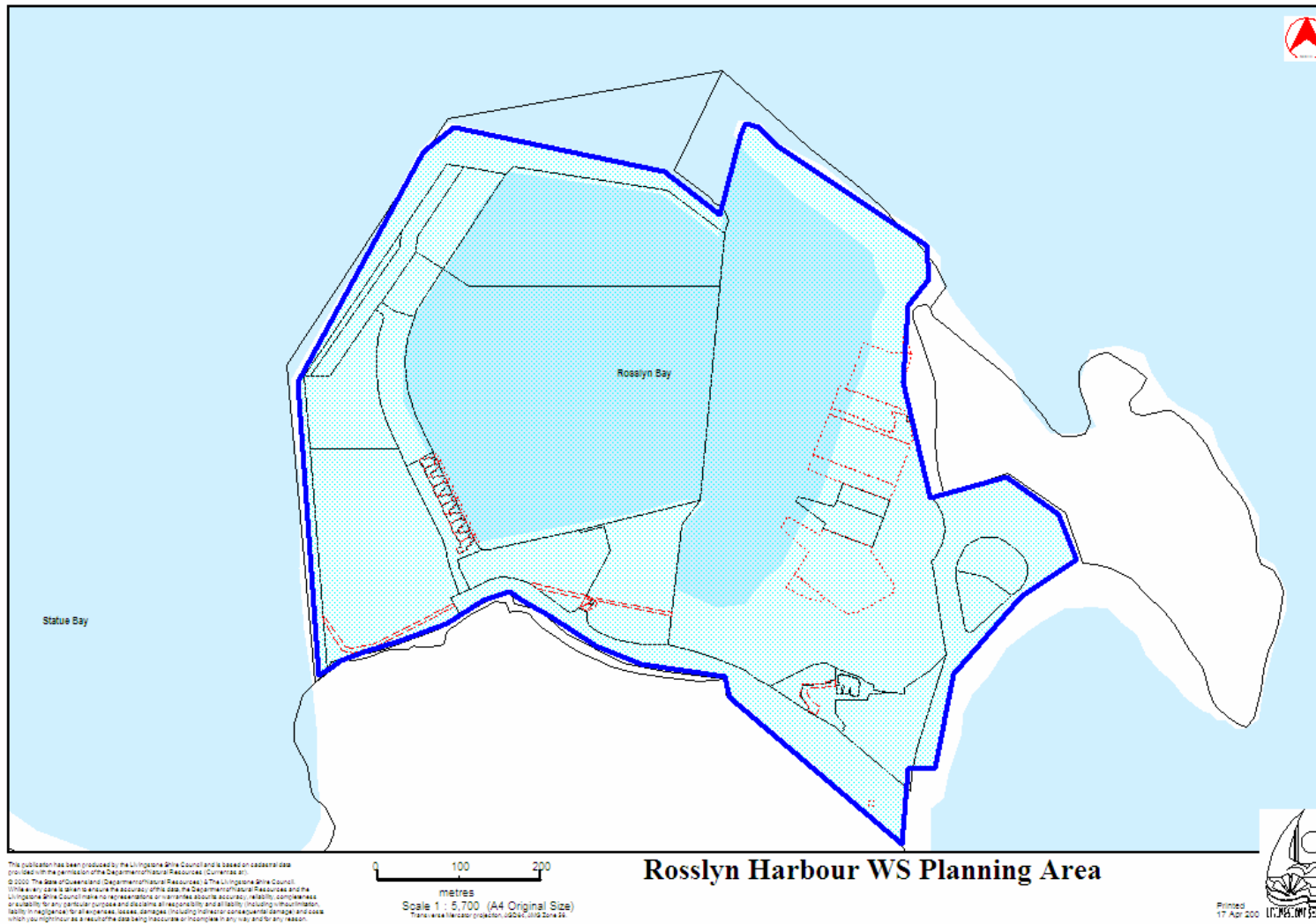


## E1.12 Statute Bay

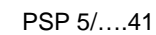




## E1.13 Rosslyn Harbour



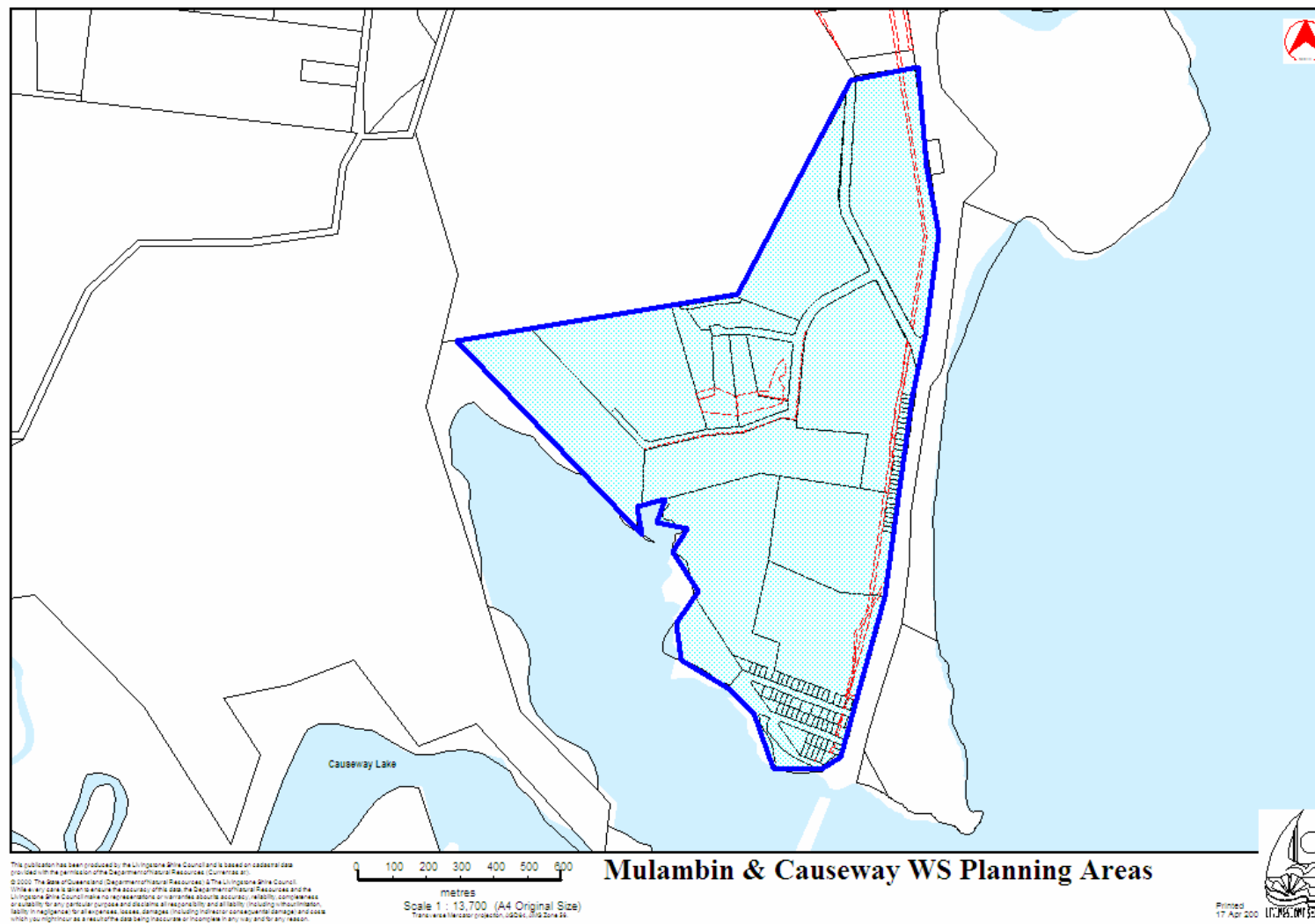
Development contributions for water supply and sewerage  
Printed on 22/06/2006 11:52 AM





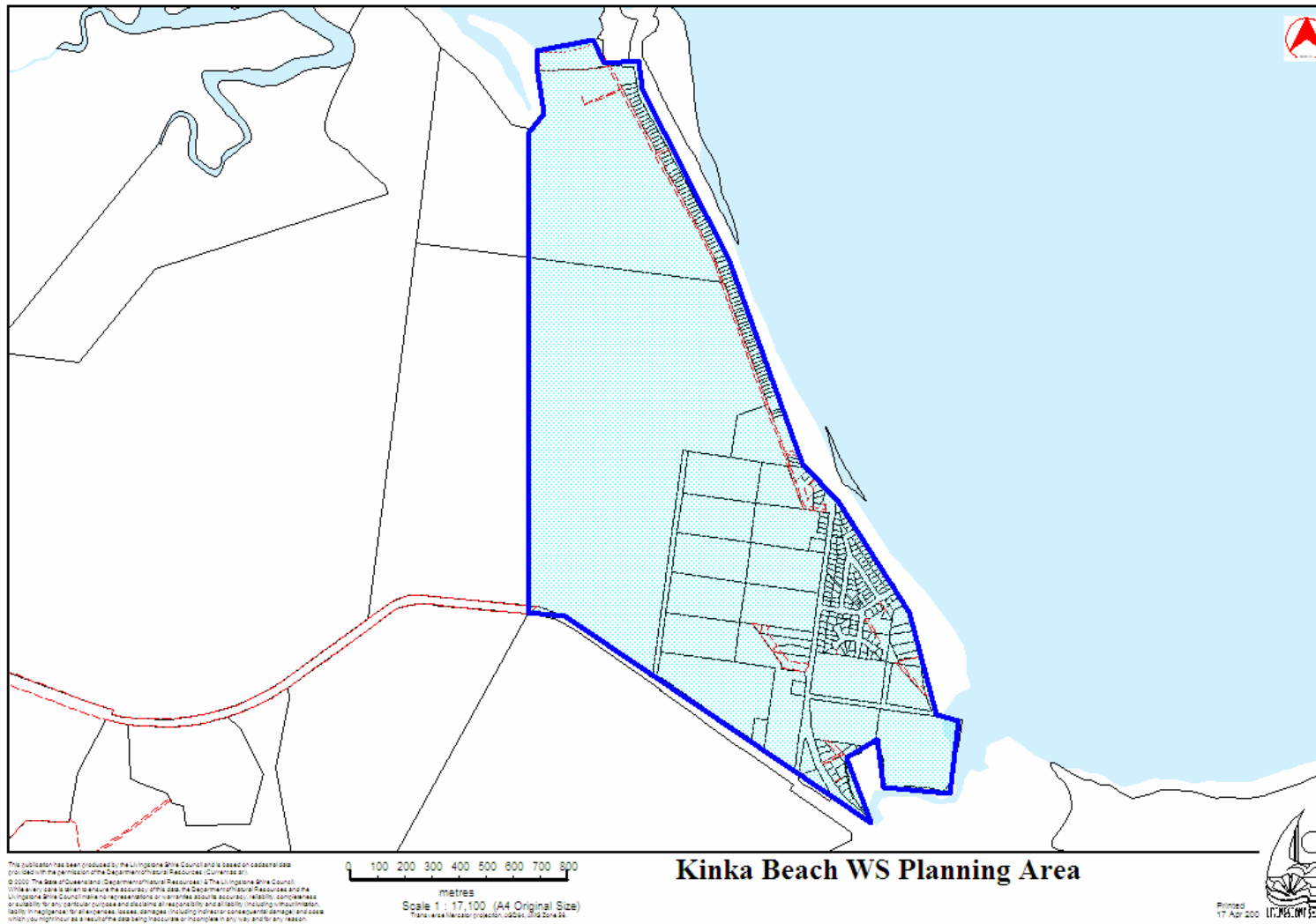


## E1.15 Mulambin & Causeway



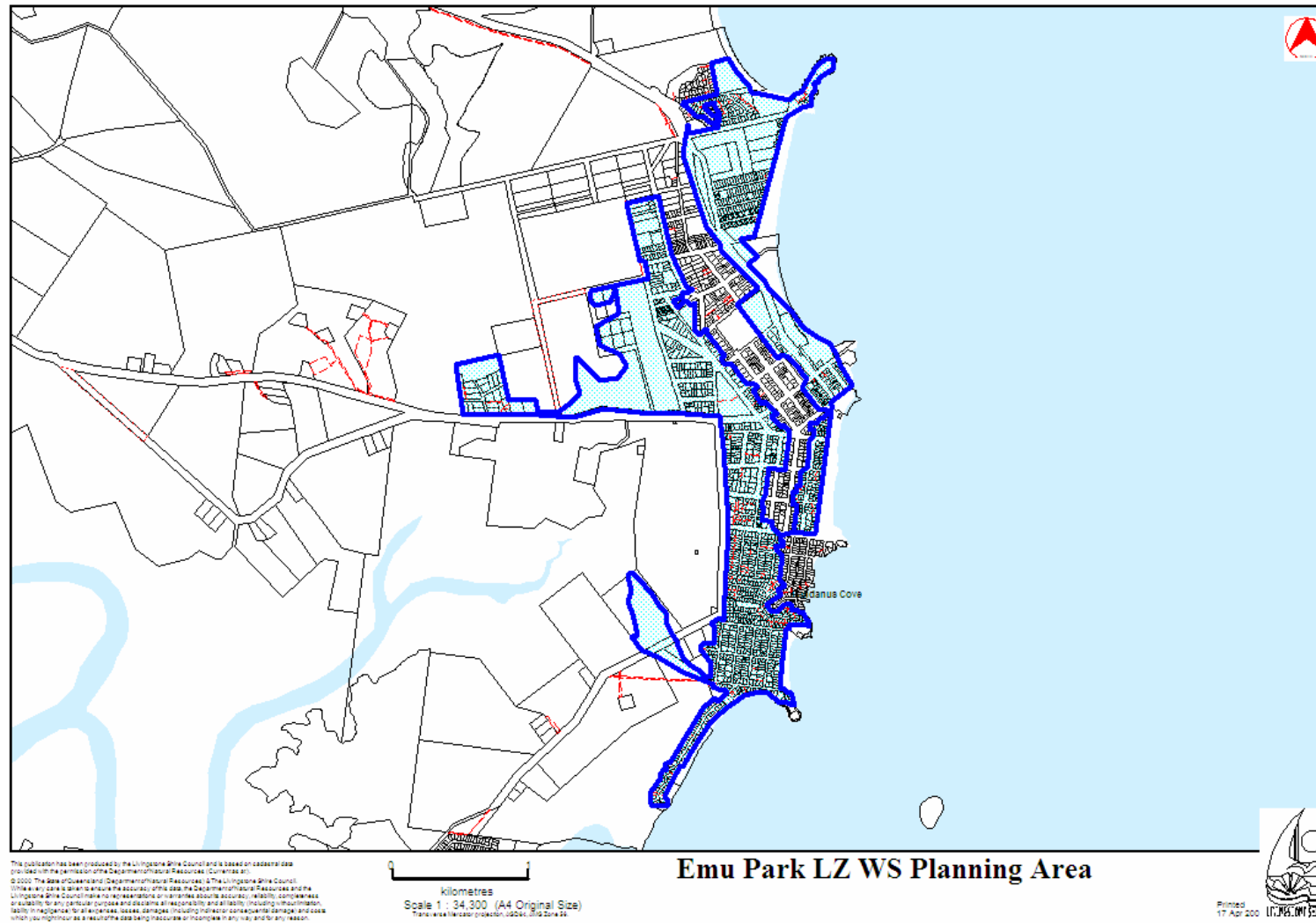


## E1.16 Kinka Beach



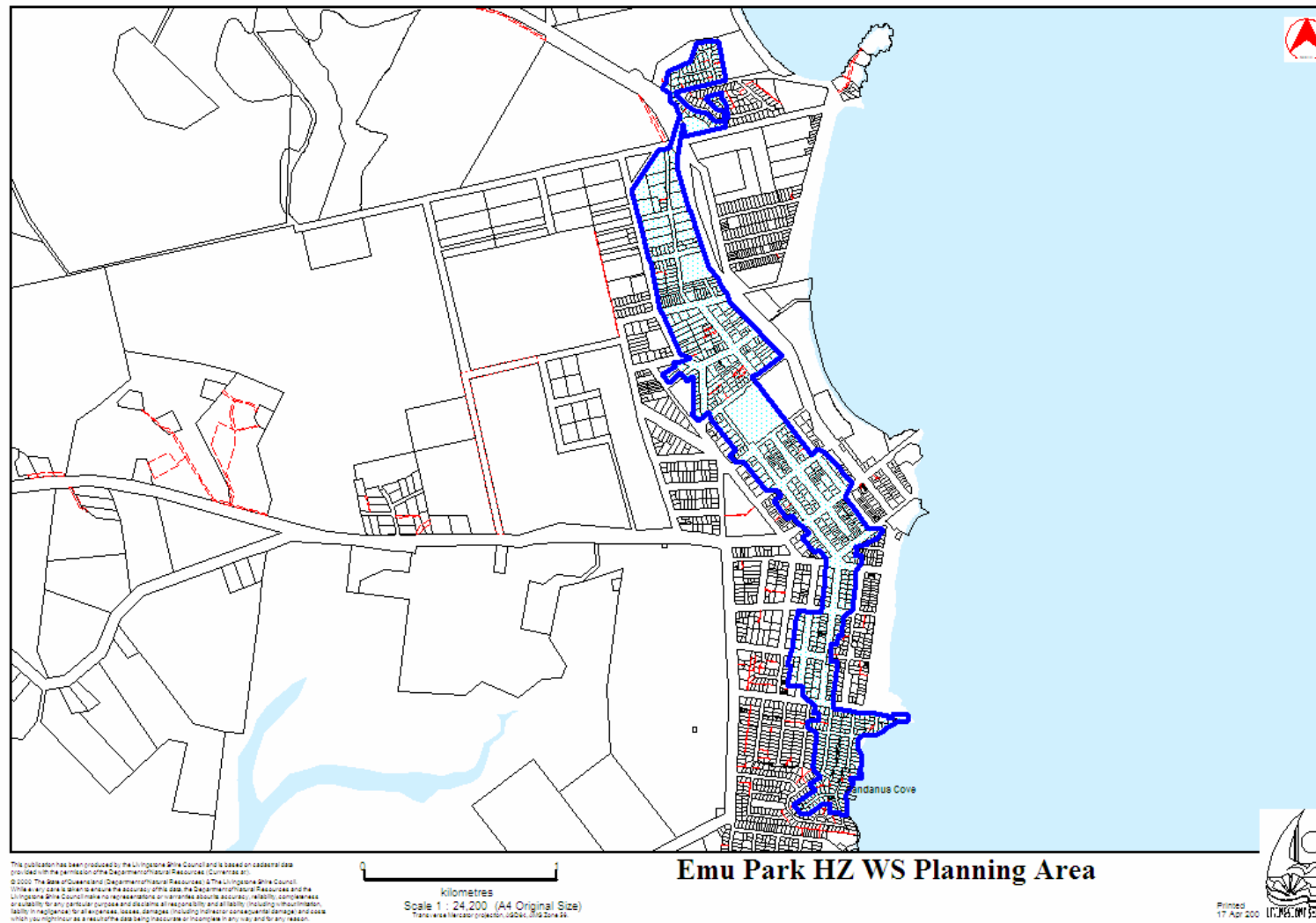


## E1.17 Emu Park Low Zone



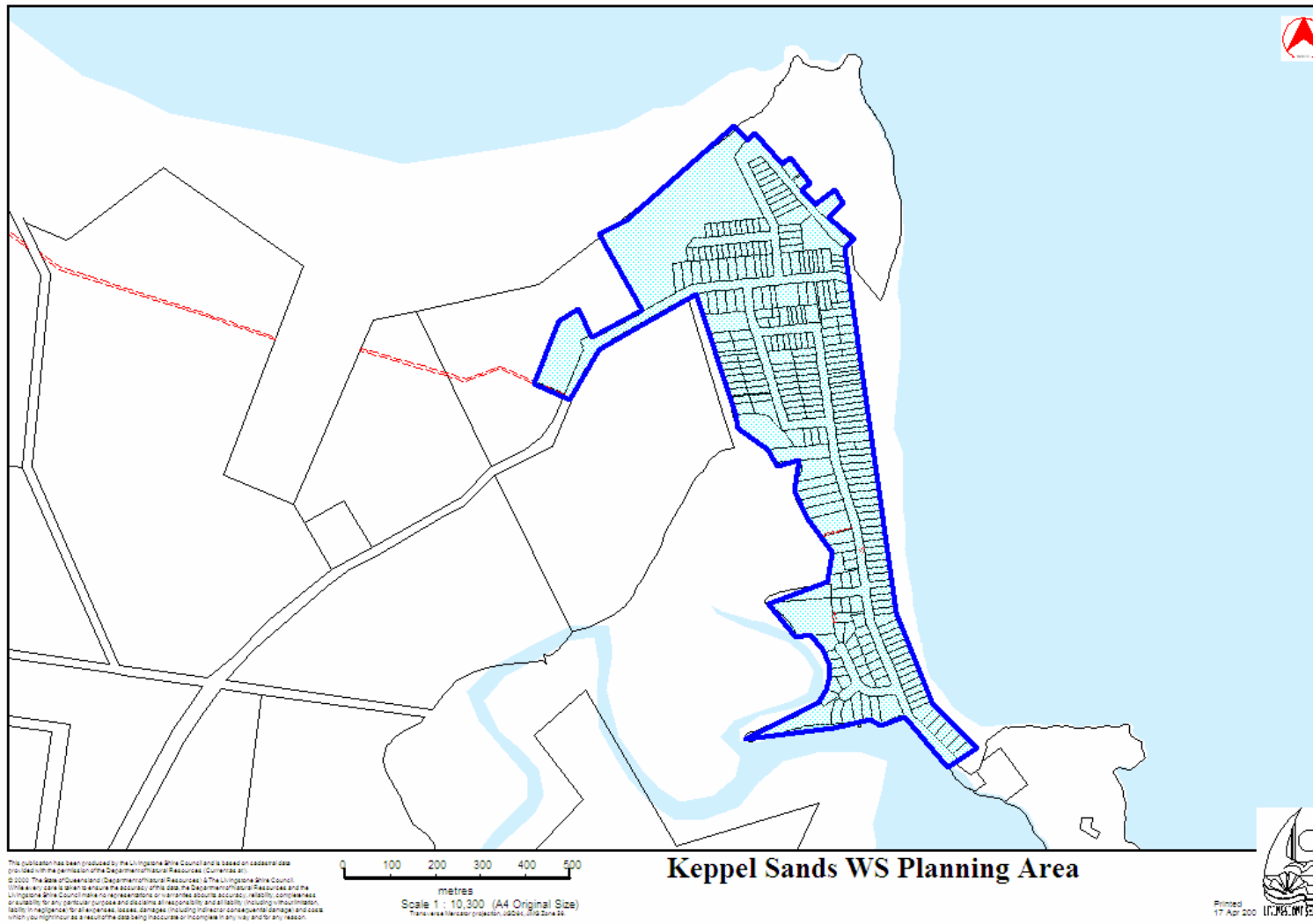


## E1.18 Emu Park High Zone



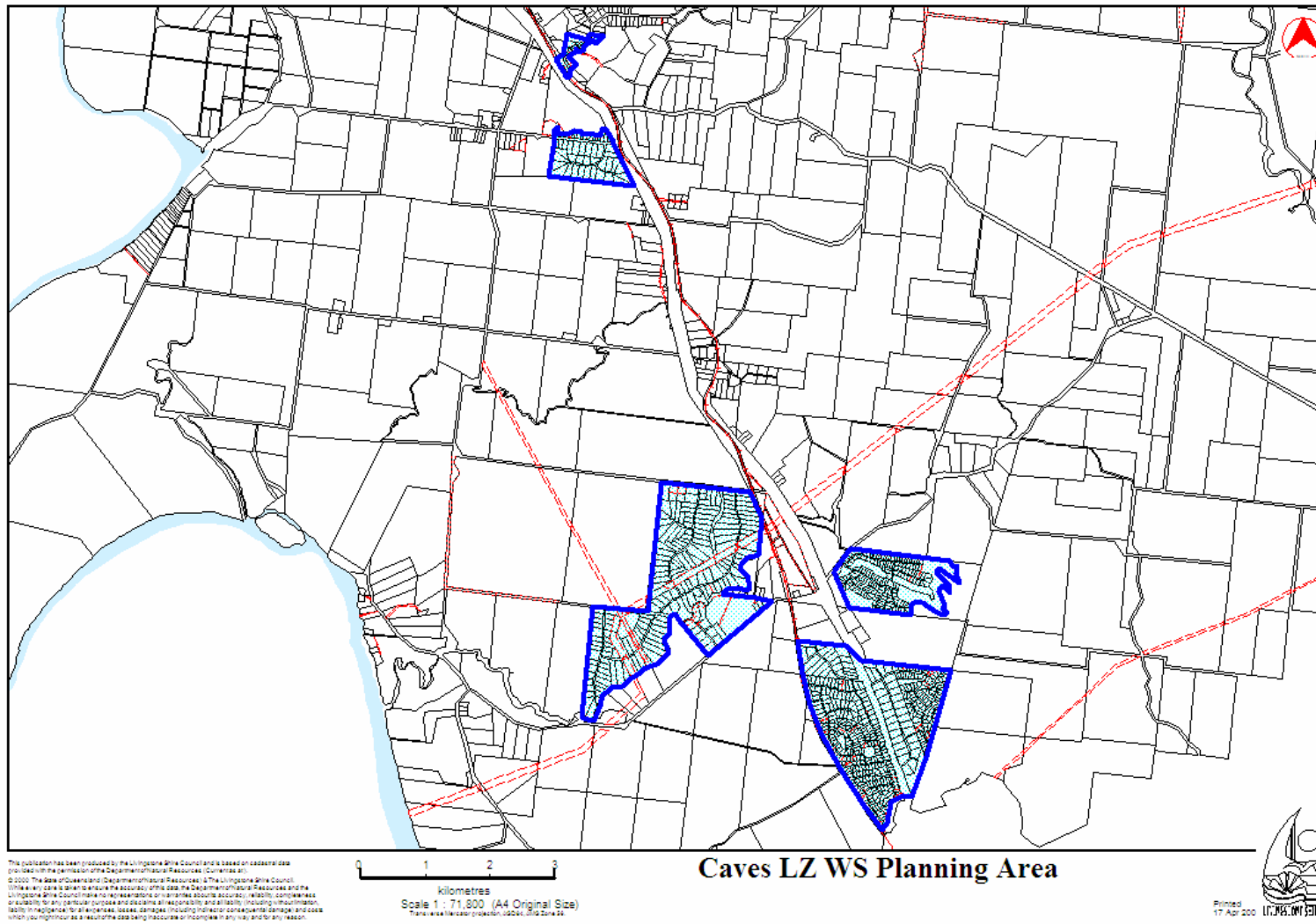


## E1.19 Keppel Sands



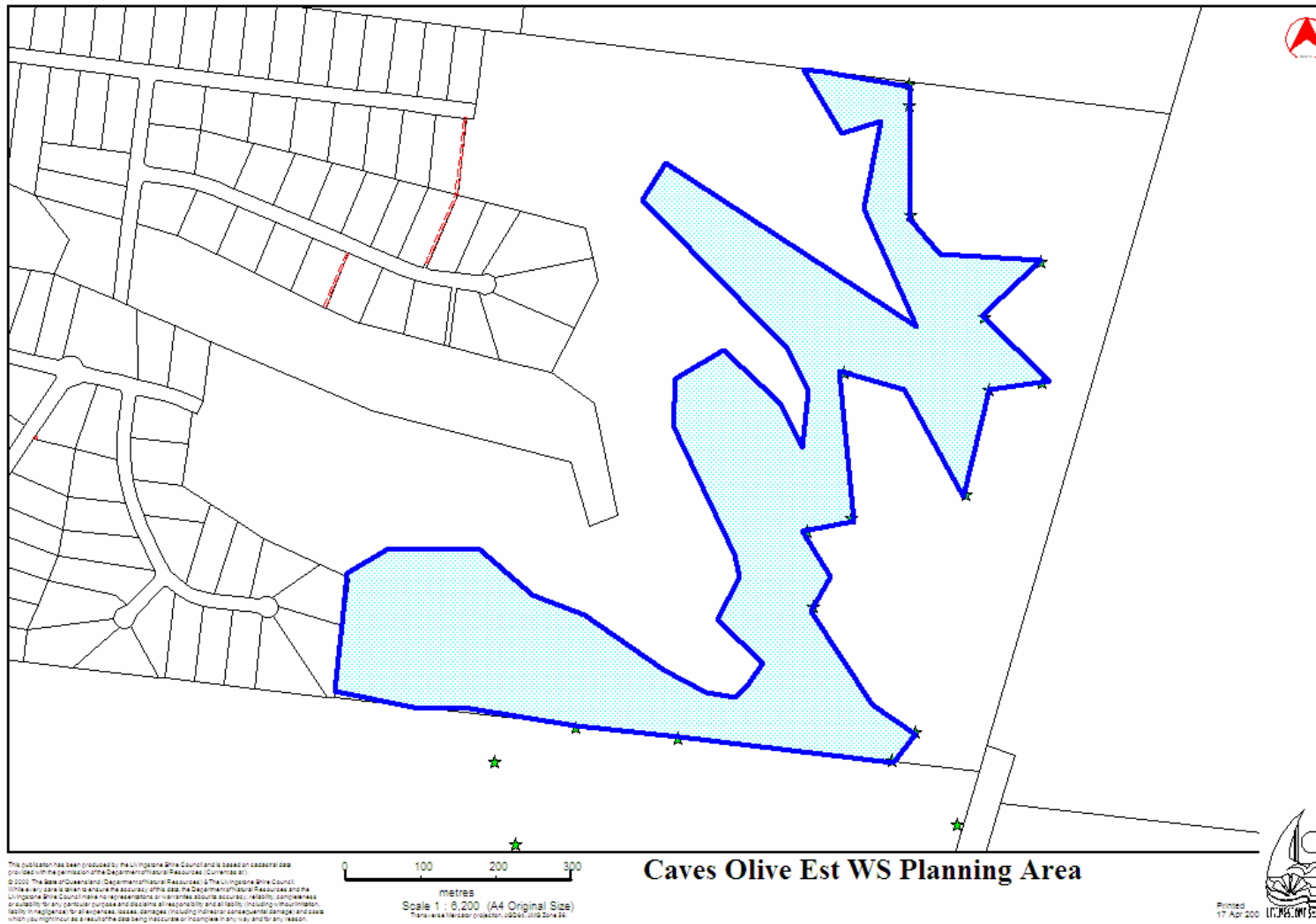


## E1.20 The Caves Low Zone





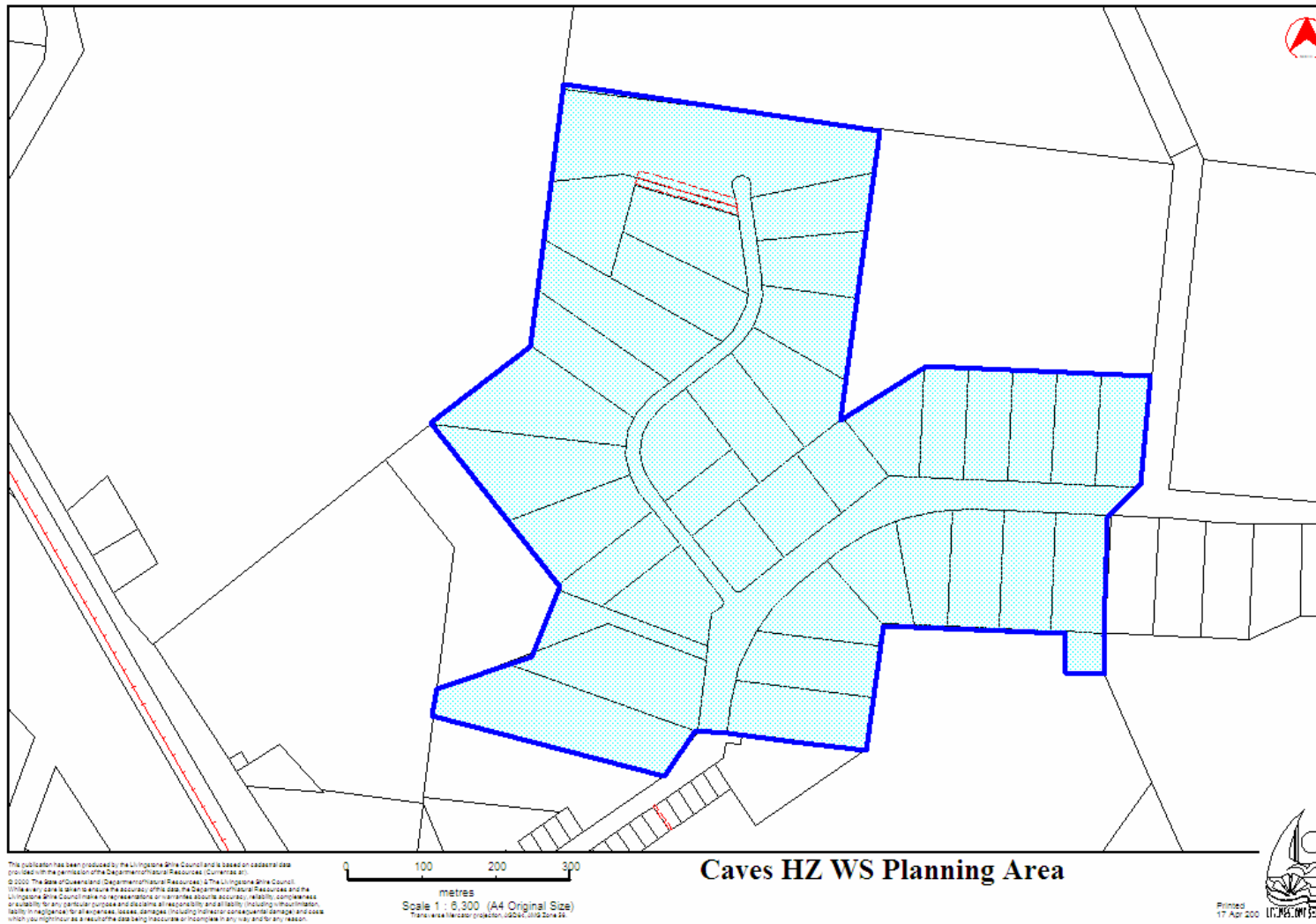
## E1.21 The Caves/Olive East







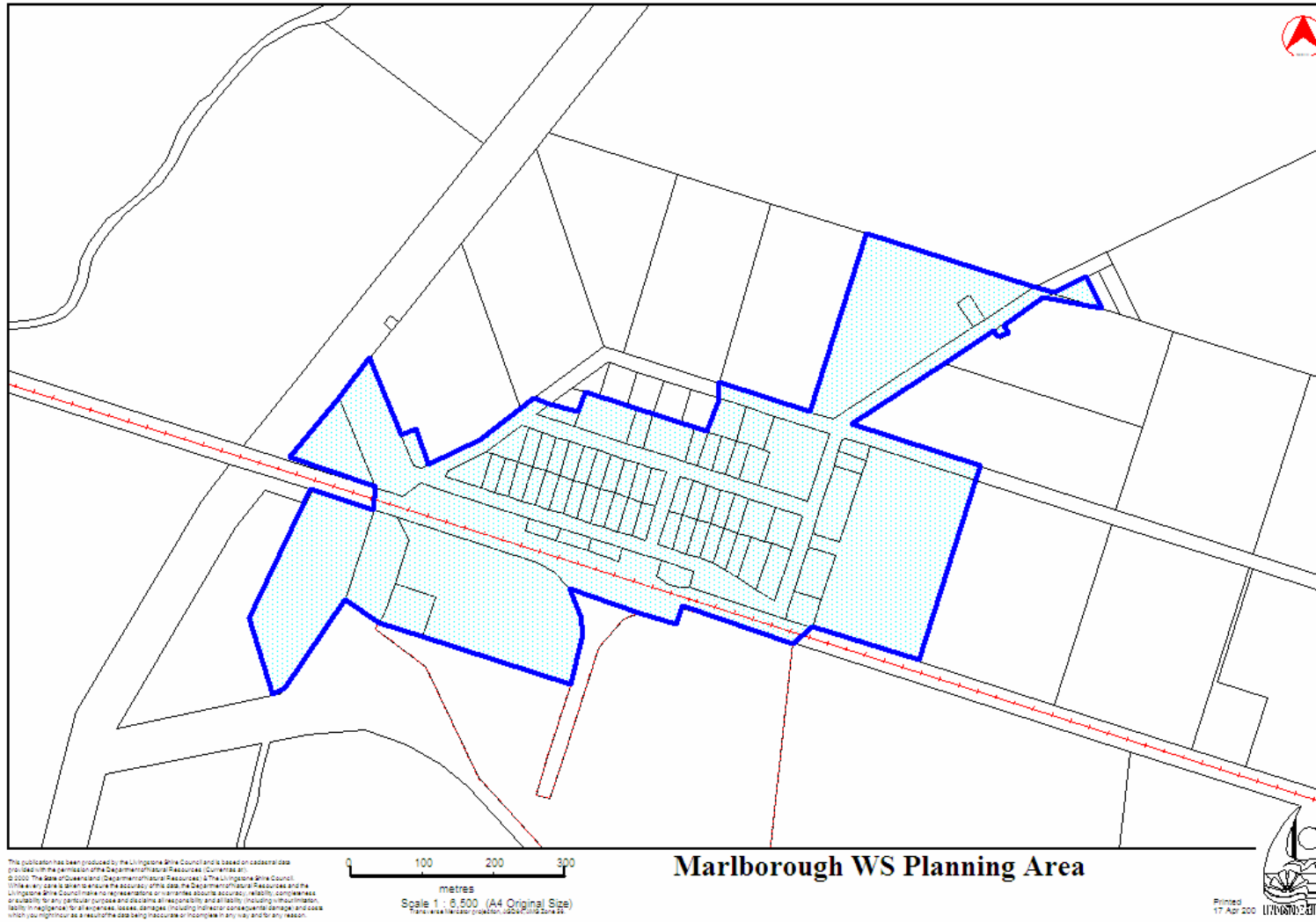
## E1.22 The Caves High Zone





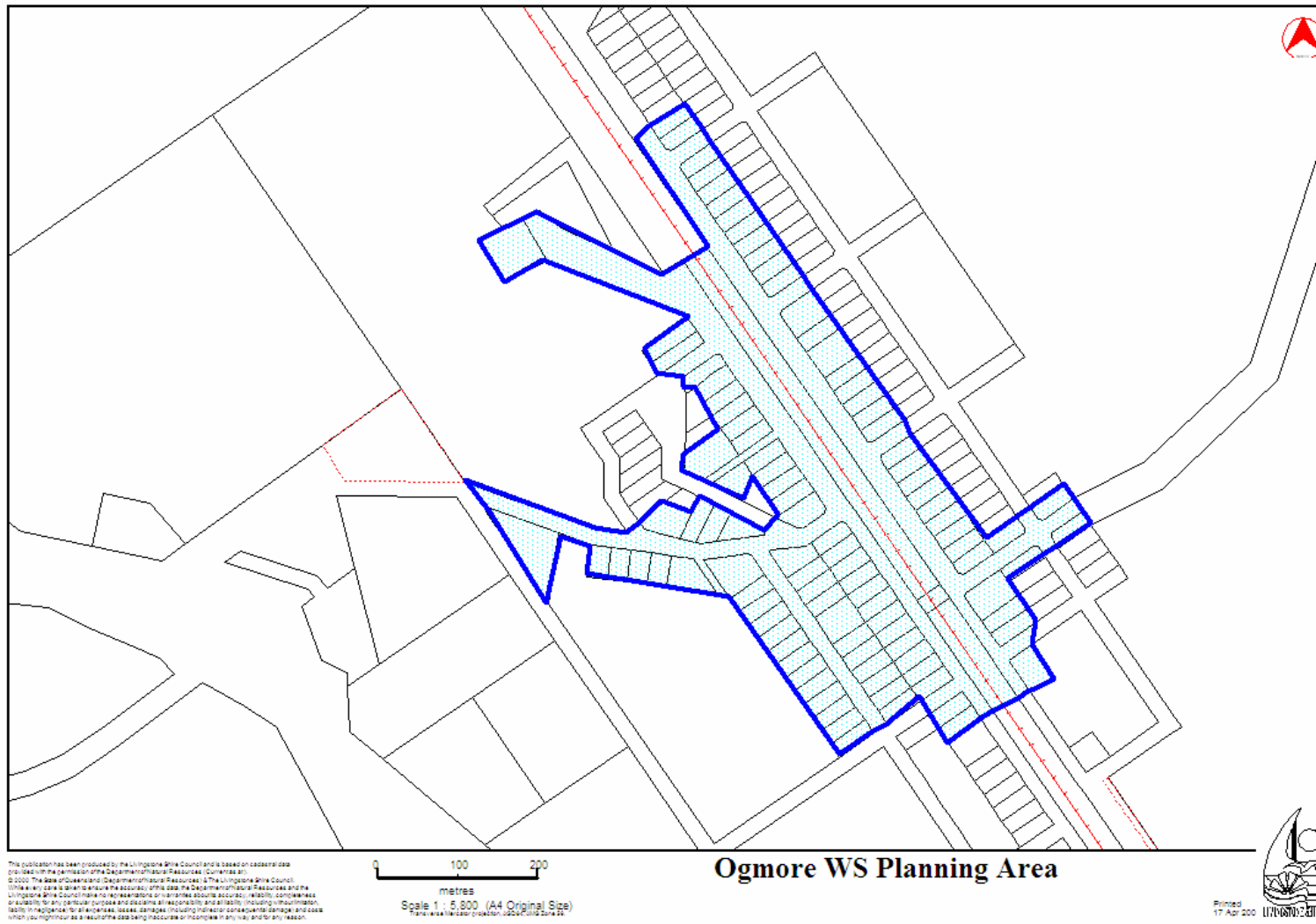


## E1.23 Marlborough





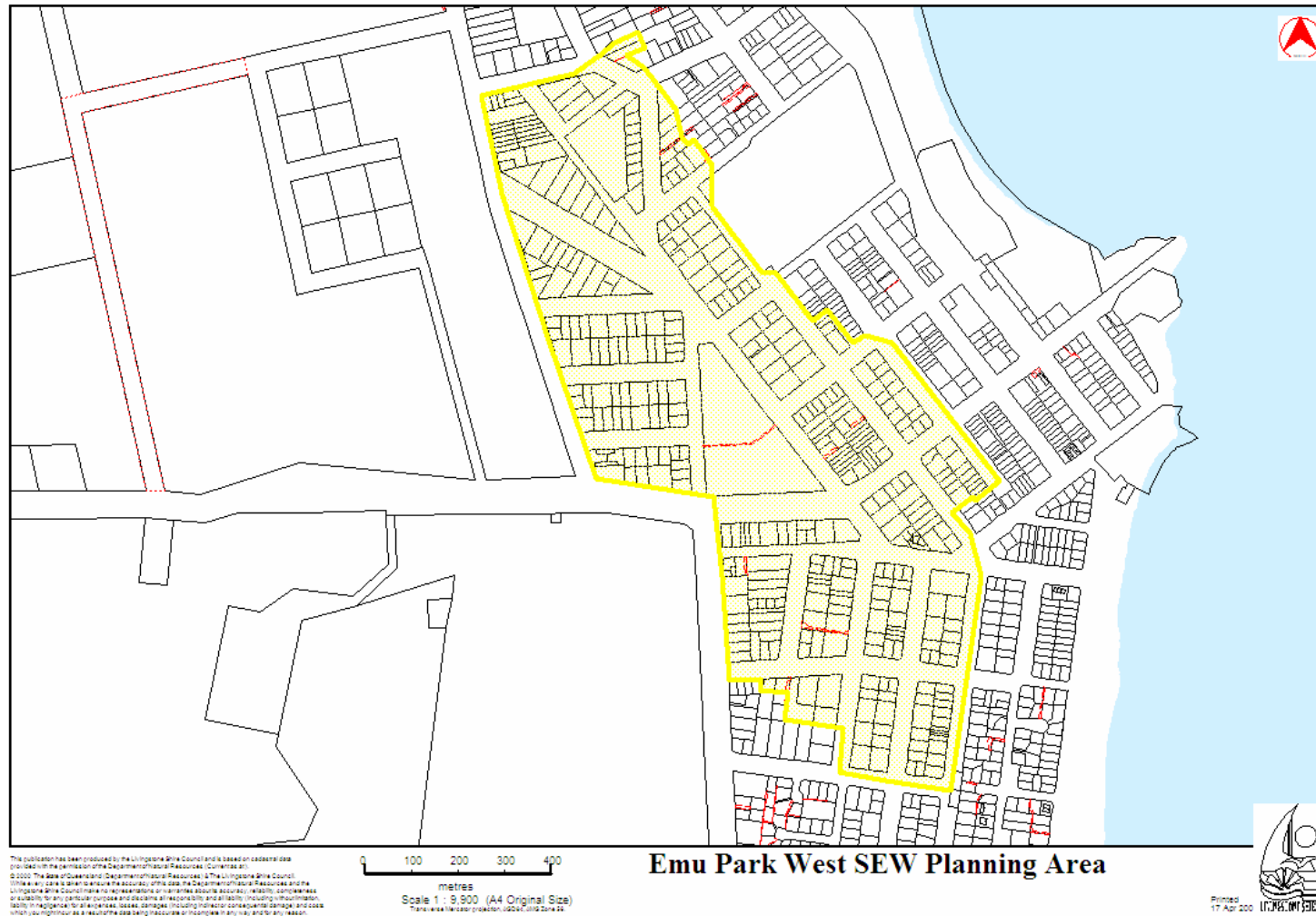
## E1.24 Ogmore





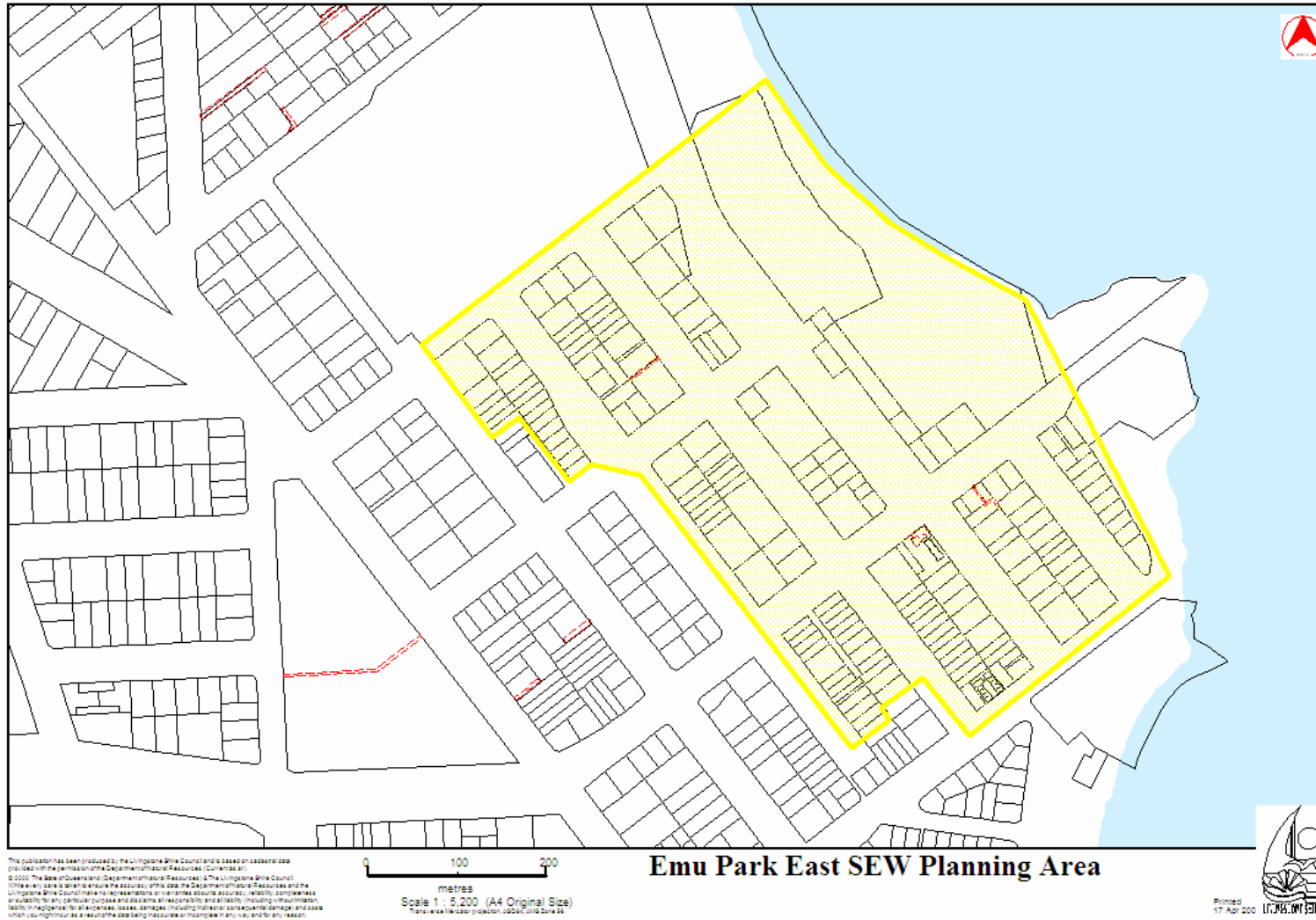
## Division 2 – Sewerage Planning Areas

### E2.1 Emu Park West



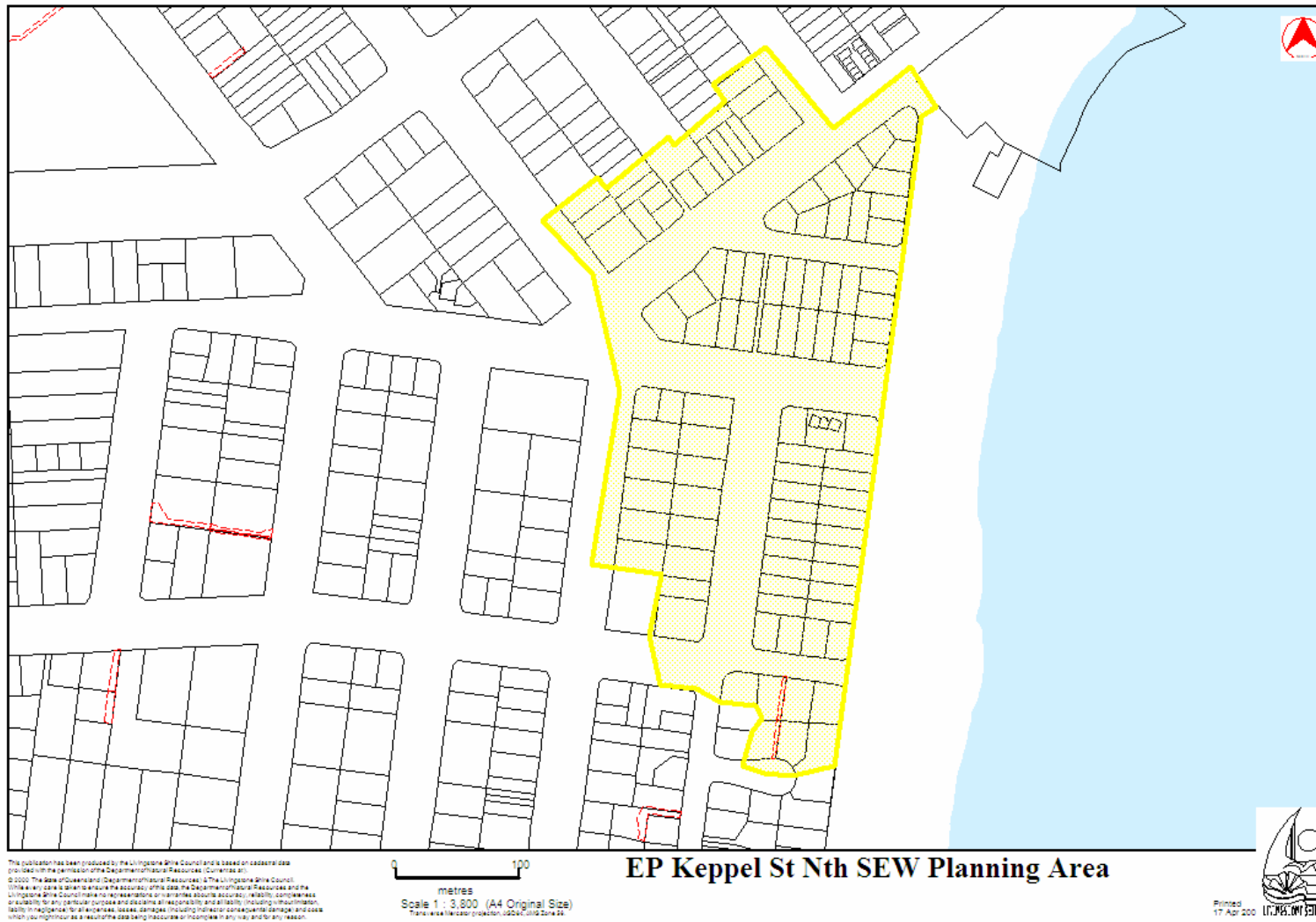


## E2.2 Emu Park East





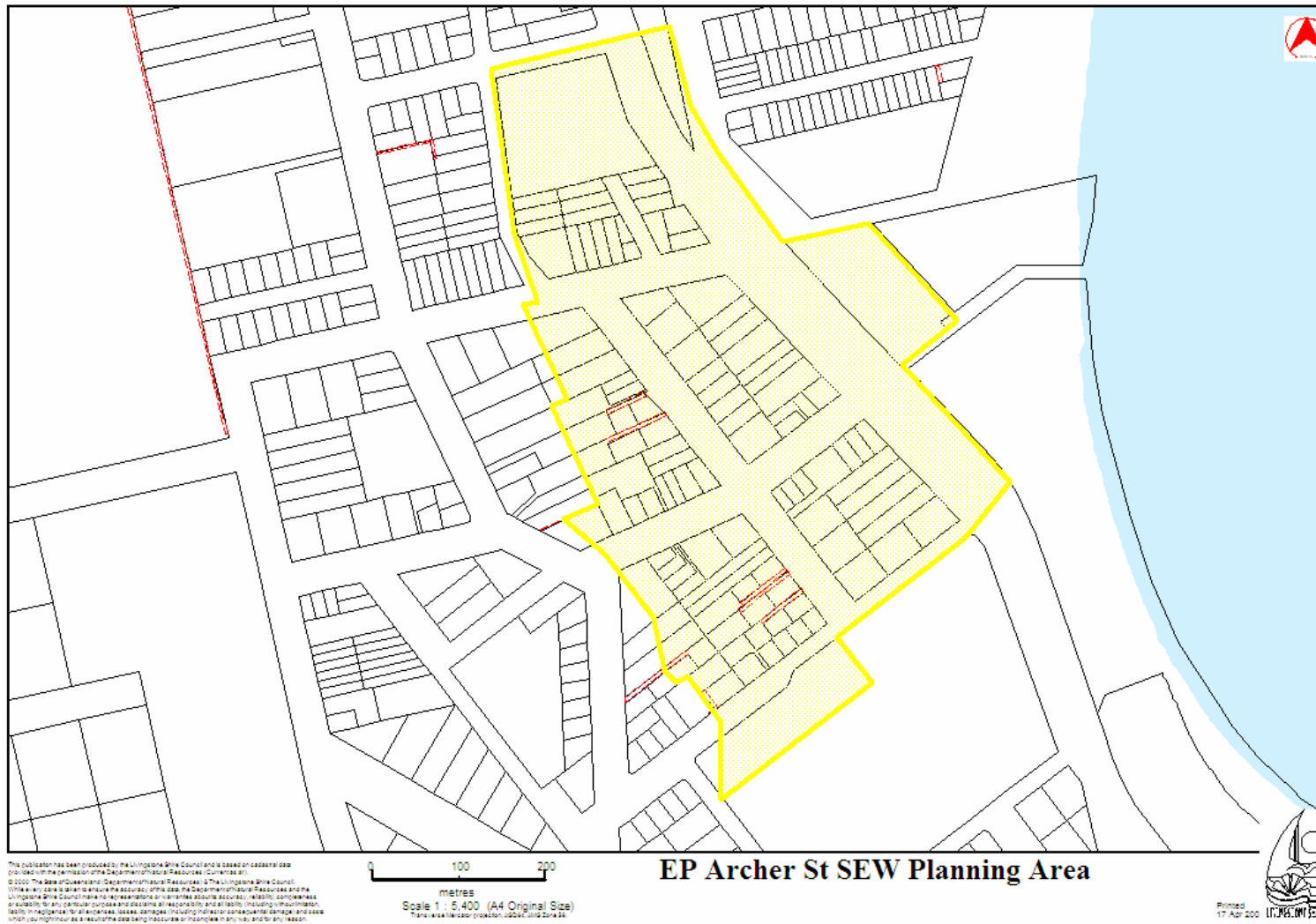
## E2.3 Emu Park Keppel Street North





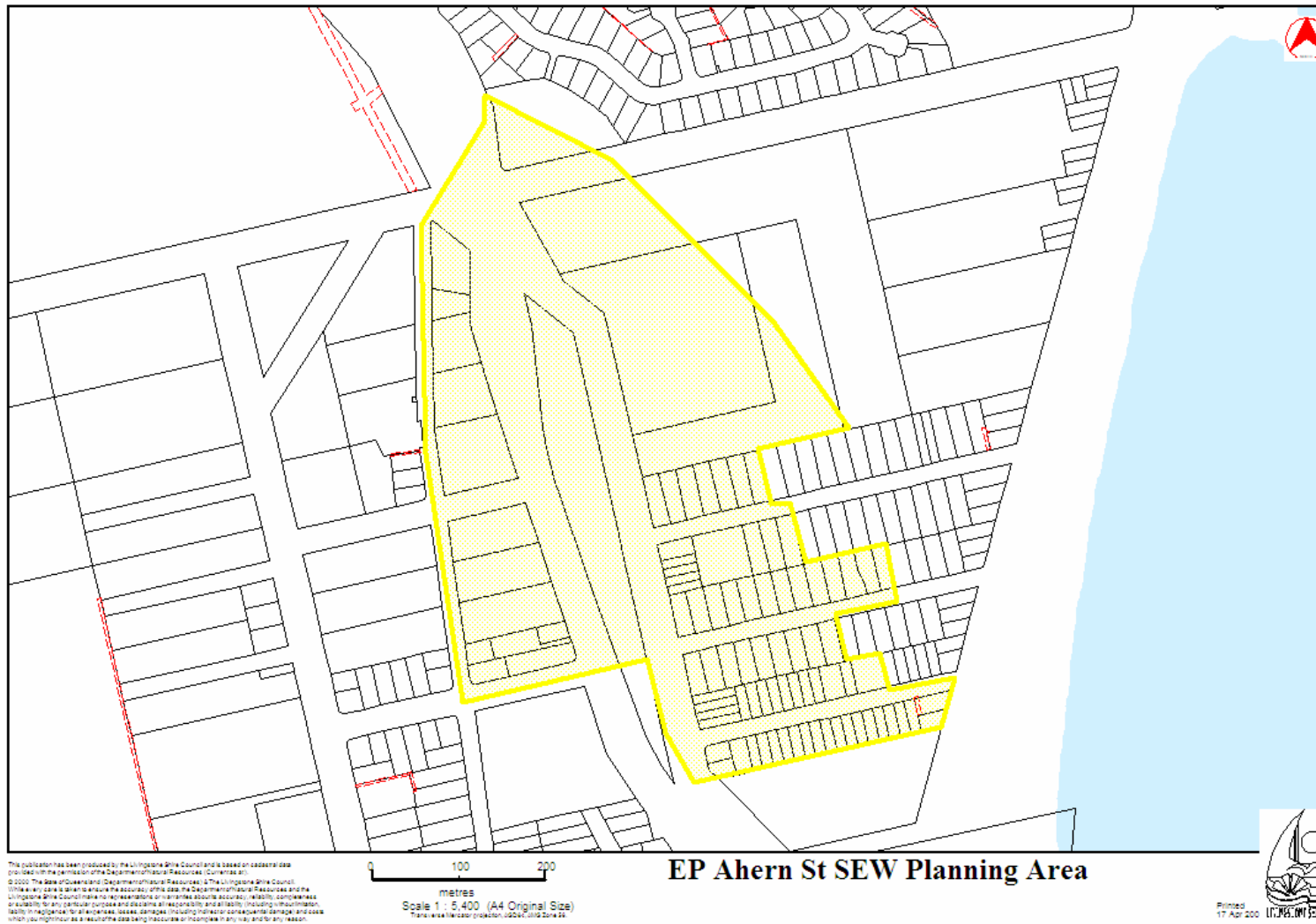


## E2.4 Emu Archer Street



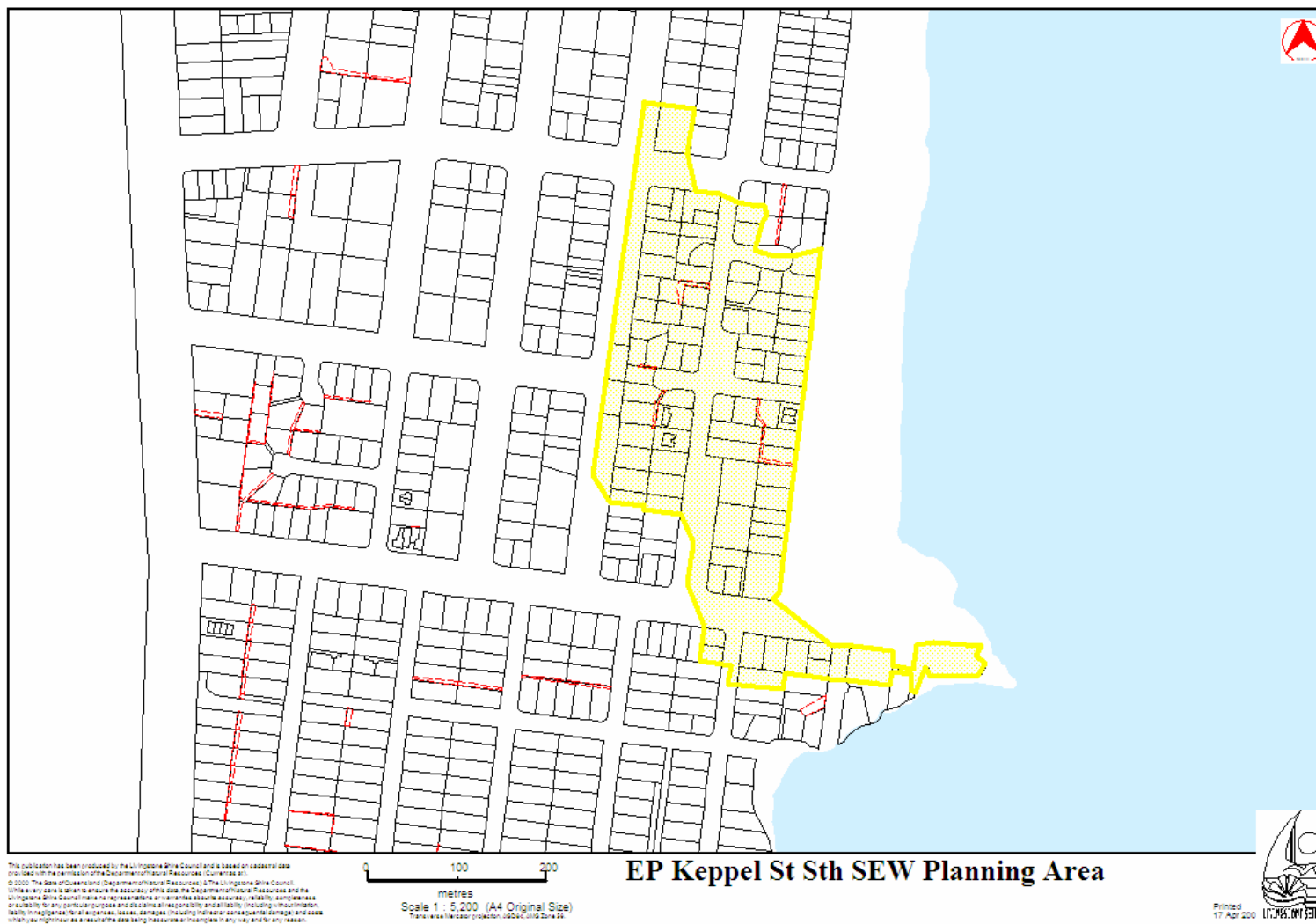


## E2.5 Emu Park Ahern Street





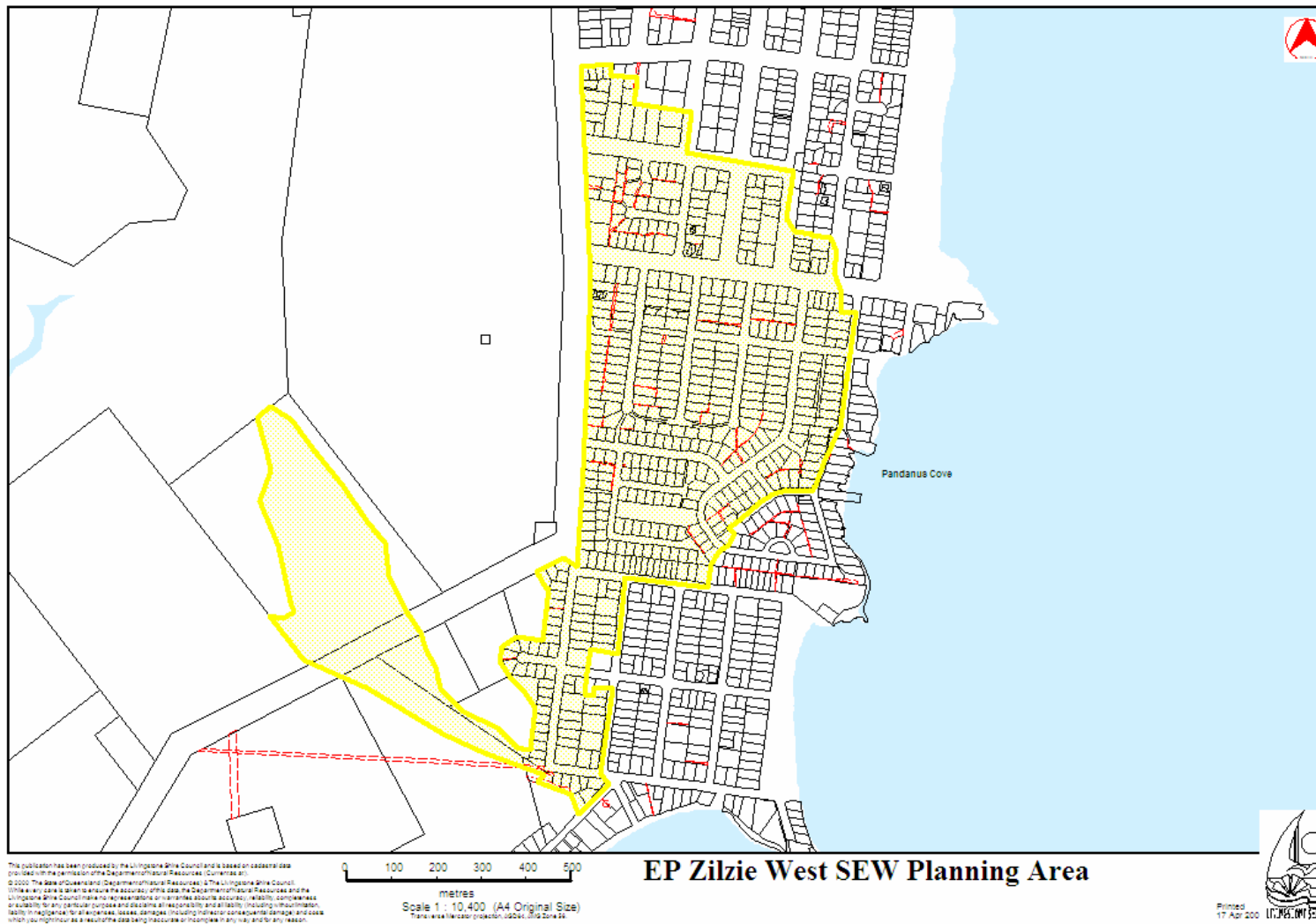
## E2.6 Keppel Street South





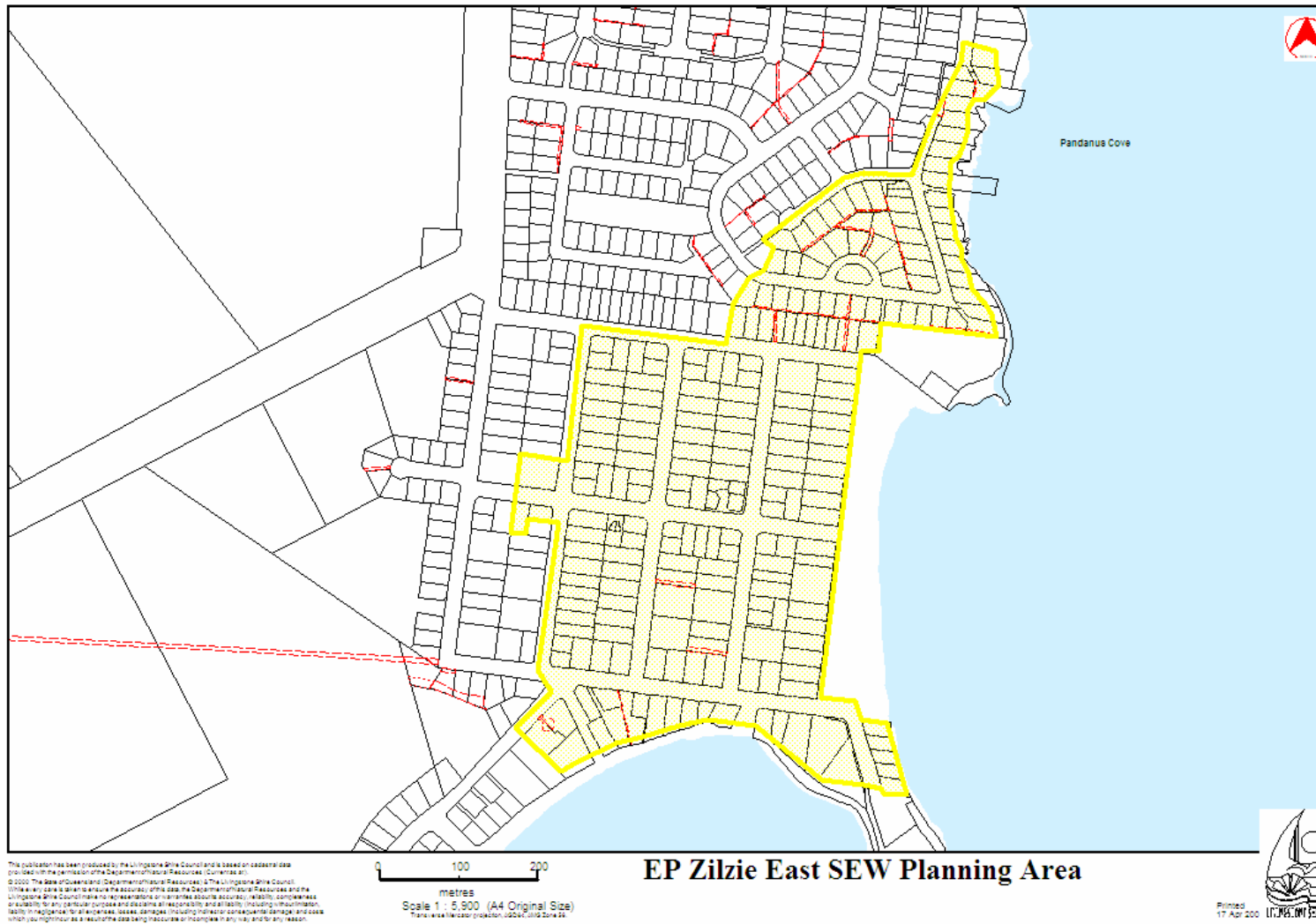


## E2.7 Emu Park Zilzie West



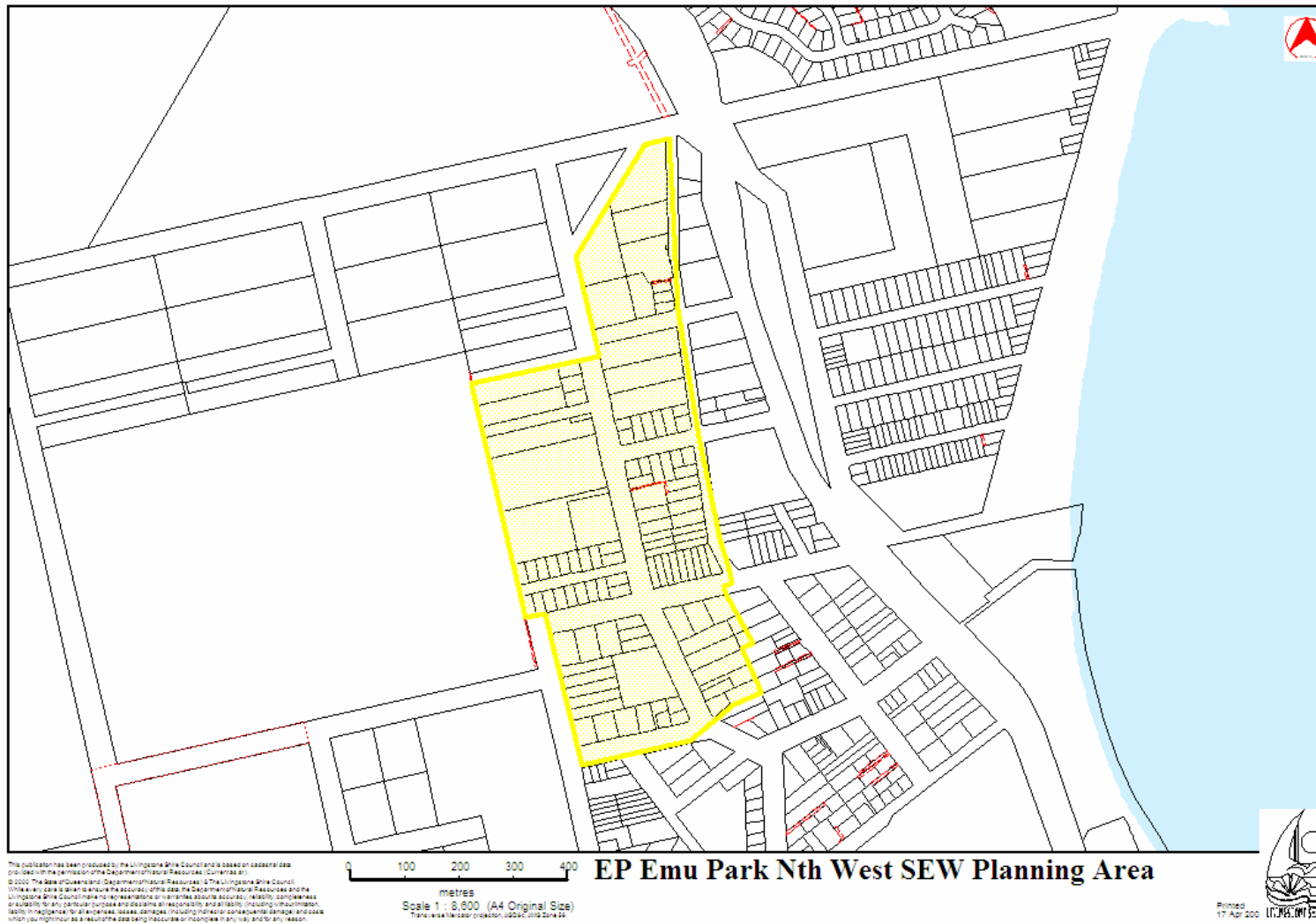


## E2.8 Emu Park Zilzie East



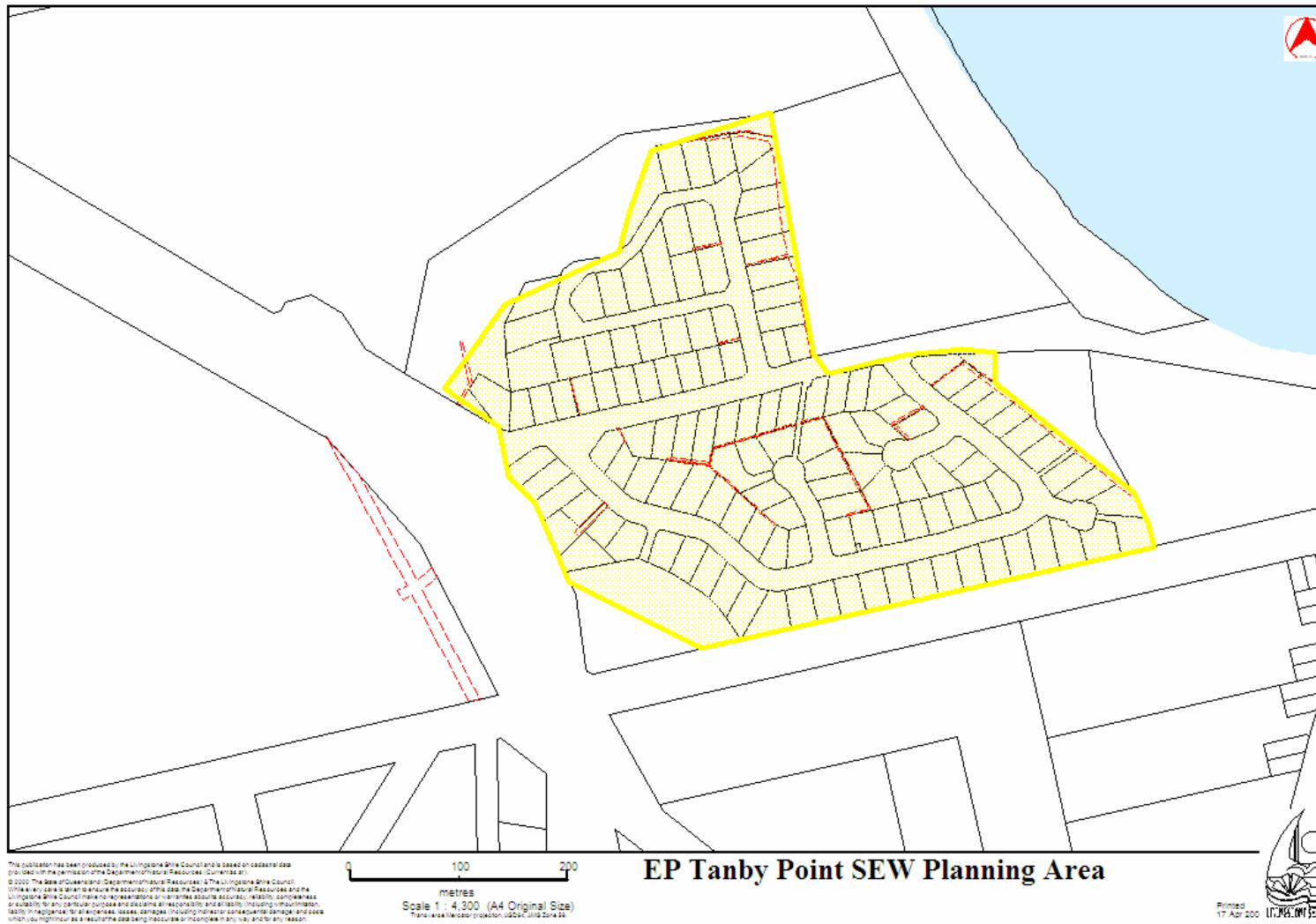


## E2.9 Emu Park North West



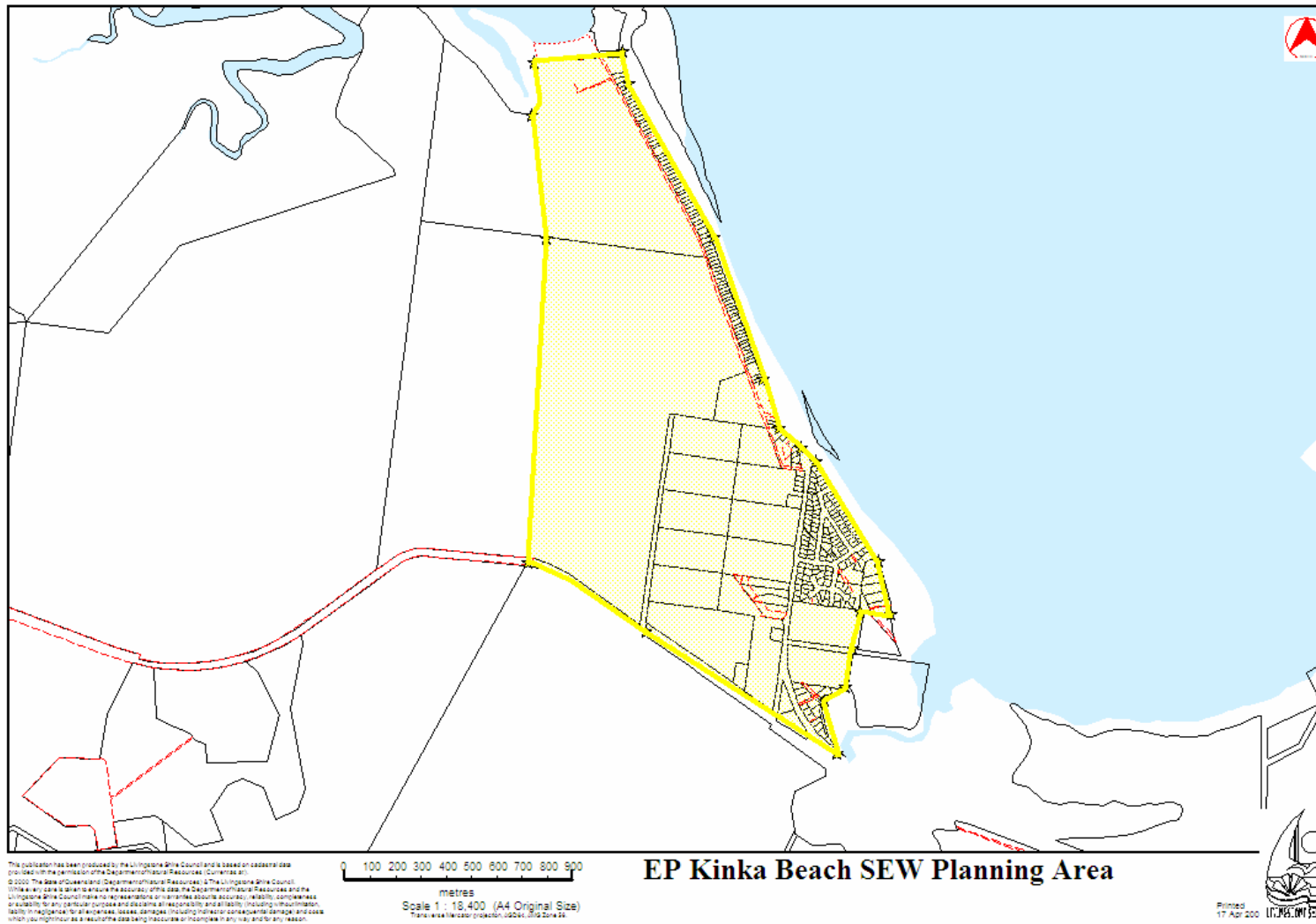


## E2.10 Emu Park Tanby Pt



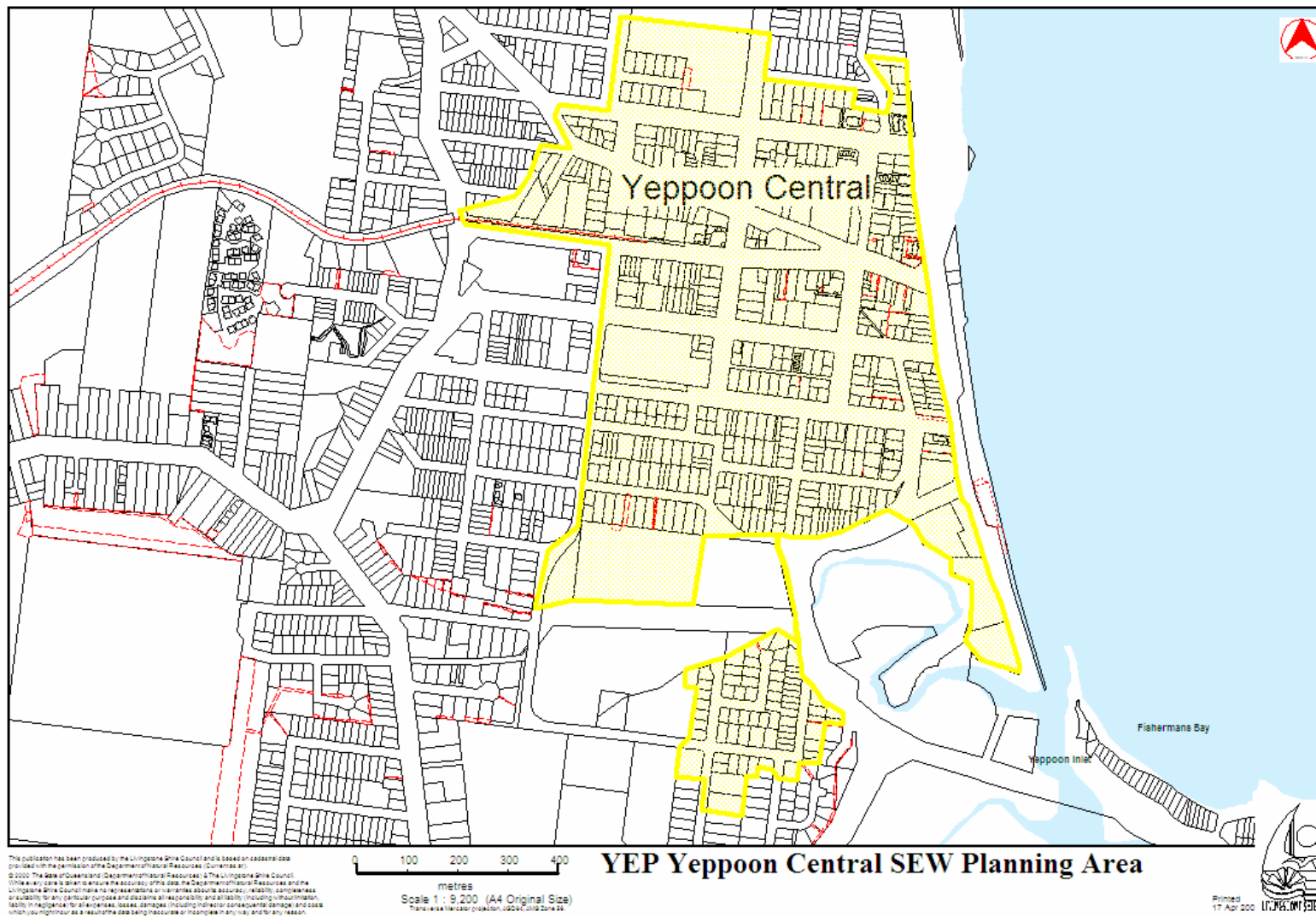


## E2.11 Emu Park Kinka Beach





## E2.12 Yeppoon Central



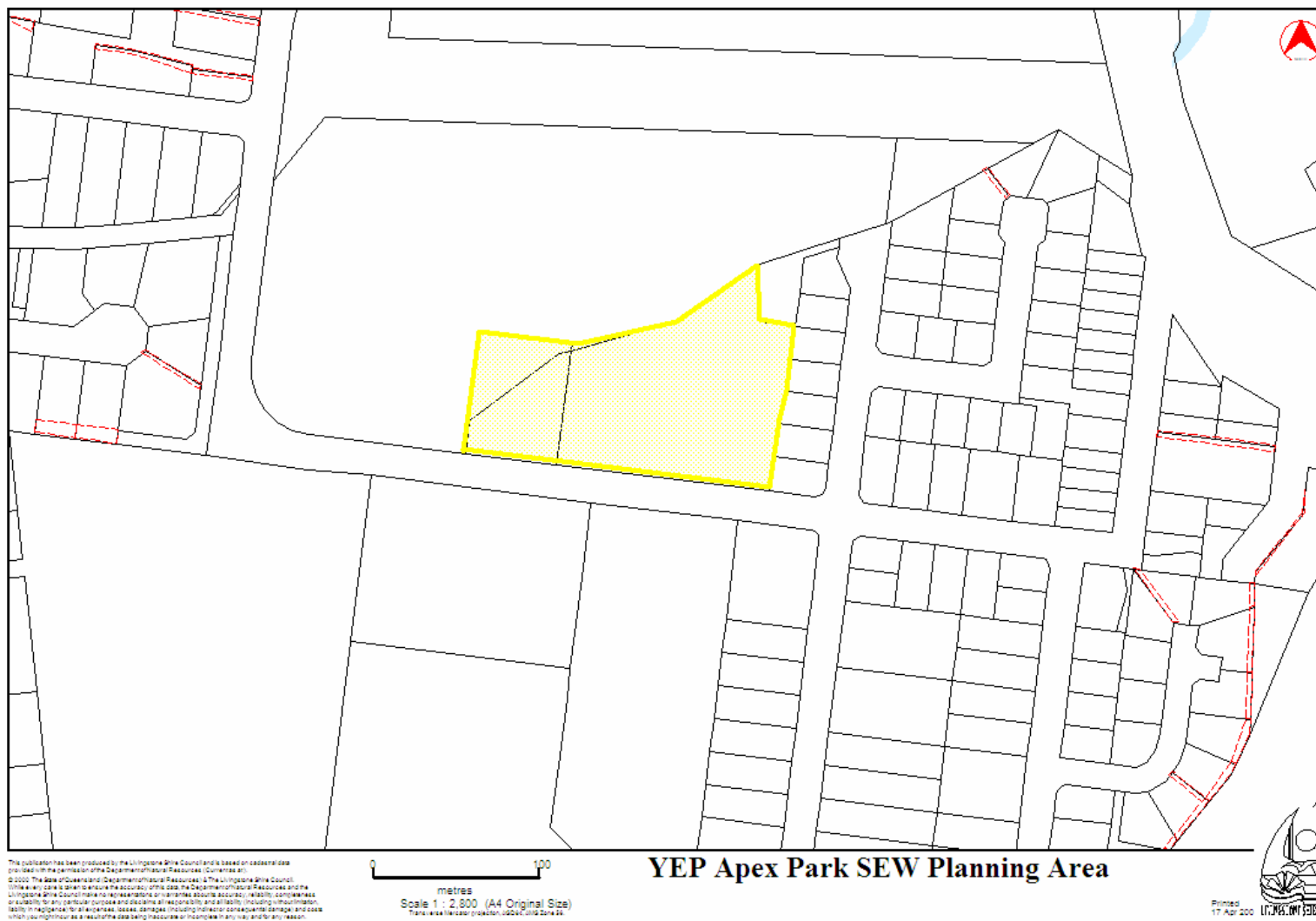






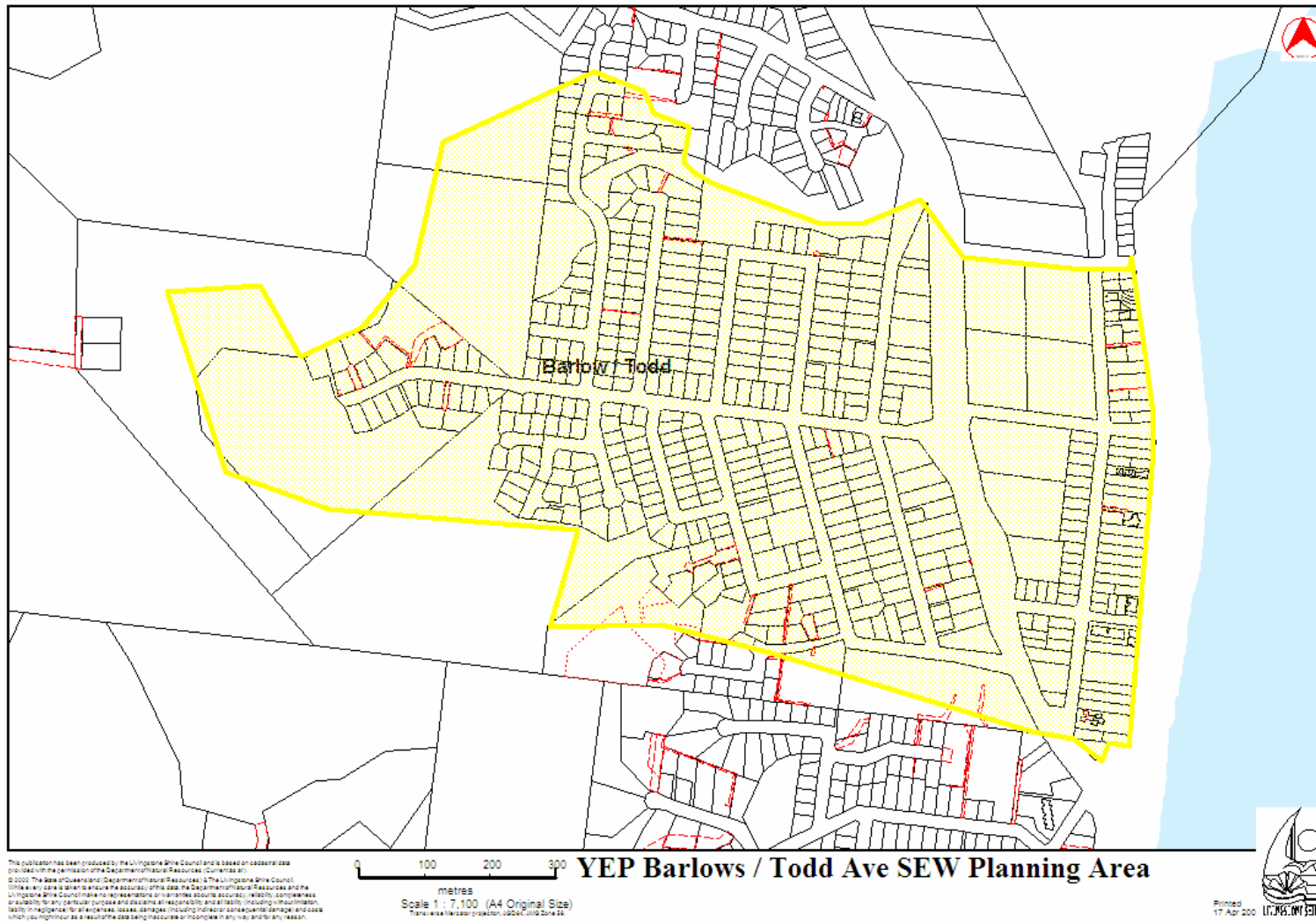


## E2.14 Apex Park



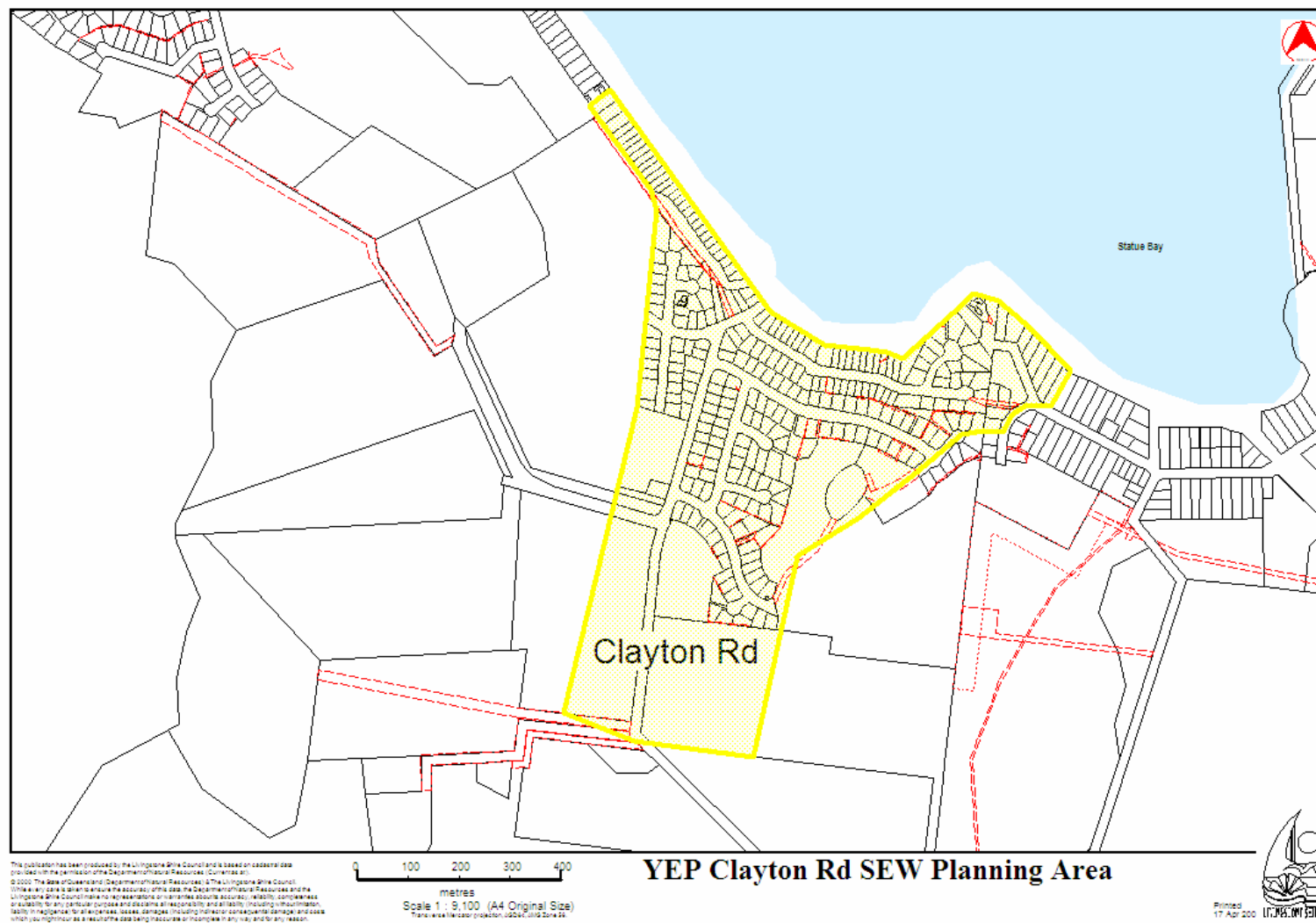


## E2.15 Barlows/Todds Avenue



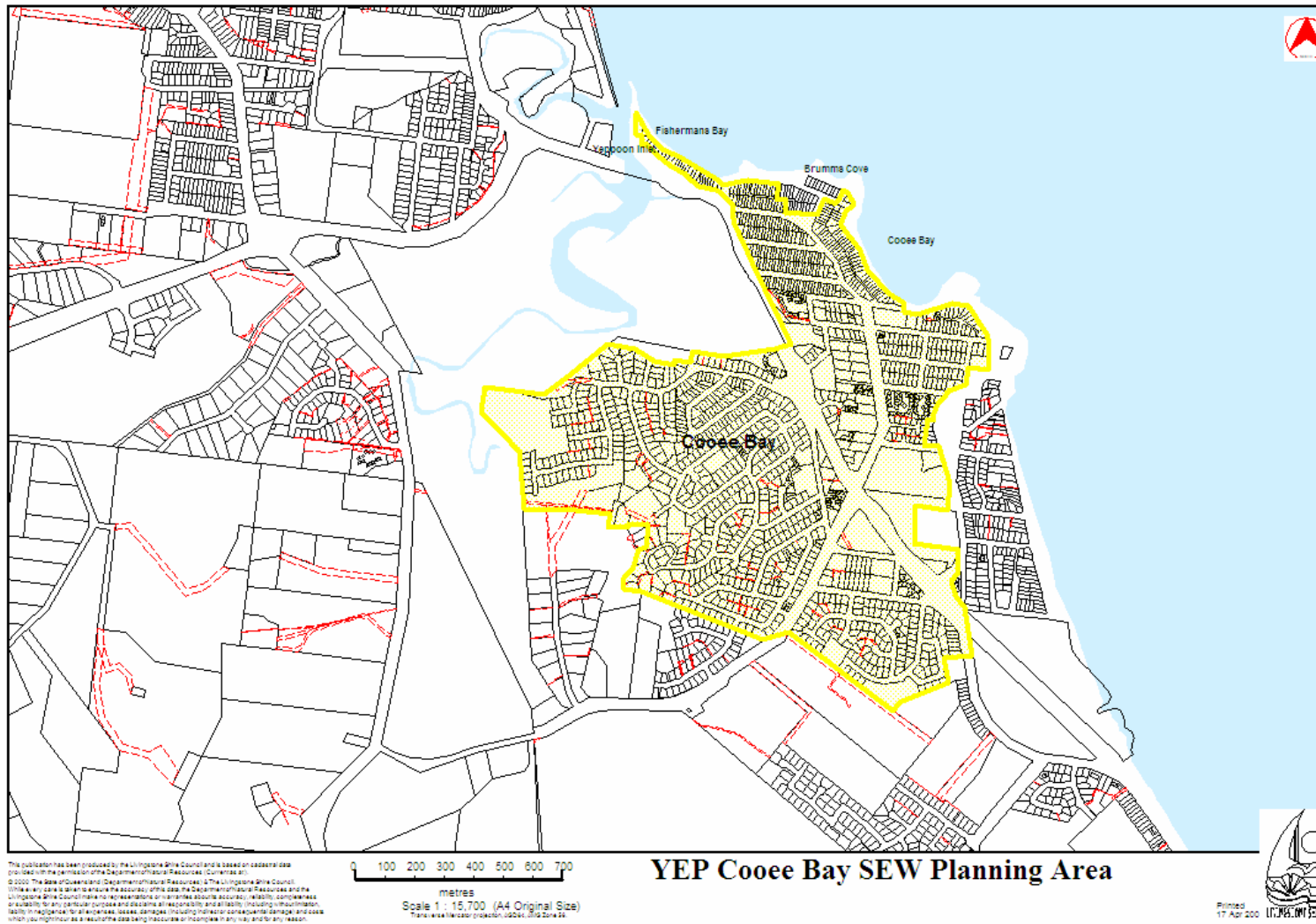


## E2.16 Clayton Road



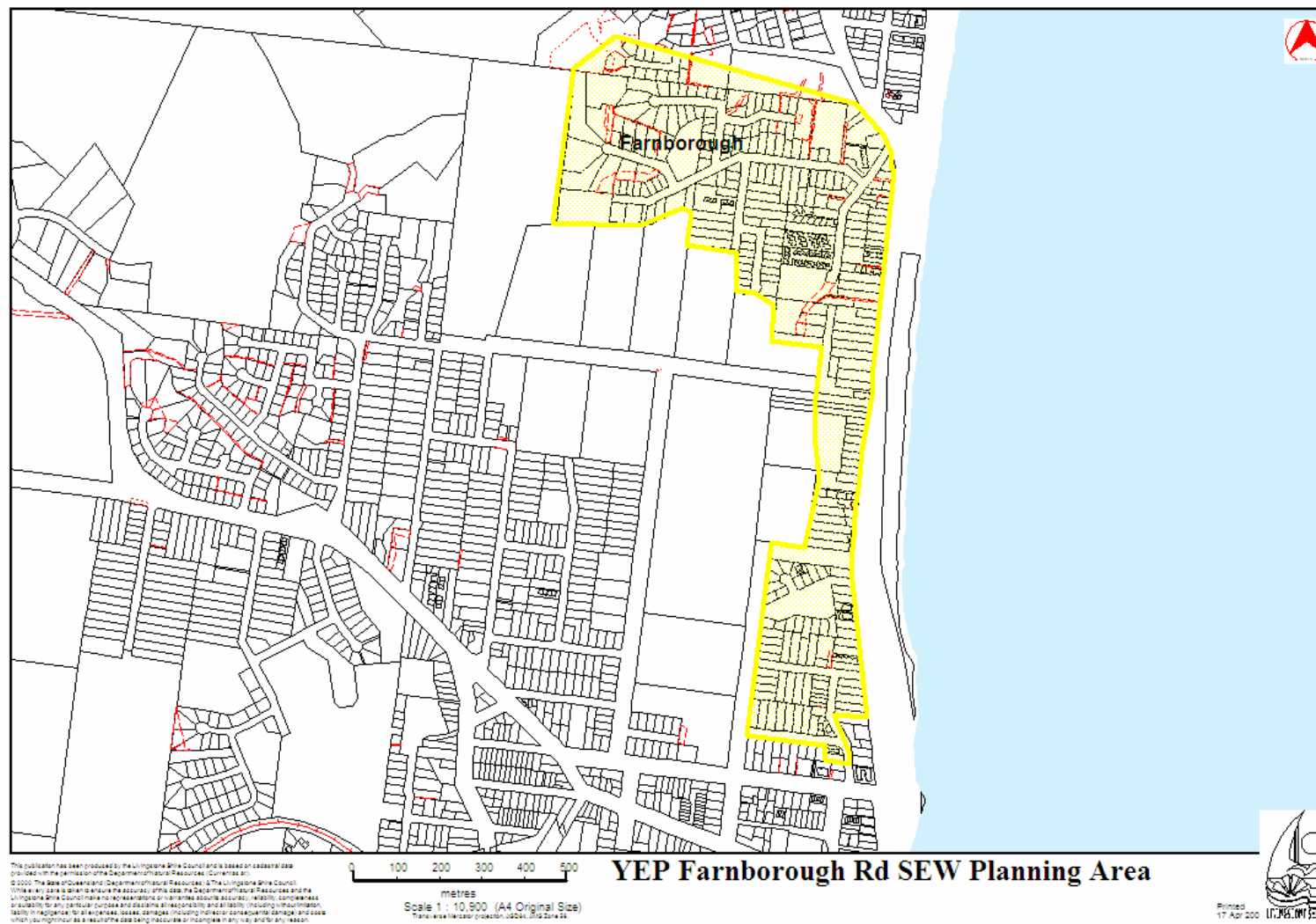


## E2.17 Cooee Bay





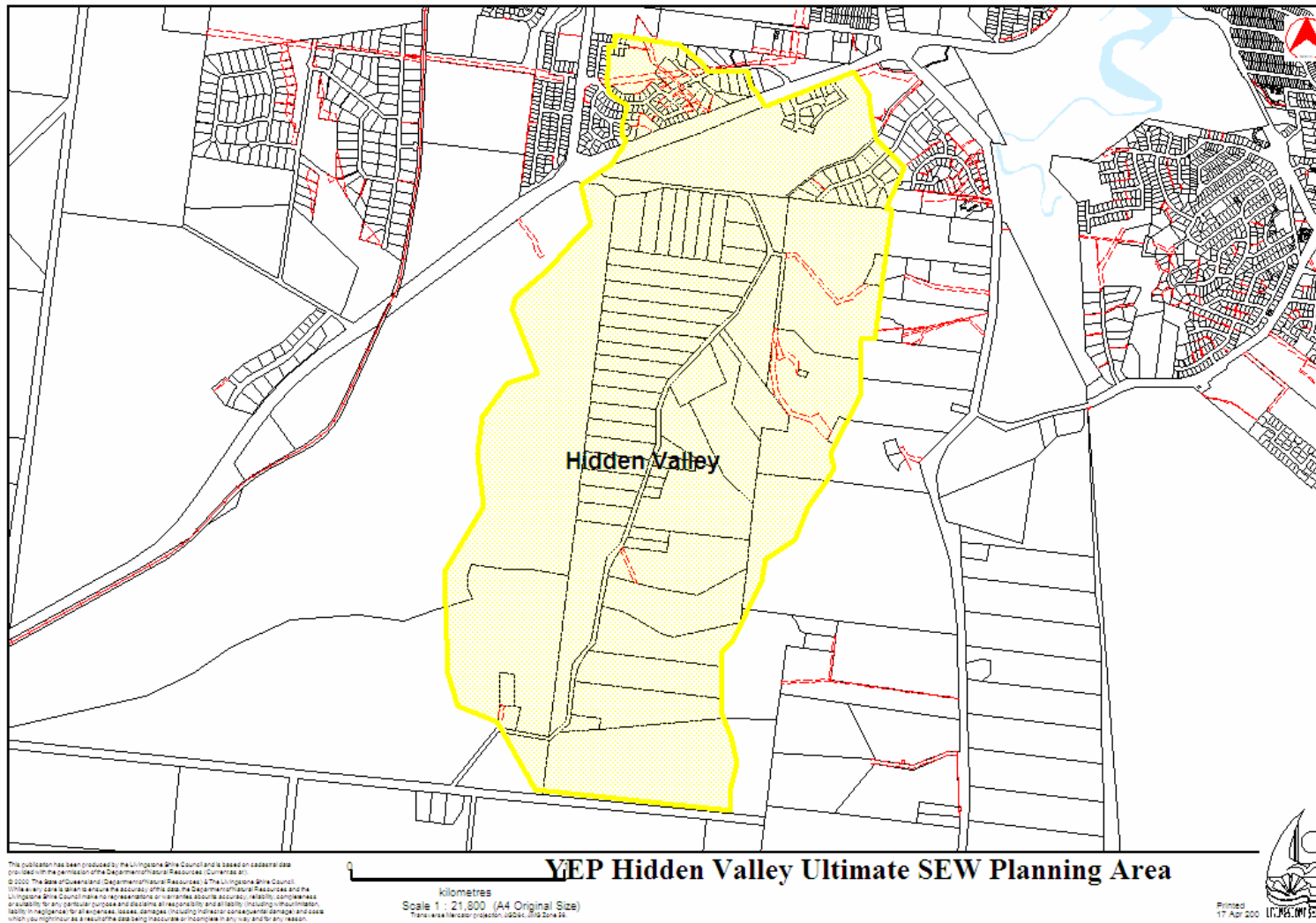
## E2.18 Farnborough Road





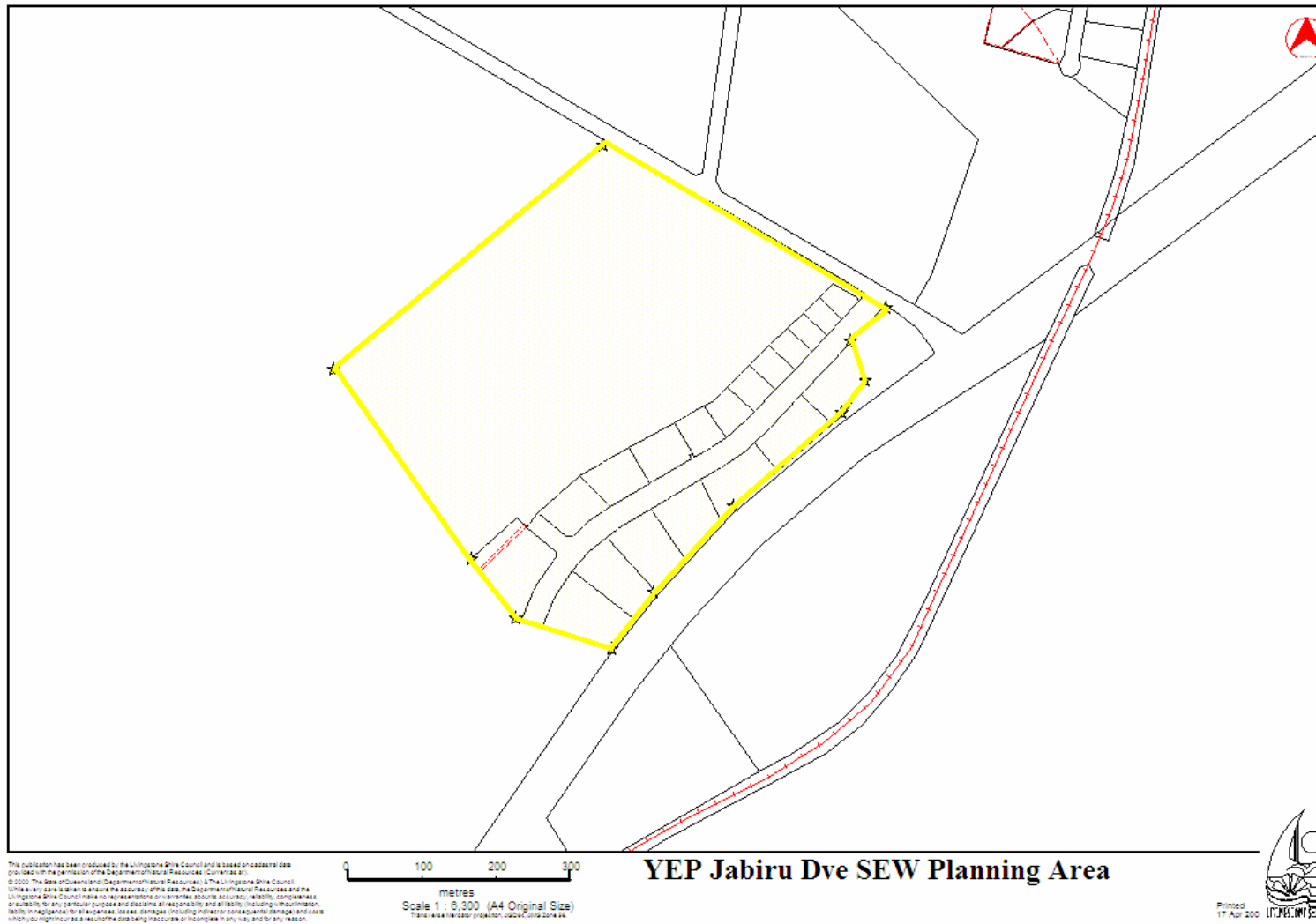


## E2.19 Hidden Valley Ultimate





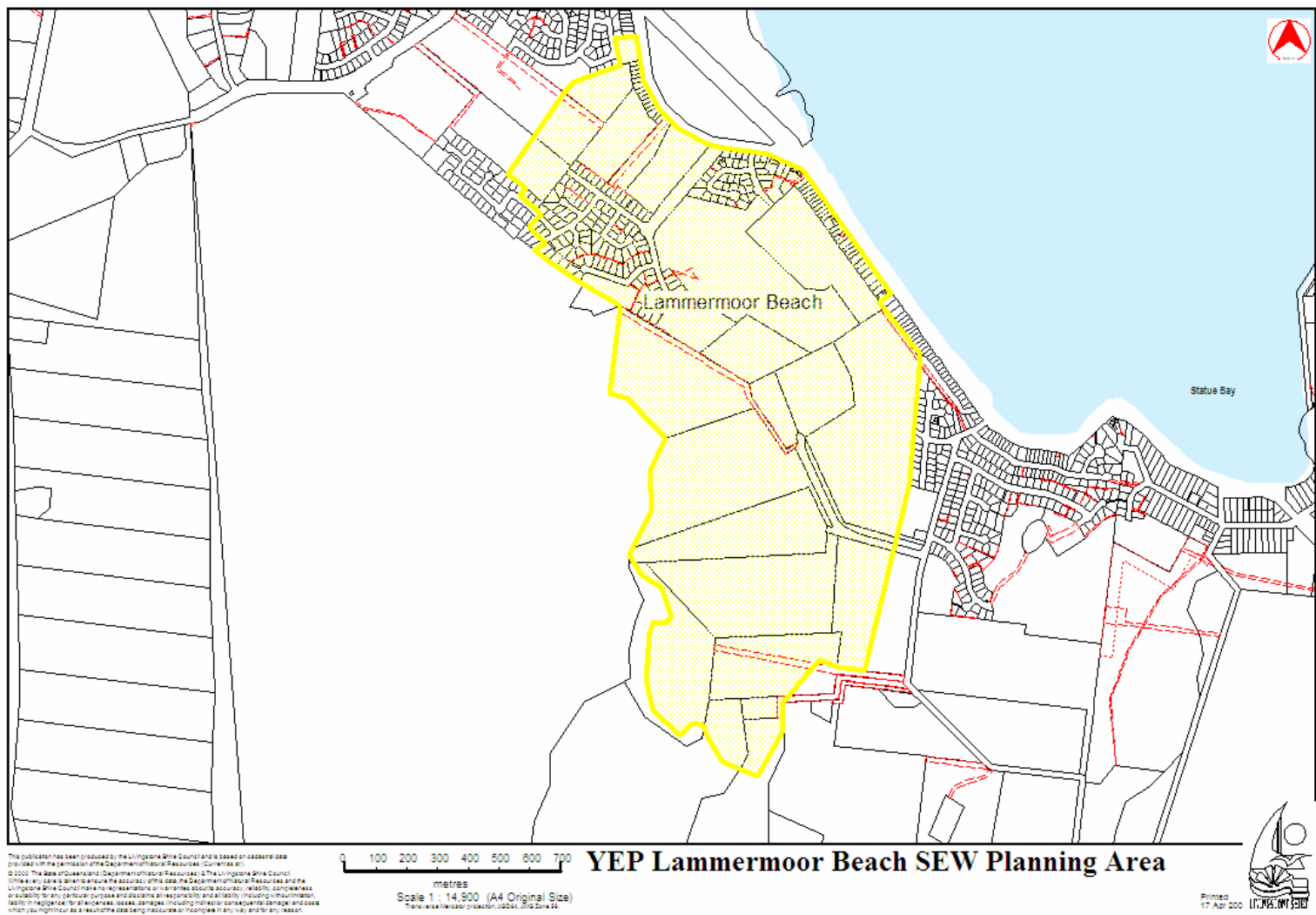
## E2.20 Jabiru Drive





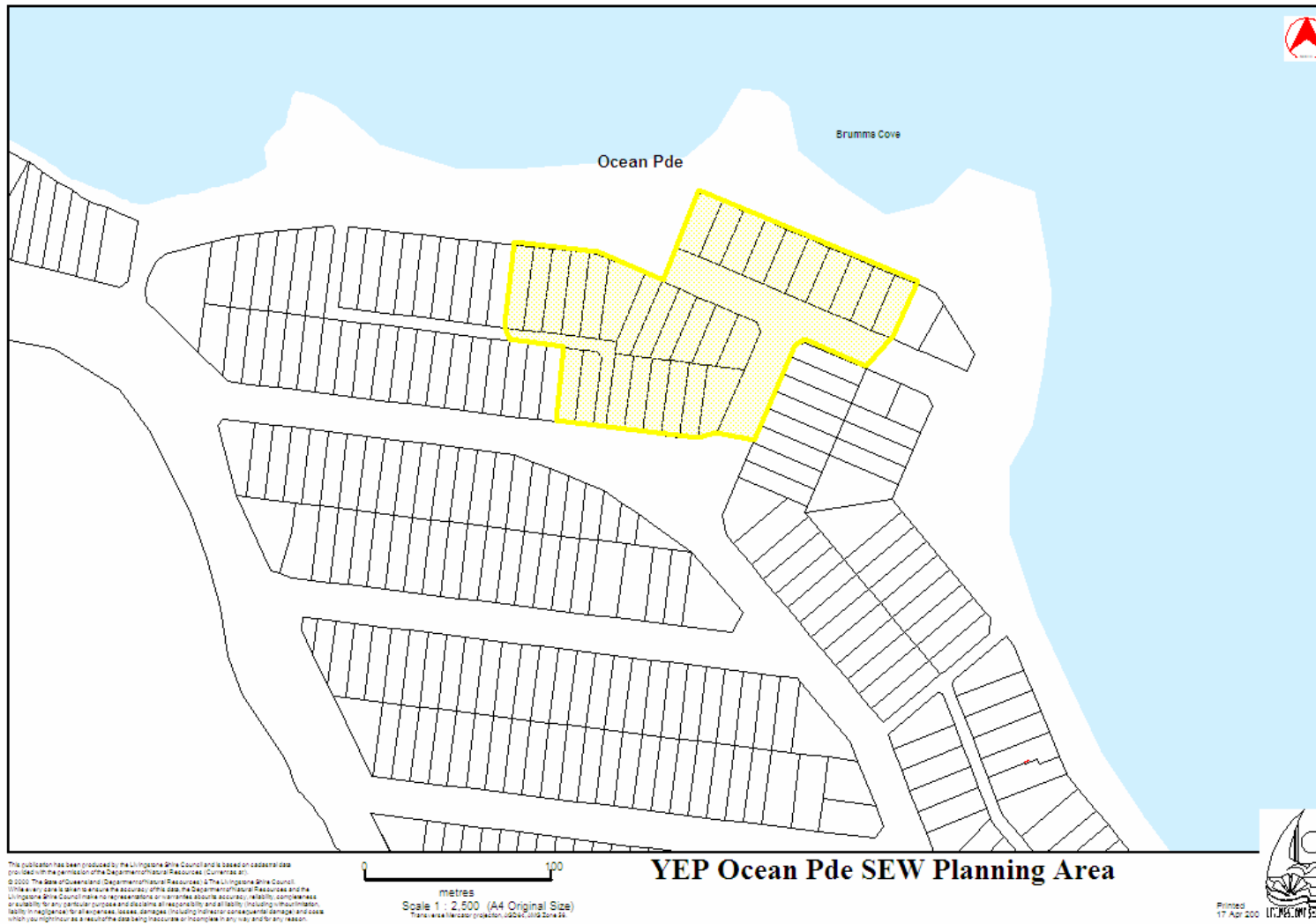


## E2.21 Lammermoor Beach



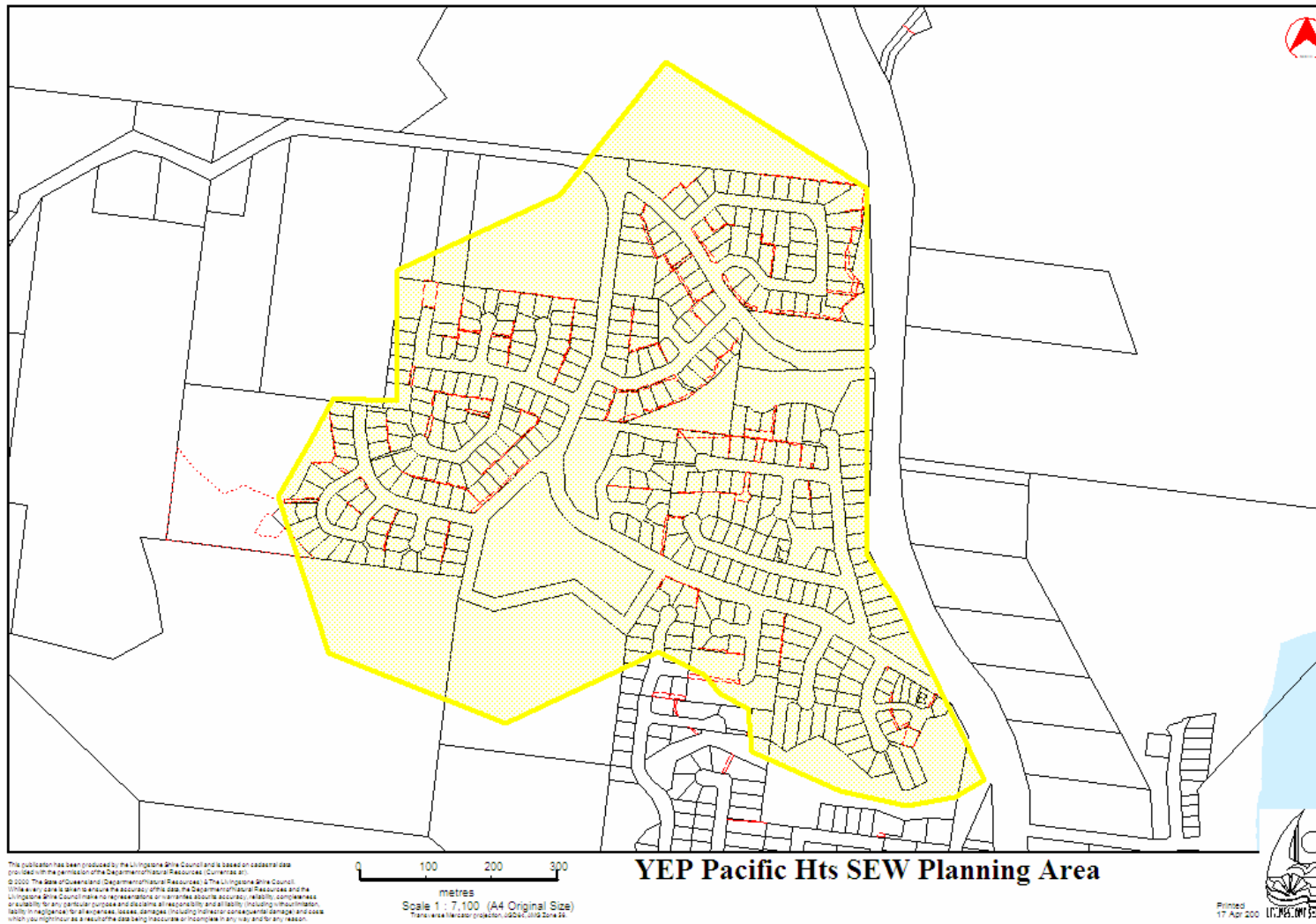


## E2.22 Ocean Parade



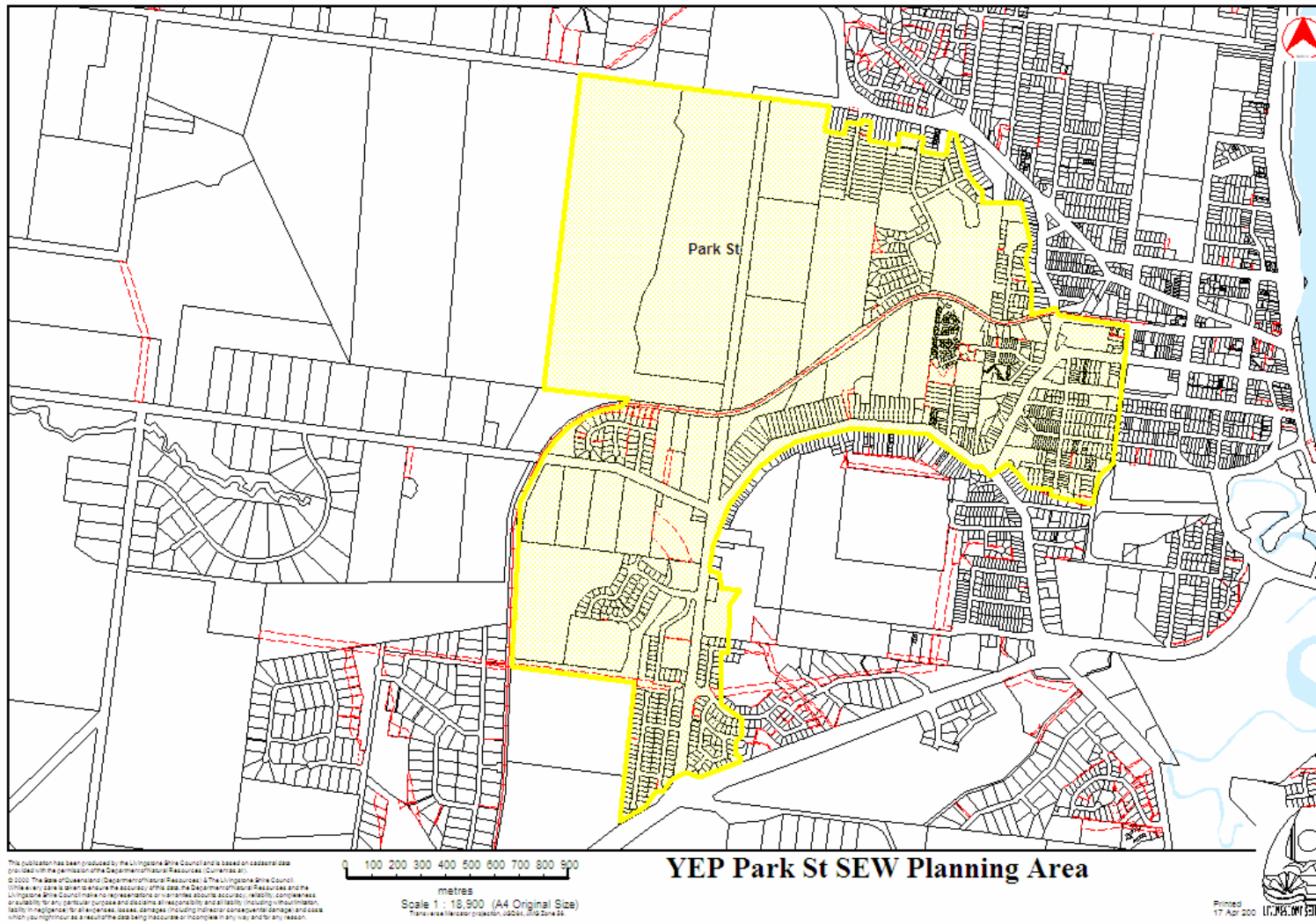


## E2.23 Pacific Heights



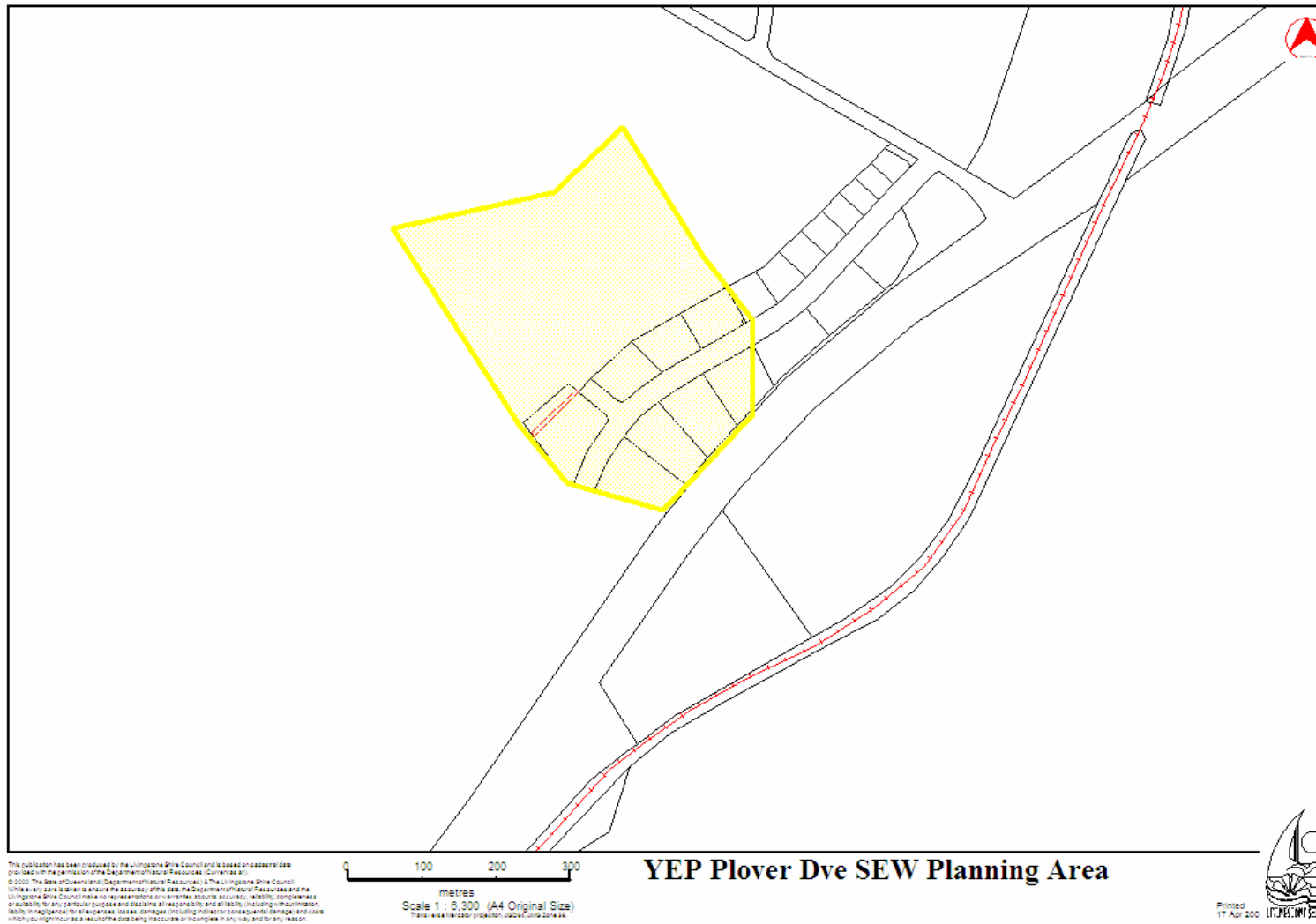


## E2.24 Park Street



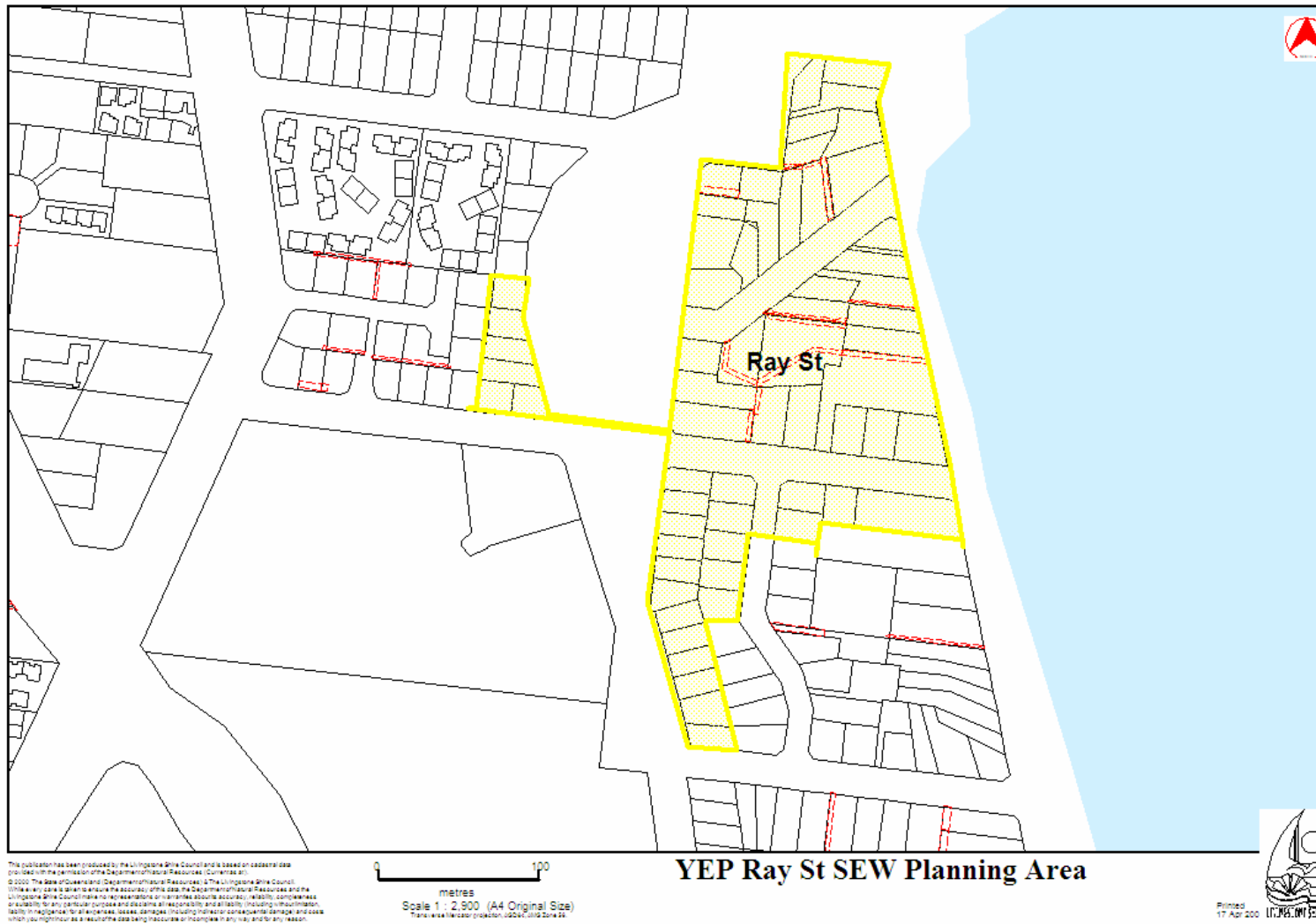


## E2.25 Plover Drive





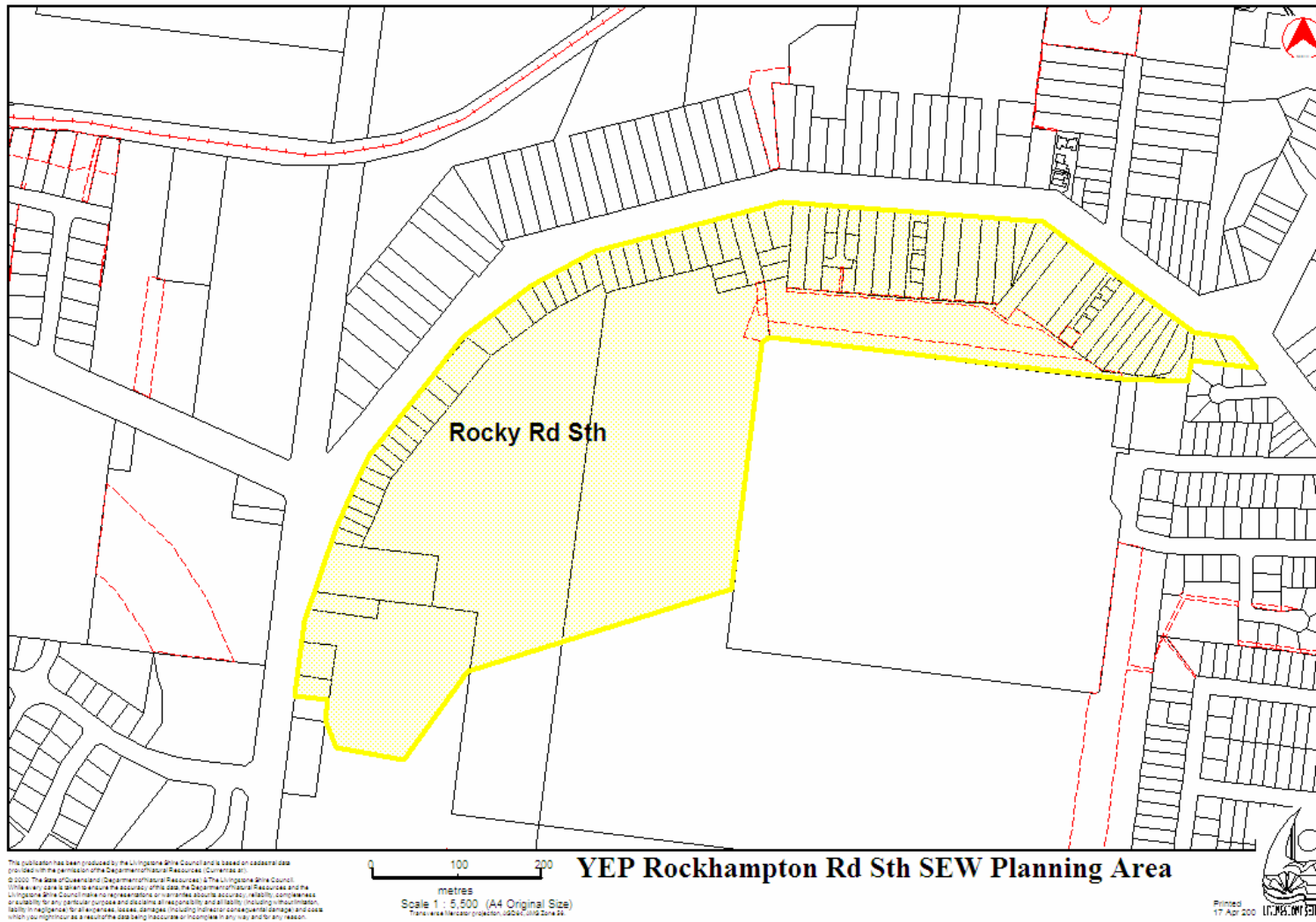
## E2.26 Ray Street







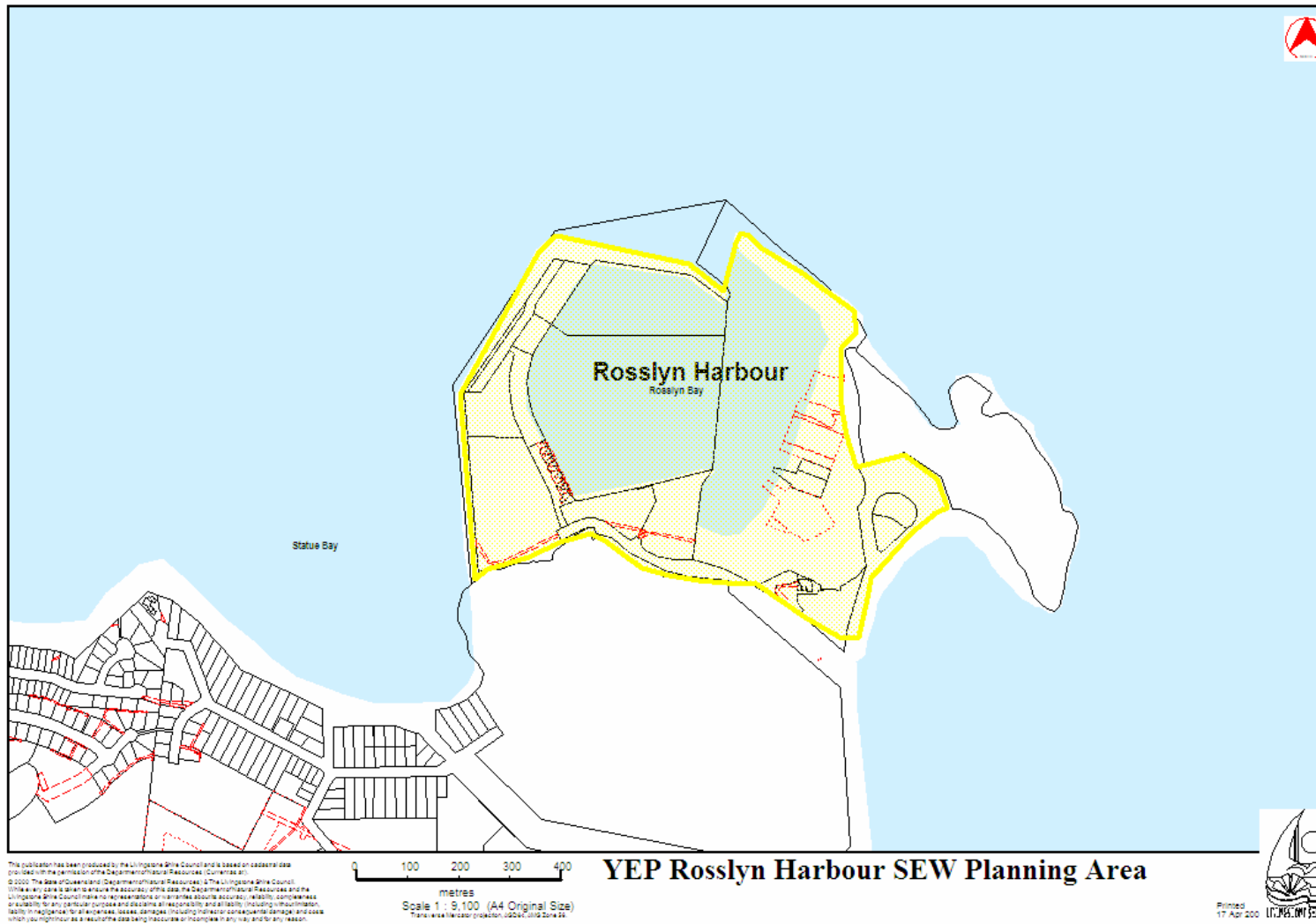
## E2.27 Rockhampton Road South







## E2.28 Rosslyn Harbour



A map of Seaview Hill showing the proposed development area highlighted in yellow. The map includes a north arrow in the top right corner and a scale bar in the bottom right corner. The yellow area is located on the eastern side of the hill, adjacent to the coastline. The text "Seaview Hill" is written in large, bold, black letters across the center of the map.

This publication has been produced by the Livingstone Shire Council and is based on current data provided to the permission of the Department of Natural Resources (Current as at: )

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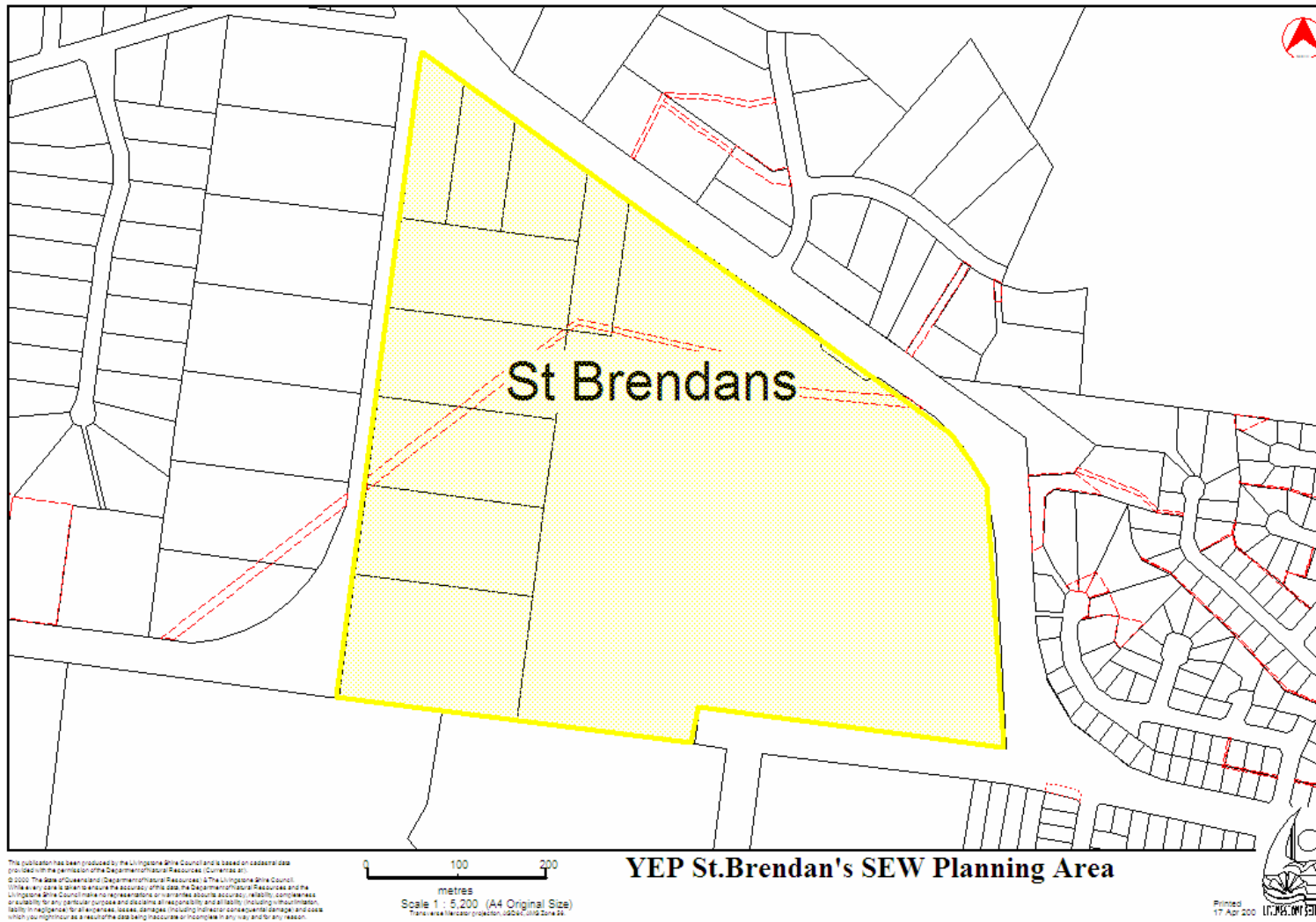
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metres  
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Transverse Mercator projection, UTM Zone 32Q, UTM Zone 32Q

## YEP Seaview Hill SEW Planning Area

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17 Apr 2005

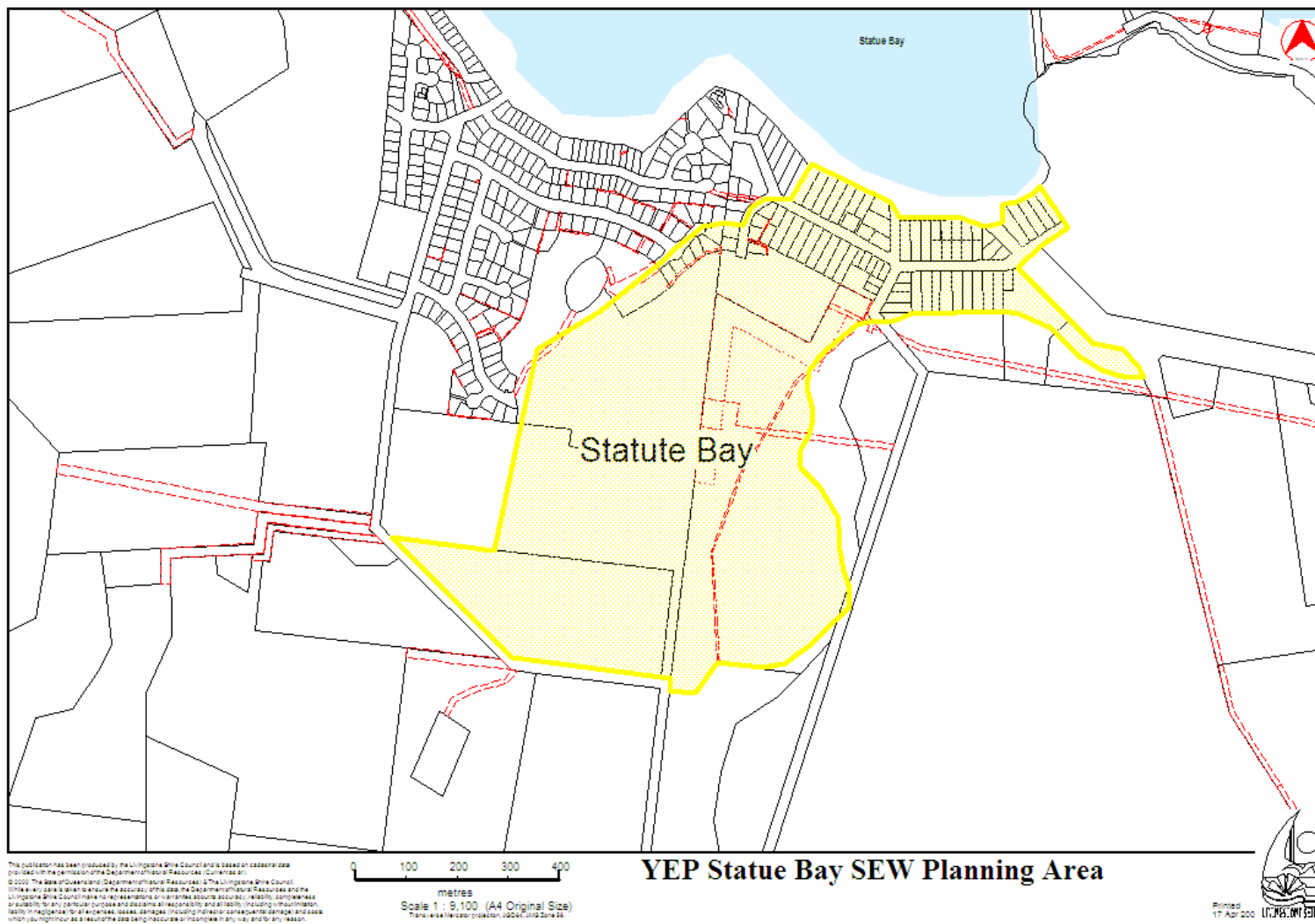


## E2.30 St Brendans



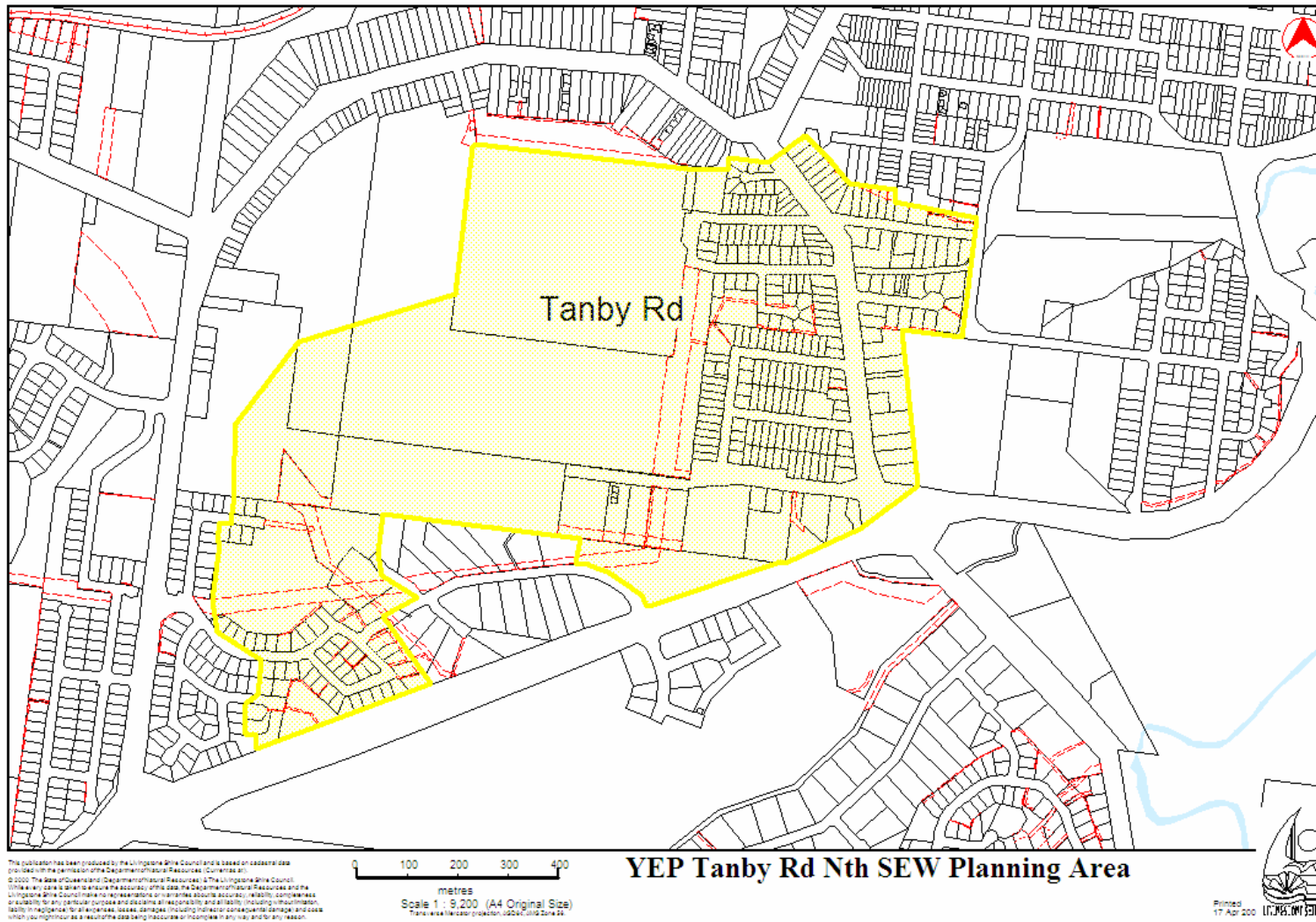


## E2.31 Statute Bay





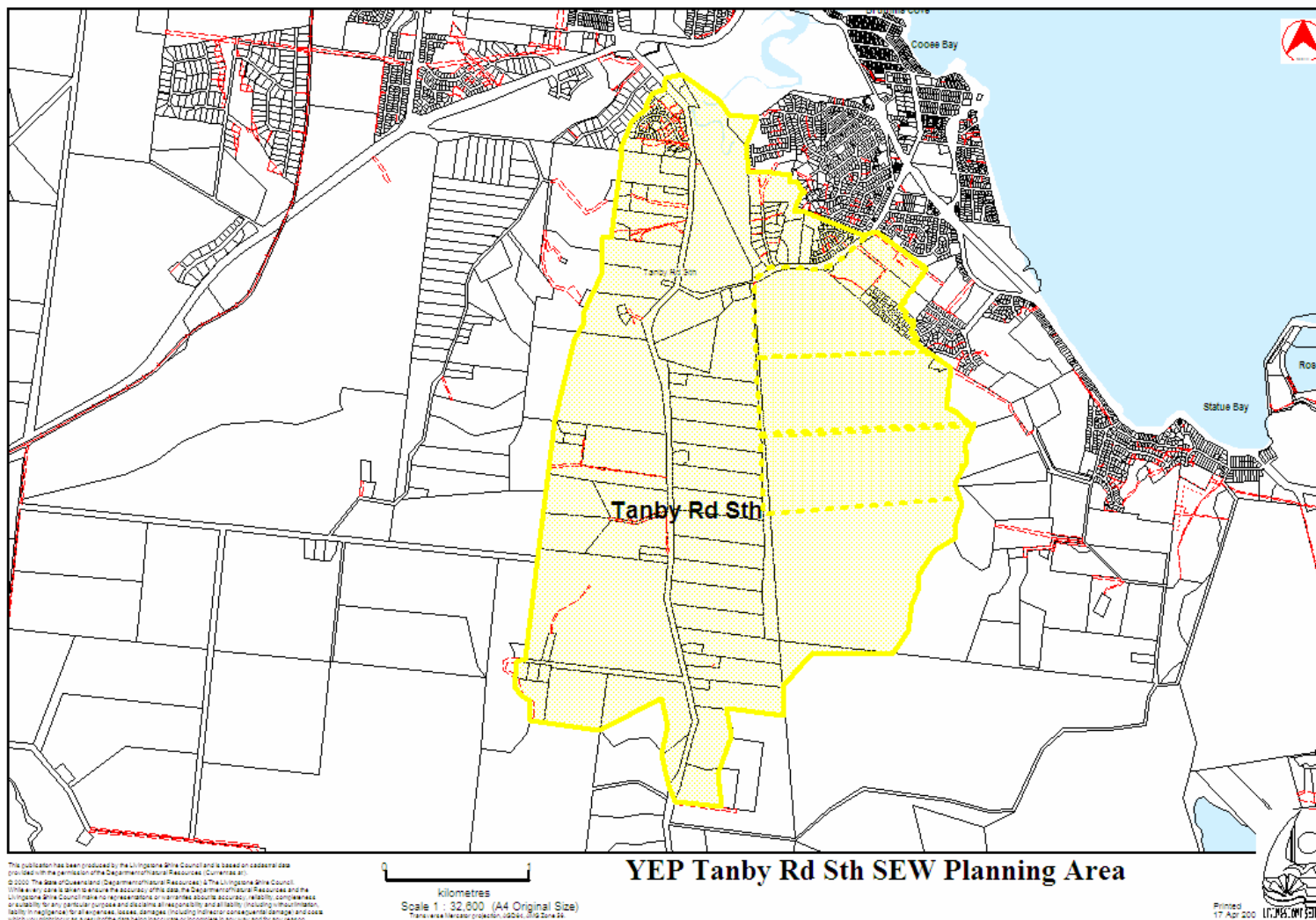
## E2.32 Tanby Road North







## E2.33 Tanby Road South



**Wall St**

0 100 metres  
Scale 1: 3,300 (A4 Original Size)

**YEP Wall St SEW Planning Area**

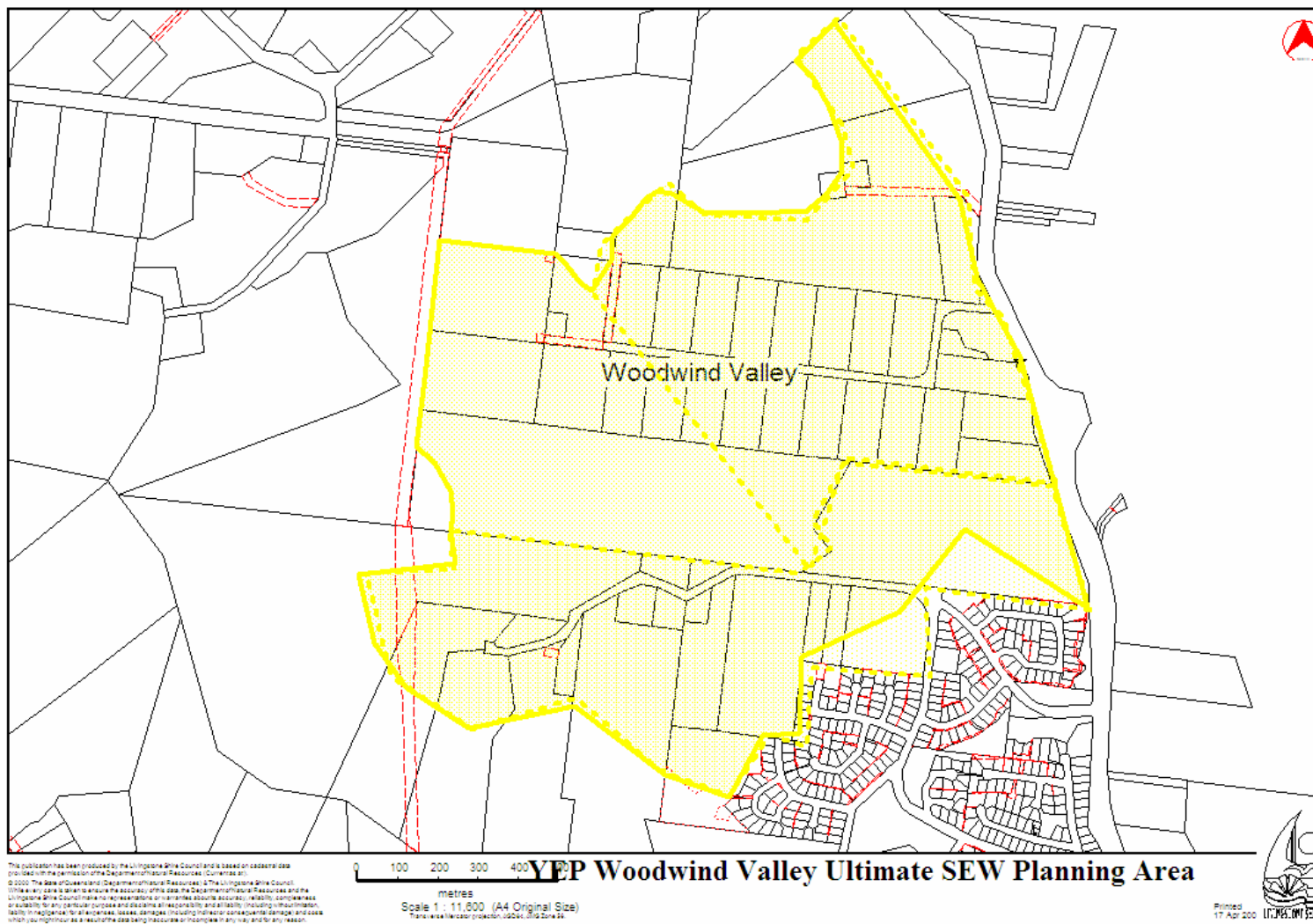
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## E2.35 Woodward Valley Ultimate



## Application of Council's discretion for on-site car parking requirements

### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) The planning scheme identifies that an outcome for all self-assessable and assessable development is that provided with an on-site parking and movement system that adequately provides for traffic generated by activities on a site.
- (2) Generally, Council intends that development provides on-site parking with the required number of parking spaces and the construction standard as nominated in schedule 2 to the planning scheme.
- (3) Despite this intention, Council may at its discretion and in special circumstances as detailed in Part 2 below:
  - (a) relax or modify the parking requirements detailed in schedule 2 to the planning scheme; or
  - (b) accept an offer by a development proponent to provide a monetary contribution in lieu of providing on-site car parking.

### PART 2 - IMPLEMENTATION

#### 2.1 Special circumstances for the exercise by Council of discretion

- (1) Under this Policy, Council may exercise its discretion during its assessment of assessable development in the following special circumstances:
  - (a) relax or modify the parking requirements set out in schedule 2 to the planning scheme if:
    - (i) Council concludes that a development proposal cannot provide an onsite parking and movement system that practically meet the standards for spaces and construction nominated in schedule 2 to the planning scheme; and
    - (ii) Council is satisfied that the proposed alternative on-site parking and movement system will comply with the specific outcomes for the element of vehicle parking and movement in the applicable zone code of the planning scheme; and
    - (iii) any resulting car parking area will have an improved layout and incorporates landscaping and high aesthetic qualities that enhance its overall design and function;

or
  - (b) accept an offer by a development proponent to provide a monetary contribution in lieu of providing on-site car parking if:



- (i) Council concludes that provision of on-site parking is impractical and the monetary contribution can be expended by Council in the vicinity on a public car parking area that is readily accessible to traffic generated by the development for which the contribution is offered; and
- (ii) Council is satisfied that the amount of the contribution is sufficient to facilitate the provision of alternative car parking within an existing or planned public car parking area in the vicinity.

## 2.2 Matters to be considered

- (1) In making its assessment of the special circumstances relating to a proposal, Council shall have regard to at least the following matters:
  - (a) location of the site with respect to existing and proposed public car parking areas, relative accessibility (including pedestrian) of such public car parking areas and available capacity of such areas;
  - (b) particular circumstances of the proposed use, including hours of operation, anticipated intensity and maximisation of the efficiency and safety of the car parking area;
  - (c) existing uses/activities on the site and the adequacy of existing car parking arrangements on the site and in the vicinity;
  - (d) configuration, topography and specific features of the site, including the dimensions of the allotment, the existing and proposed site layout, site levels, significant existing vegetation environmental and aesthetic values;
  - (e) on-site movement including the locations of vehicle and pedestrian ingress and egress and circulation within the site;
  - (f) design, layout and construction standards of AS2890.1 and AS2890.2;
  - (g) any site specific matters considered relevant.

## 2.3 Offers to provide a monetary contribution

- (1) A development proponent may make a written offer as part of the common material for an application for development to provide a monetary contribution in lieu of providing on-site car parking for development only in the special circumstance set out in clause 2.1(1)(b)(i) of this Policy.
- (2) Despite any special circumstances, Council is not obliged to accept any offer made by a development proponent and will determine whether to exercise its discretion under the relevant provisions of sections 3.5.13 or 3.5.14 of the Act and section 3.1(4)(b) and (c) of the planning scheme for the inconsistency with the outcomes of applicable code provisions of a proposed assessable development.
- (3) For the purposes of calculating the amount of a monetary contribution that is offered pursuant to clause (1) above, a development proponent should have regard to the rate nominated in Council's schedule of fees and charges current at the time of making an offer.
- (4) In the event that Council decides to accept the offer, it will be included as a condition of a related development permit including the time for payment of the monies offered.



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## Securing performance with conditions of approval

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### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) Council as the assessment manager for a development may enter into an agreement with a development proponent subject to compliance with the requirements detailed in section 2.1 of this policy which establishes the obligations and/or secures performance with a condition of a related development permit [refer IPA section 3.5.34].
- (2) Council may accept a properly executed agreement, including provision of any required security, pursuant to clause (1) as compliance with section 3.7.2 (3)(a) and (b) of the Act.

### PART 2 - IMPLEMENTATION

#### 2.1 Requirements for entering into an agreement

- (1) A development proponent may make a formal request to Council to enter into an agreement and/or provide a security for completion of the works instead of undertaking the works required by condition of a development permit provided:
  - (a) The works are completed to the following stage:
    - (i) all earthworks for the construction works to be completed; and
    - (ii) any plumbing and drainage works within the proposed lots are completed;
  - (b) Works remaining to be completed will be completed within 3 months of the signing of the agreement;
  - (c) A certification is provided by the professional engineer responsible for the works that:
    - (i) the works are to the stage specified in Clause (1)(a) above;
    - (ii) remaining works can be completed as required in Clause (1)(b) above; and
    - (iii) the estimate of the incomplete works is true and accurate.

#### 2.2 Format of agreement and security

- (1) The format and content of the formal agreement shall satisfy Council. [refer schedule A for sample agreement].
- (2) The agreement must be signed under seal by the parties to the agreement.
- (3) The security shall be for an amount equal to 200% of the estimated cost as agreed by Council for the outstanding works.
- (4) Security shall be either a bank bond or cash bond complying with Council's Policy No. 2.10 - Securities/Bank Guarantees.





## **2.3 Administration**

- (1) A development proponent making a request pursuant to section 2.1 of this policy, shall pay an administration fee to cover the Council's costs of establishing and executing the agreement and security.
- (2) The administration fee shall be set by Council by resolution from time to time and will be nominated in the Council's schedule of rates and charges.
- (3) Council may consider requests to reduce the amount of security held as the development progresses based on further certification about the matters set out in section 2.1(1)(c) above.
- (4) Release of security held by Council shall not be made prior to satisfactory completion of outstanding works and (were applicable) Council's receipt of 'as constructed' drawings of outstanding works for which security is held.

## Schedule A – Sample Agreement

### BONDING DEED

#### FOR INCOMPLETE WORKS

BETWEEN  
**LIVINGSTONE SHIRE COUNCIL**

AND  
**THE DEVELOPMENT PROPONENT**

THIS DEED is made this ..... day of ..... 20....

BETWEEN Council of the Shire of Livingstone in the State of Queensland  
(hereinafter referred to as "the Council") of the one part

AND (the development proponent)

WHEREAS :

- A. A development permit authorising works has been issued by the Council in respect of the land described in Part 1 of the Schedule hereto. A copy of the development permit is annexed hereto and marked "A".
- B. The development proponent's engineer certifies that the works have been completed to at least the following stage:-
  - a. all earthworks for the construction; and
  - b. any plumbing and drainage works within the proposed allotments.

A copy of the certificate provided by the development proponent's engineer responsible for the works authorised by the development permit is annexed hereto and marked "B" and is hereinafter referred to as "the Certificate".

- C. Pursuant to section 3.7.2 (3)(a) and (b) of the *Integrated Planning Act* and Planning Scheme Policy No. 7, the Council will seal any relevant the plan of survey or may authorise the commencement of a use subject to the provision of a security pursuant to section 3.5.34 of the *Integrated Planning Act* requiring the development proponent to complete all outstanding works within three (3) months from the date of signing this Deed and to maintain the works in accordance with Council's requirements.





Now this agreement Witnesses and the parties hereto acknowledge and agree as follows :-

1. In consideration of the Council sealing the relevant plan of survey or authorising the commencement of a use specified in Part 2 of the Schedule, the development proponent covenants that :-
  - (i) all works required to be carried out to satisfy the development permit shall be completed to the Council's satisfaction in accordance with the development permit within three (3) months from the date of signing this Deed; and
  - (ii) all works shall be maintained and any defects for which the development proponent is responsible remedied in accordance with Council's requirements.
2. To secure to the Council the due fulfilment by the development proponent of the obligations under this Deed the development proponent shall provide to the Council either a bank bond or a cash bond in a form satisfactory to the Council to the value of the amount specified in Part 3 of the Schedule hereto which amount shall be the value of the incomplete works as certified in the Certificate plus 100%.
  - 3.1 Should the development proponent fail to complete the incomplete works within the time specified then the Council shall be entitled to require of the bank providing the bond payment of all or any part of the monies mentioned in the bond. The Council will expend such monies on completing the incomplete works or any part thereof and remedying any defects that become evident.
  - 3.2 The development proponent undertakes that it will not interfere with the recovery by the Council of monies from the said bank despite the existence of any dispute between the Council and the development proponent.
4. The Council may exercise its rights under this Deed against the development proponent or against the bank providing the bond or partly against the development proponent and partly against the bank providing the bond.
5. The Council may carry out such other work or development including any related addition or extension to any work or development being carried out by the development proponent whether within or outside, or partly within and partly outside the perimeter of the land described in Part 1 of the Schedule as the Council may reasonably consider necessary to mitigate the effects of any incomplete or improperly completed or partly completed work of the development proponent or make any such incomplete, improperly completed or partly completed work in the opinion of Council effective or useful.



6. For the purposes of exercising its rights under this Deed, the Council and its members, agents, servants, employees, contractors and sub-contractors and others whether of a class mentioned or not and authorised by the Council shall have the full and free right and liberty to enter upon the land described in Part 1 of the Schedule with all necessary vehicles, plant, equipment and the like.
7. No waiver by the Council of any breach by the development proponent of any of the provisions of this Deed shall be implied against the Council or will be otherwise effective unless the same shall be in writing under the hand of the Council and no latches or delays by the Council at any time or times in enforcing any of its rights, powers and the like under this Deed shall prejudice or effect those rights or powers.
8. Nothing contained in this Deed shall affect prejudice or derogate from the requirements of any statute, proclamation, Order in Council, Regulation or Local Law or from the rights, powers and authorities of the Council under the provisions of any enactment or under any policy of the Council.
9. The development proponent will at all times hereafter keep the Council indemnified against all actions, proceedings, liability claims, damages, costs and expenses of any nature whatsoever which may arise directly or indirectly from any incorrect or misleading information contained in the Certificate or from the development proponent's failure to comply with Clause 1.
10. The development proponent agrees that the bond referred to in Clause 2 may be released by Council in stages as follows :-
  - 10.1 On substantial completion of works where certified by the development proponent's engineer responsible for the works authorised by the development permit, the value of works completed and payment of administration fee (on each occasion).

The balance of the bond should be 2.0 times the cost of remaining works, including provision of "as constructed" drawings, but in excess of the amount in 10.2 below if works are subject to a Defects Liability Period.

#### 10.2 Works subject to Defects Liability Period

The bond may be reduced to the amount necessary to secure to Council the due fulfilment by the development proponent of the development proponent's obligations under this Deed relating to the maintenance of the works in accordance with the Council's requirements when :-

- all works have been completed and accepted for the applicable Defects/Liability Period;



- for works associated with reconfiguring a lot, certification has been received by the Council from a licensed surveyor that all appropriate survey marks shown on the plan of survey are in position;
- all "as constructed" drawings and flood drainage plans have been received by the Council.

## 10.3 Final Release

The balance of the bond shall be released within one (1) month after either of the following whichever is relevant:

- (i) for works that are subject to a Defects Liability Period, the expiry of the Defects/Liability Period provided all the works including any remedial works have been completed in accordance with the development permit and to the satisfaction of the Council.;
- or
- (ii) for works other than for (i) above, after receipt of written notification from the development proponent that works have been completed in accordance with the development permit and inspected by Council to determine that works are completed to the satisfaction of the Council.

11. The execution of this Deed is contingent upon payment by the development proponent of:

- (i) the Council's administration fee of \$..... ; and
- (ii) all State/Commonwealth duty and taxes payable in respect of this Deed and the bond.

The Seal of **THE COUNCIL OF THE SHIRE OF LIVINGSTONE** )

was affixed hereto this       day of       ,)

20    pursuant to a resolution of the Council duly    )

authorising the same in the presence of:       ) .....

(insert name)       )       **MAYOR**

(insert name)       ) .....

)       **CHIEF EXECUTIVE  
OFFICER**



and in the presence of:      *(insert name)*      ) .....

**Justice of the Peace**

Signed and sealed by *(development proponent)* ) .....

this                      day of                      , 20      )

and in the presence of:      *(insert name)*      ) .....

**Justice of the Peace**



## SCHEDULE

### **Part 1 – Description of land:**

(i) RPD:

(ii) Location:

### **Part 2 – Plan of survey/Approved Use:**

A(i) Plan nos:

A(ii) Prepared by:

A(iii) Dated:

B(i) Approved use:

### **Part 3 – Amount of security:**

(i) Bond for: \$



## Retaining vegetation within development

### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) As far as practical, trees and other mature vegetation existing on a site shall be retained through integration with the development of the site.
- (2) As part of its assessment of development, Council will consider vegetation existing on a site and subject to Chapter 3, Part 5, Division 6 of the Act, may condition a development permit for the retention of existing vegetation and/or the enhancement of a site with replacement vegetation or landscaping.
- (3) Council's assessment of the practicality of retaining trees and other mature vegetation for integration with proposed site development may be influenced by expert advice on the suitability and compatibility of existing vegetation with the proposed development.

### PART 2 - IMPLEMENTATION

#### 2.1 Applicant to provide details

- (1) An application for development involving the clearing of existing vegetation shall include:
  - (a) an accurately drawn site plan and/or other information that identifies trees and other mature vegetation on a site the subject of a development proposal and the proposal for clearing of such vegetation; and
  - (b) details of the method proposed for the processing and disposal of cleared vegetation.
- (2) An applicant may provide expert advice about the suitability and compatibility of existing vegetation within the proposed development to support proposals for its clearing in concert with details of landscaping proposals for the enhancement of a site that is proposed to be cleared.

#### 2.2 Integrating existing vegetation into design and layout

- (1) Development shall as far as practical, retain existing trees and other mature vegetation within a proposed development by integrating the vegetation within the design and layout.
- (2) This shall include the retention of vegetation within:
  - (a) existing road reserves adjacent to a site;
  - (b) proposed road reserves, except if removal is required to facilitate construction;
  - (c) car parking areas;
  - (d) areas proposed to be transferred for public purposes such as parks and drainage reserves, etc.,
  - (e) areas over which a proponent may agree a vegetation covenant;



- (f) areas proposed to be landscaped as part of a development;
- (g) areas of significant remnant vegetation including areas identified by the State under the Vegetation Management Act and on PSM 10 as locally significant vegetation;
- (h) at least 20 metres of the banks of watercourses<sup>1</sup>; and
- (i) within the building setback distances to proposed property boundaries of allotments in proposed new subdivisions;

## **2.3 Processing and disposal of cleared vegetation**

- (1) At no cost to Council, vegetation cleared pursuant to a development permit shall be:
  - (a) processed by an acceptable method; and
  - (b) removed from a site.
- (2) The acceptable method for disposal of cleared vegetation will be nominated by Council by condition of an approval and may include:
  - (a) woodchipping or preparation/use for landscape purposes;
  - (b) preparation/use as firewood
  - (c) transportation off site for processing by another lawful process.
- (3) Generally, burning of cleared vegetation is not an acceptable method of disposal.



<sup>1</sup> Proponents are advised to refer to guidelines for clearing pursuant to the Vegetation Management Act prepared by the Department of Natural Resources and Mines which can be sourced at [www.nrm.qld.gov.au](http://www.nrm.qld.gov.au).



## Reconfiguring for rear allotments

### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) The planning scheme provides that development for reconfiguring a lot is assessable throughout the Shire and identifies outcomes to be achieved by proposed reconfiguring in each of the zones into which the Shire is divided.
- (2) Generally, it is intended that development for reconfiguring a lot should result in allotments that are of a regular shape with sufficient area and suitable proportions including frontage to a road, to facilitate safe, practical and lawful use.
- (3) Despite this intention, development for reconfiguring to create a rear allotment<sup>1</sup> may be approved by Council on land in the Residential, Park Residential and Rural zones subject the special circumstances set out in Part 2 below.

### PART 2 - IMPLEMENTATION

#### 2.1 Special circumstances for the exercise by Council of discretion

- (1) Under this Policy, Council may exercise its discretion during its assessment of assessable development for reconfiguring in the Residential, Park Residential or Rural zone to permit:
  - (a) a rear allotment if Council considers it is impractical to design a future road to facilitate the orderly reconfiguring of an allotment either alone or in conjunction with an adjacent allotment(s); or
  - (b) practical access via a registered easement to an otherwise regular allotment with normal road frontage but where Council considers is impractical to access the allotment directly via that frontage (e.g., for reasons associated with topography).
- (2) Generally, the number of adjacent rear allotments that may be approved shall not exceed:

	Zone	Maximum number of adjacent rear allotments
(a)	Residential, Park Residential	2
(b)	Rural	3

<sup>1</sup> Rear allotment means an allotment which comprises an area of land of normal subdivisional proportions but where access is via narrow strip of land having frontage to a road whether or not the accessway is part of the rear allotment.





## 2.2 Matters to be considered

- (1) In making its assessment of the special circumstances relating to a proposal, Council shall have regard to at least the following matters:
  - (a) the size and proportions of the allotment proposed for reconfiguring;
  - (b) the physical characteristics of the land comprised in the allotment proposed for reconfiguring and the resulting characteristics of resulting new allotment;
  - (c) the amenity of allotments adjacent to the proposed rear allotment that will be created;
  - (d) the number and layout of proposed rear allotment(s), particularly in terms of the amenity enjoyed by residents or potential residents of adjacent allotments
  - (e) the road providing the proposed accessway of the rear allotment with frontage including its physical characteristics, construction standard and capacity; and
  - (f) if the resulting new allotments will comply with the specific outcomes for the element of subdivision design in the applicable zone code of the planning scheme.

## 2.3 Design requirements (refer to Figures A and B below for illustrations for the Residential or Park Residential zones)

- (1) A rear allotment shall meet the following design requirements:
  - (a) stormwater drainage of a rear allotment in the Residential zone shall be constructed as follows:
    - (i) if connection to a Council underground stormwater drain is available to the allotment, stormwater collected from roofs, patios and paved areas shall be discharged by means of underground pipes of adequate size connected to the underground stormwater drain;

or, otherwise

    - (ii) stormwater collected from roofs, patios and paved areas shall be discharged by means of underground pipes of adequate size to the concrete or earth water table at the frontage of the allotment or to another approved point of legal discharge specified by Council;
  - (b) stormwater collected from roofs, patios and paved areas for a rear allotment in the Park Residential or Rural zone shall be dispersed onto the property clear of the property boundaries and so as not to cause nuisance to adjacent properties;
  - (c) the accessway (whether part of the rear allotment or a registered easement) shall be a minimum width of:

	Zone	Minimum width (m)
(i)	Residential	5
(ii)	Park Residential	5
(iii)	Rural	20

- (d) if the accessway is a registered easement, the allotment over which the easement is registered shall have the following minimum frontage to a road and minimum area excluding the area under the easement:



	Zone	Minimum Area (m <sup>2</sup> )	Minimum frontage (m)
(i)	Residential	700	25
(ii)	Park Residential	4000	45
(iii)	Rural	satisfying the specific outcomes of section 3.3(2)(iii) of the planning scheme	
(e)	the accessway shall be a minimum of 1.5 metres from the outer projection of a dwelling unit;		
(f)	a rear allotment shall have the following minimum area excluding the accessway and be of such proportions that it can contain a circle of the specified diameter:		

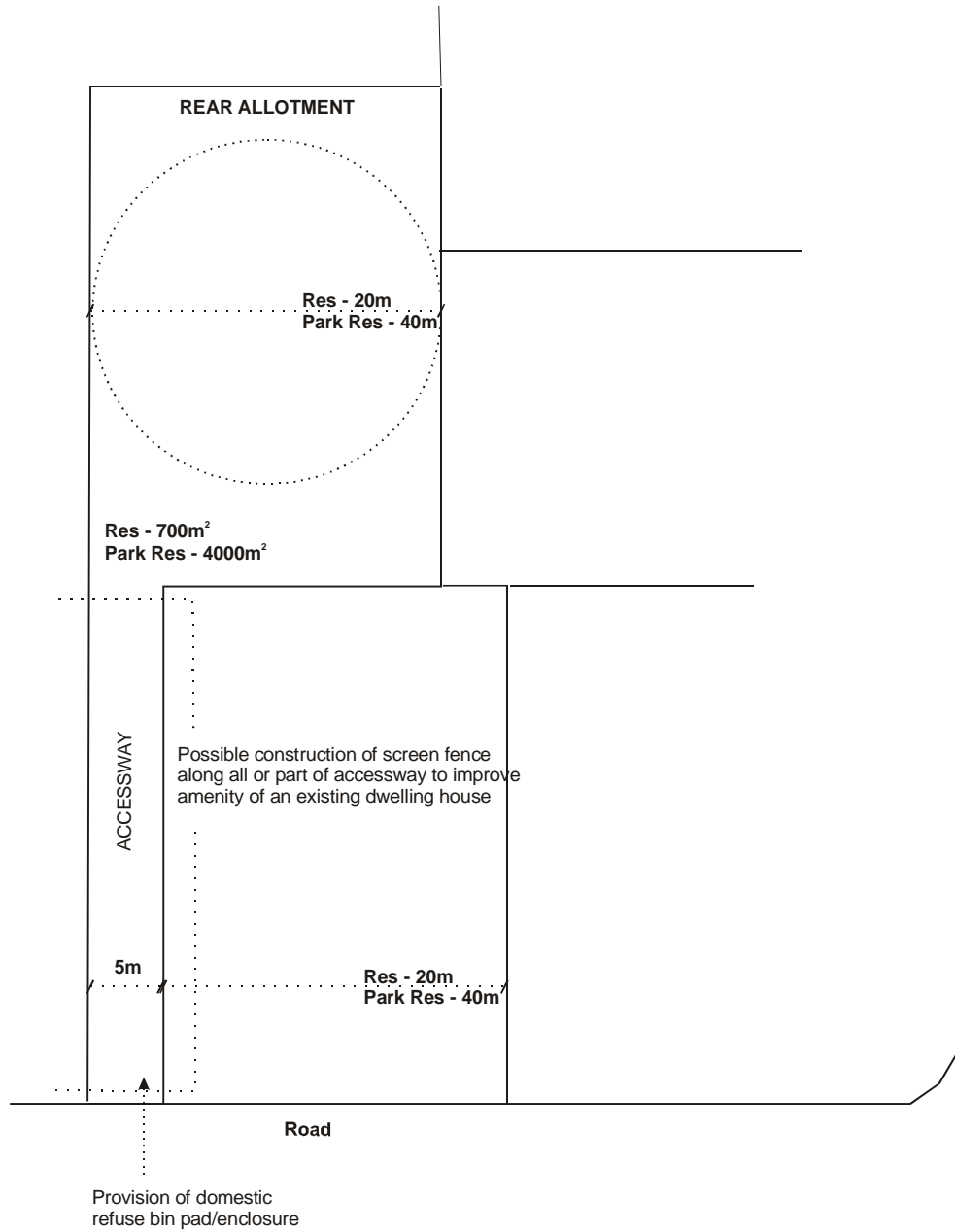
	Zone	Minimum Area (m²)	Diameter (m)
(i)	Residential	700	20
(ii)	Park Residential	4000	40
(iii)	Rural	satisfying the specific outcomes of section 3.3(2)(iii) of the planning scheme	
(g)	the accessway shall be constructed with a driveway for its full length to the following standards:		
(i)	Longitudinal grade – maximum 1 in 6;		
(ii)	Cross-fall – maximum 1 in 20;		
(iii)	Surface –		

## Zone

Residential and Park Residential-	(A) a 3 metres wide compacted gravel pavement not less than 100mm thick and sealed with either:
	- 25mm of asphaltic concrete; or
	- hot sprayed bitumen consisting of a prime and 2 seal coats; or
	- interlocking pavers;
	or
	(B) a 3 metres wide reinforced concrete driveway (not car tracks) not less than 100mm thick.



- Rural
- (A) a 4 metres wide all weather gravel pavement;  
and
  - (B) a 4 metres wide sealed pavement on a 6 metres wide formation if the grade of the driveway is steeper than 10% at any point;  
and
  - (C) a 4 metres wide sealed pavement on a 6 metres wide formation if within 20 metres of an existing dwelling house on an adjacent allotment for a distance of at least 20 metres past the extremities of the dwelling house projected perpendicular from the accessway boundary
- (iv) Fencing – screen fencing may be required in an instance where Council considers the amenity of an existing dwelling house may be adversely affected by vehicles using an accessway;
- (h) design and construction of the accessway shall include:
- (i) drainage to the satisfaction of Council that provides for the driveway to be immune from inundation in an event with 10% probability; and
  - (ii) provision for the covered storage of a domestic refuse bin at the entrance to the accessway;
- (i) if two or more rear allotment are located such that their accessways share a common boundary, Council may permit construction of one driveway in accordance with the above standards for joint use by each of the rear allotments provided an easement granting each of the relevant rear allotment reciprocal access entitlements is registered at the same time as the plan of subdivision creating the relevant rear allotments;
- (j) the registered easement for a rear allotment proposed pursuant to section 2.1(1)(b) of this policy, shall be granted in favour of each rear allotment gaining practical access via the easement.



**Figure A – Rear allotment in the Residential or Park residential zone including accessway as part of the rear allotment**



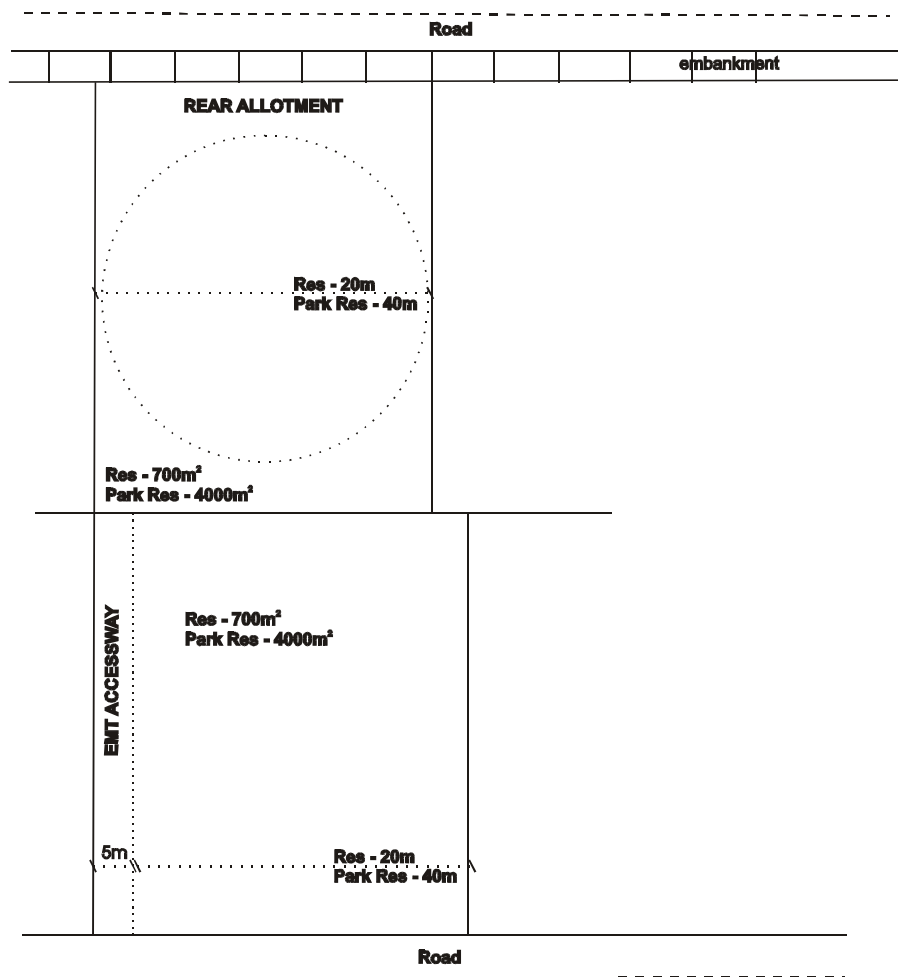


Figure B - Rear allotment in the residential or Park Residential zone where accessway comprises an easement over adjoining land







## Rural road access standards

### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) The planning scheme provides that development in the Rural zone must achieve safe and convenient vehicular access.
- (2) This policy details the standards for all self-assessable and assessable development required to satisfy Council that access to land from rural roads under Council's control is safe, convenient and affordable.

### PART 2 - IMPLEMENTATION

#### 2.1 Access along rural roads under Council's control

- (1) Generally, access along rural roads under Council's control shall be designed and constructed to the standards detailed on standard drawing SD-R-040 Rev A of the Capricorn Municipal Development Manual [refer Attachment A] for:
  - (a) Gravel roads;
  - (b) ADT <300 VPD;
  - (c) ADT >300 VPD but <999 VPD; and
  - (d) ADT >1000 VPD.
- (2) For allotment comprising land used only for agriculture<sup>1</sup>, Council may require the width of an access to be increased from the minimum width to a width Council considers suitable to accommodate the swept-path of the design vehicle expected to use the access.

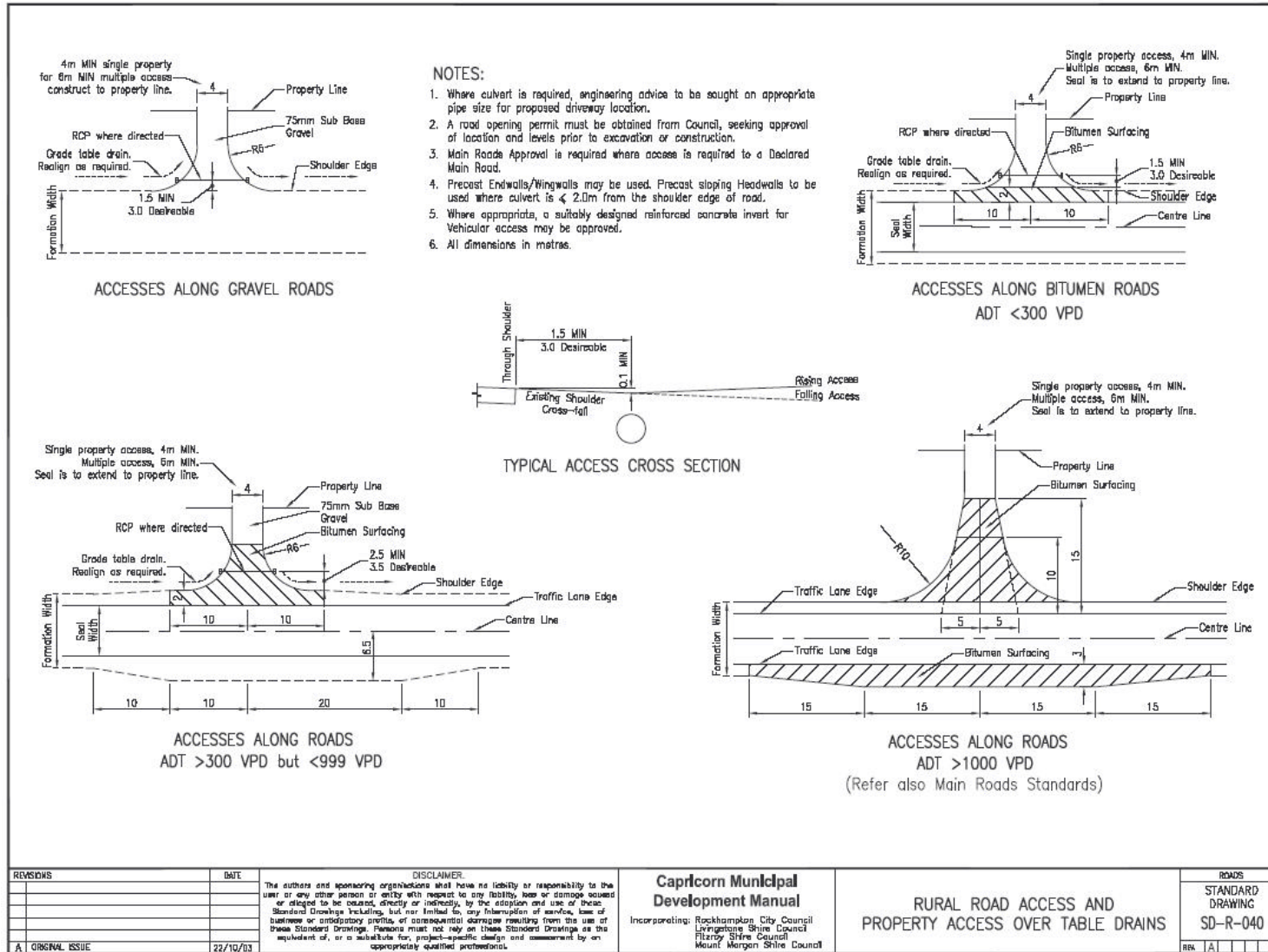
#### 2.2 Drainage for accesses

- (1) Pipes shall be sized having regard to the contributing catchment area upstream of the pipe and constructed to invert levels that ensure that the culvert will function as designed.
- (2) Generally, drainage for accesses shall be designed and constructed to the standards illustrated on the typical access cross section on standard drawing SD-R-040 Rev A of the Capricorn Municipal Development Manual [refer Attachment A]

<sup>1</sup> Agriculture is defined in schedule 1, division 1 of the planning scheme and in addition to tillage, includes the keeping, feeding, breeding, depasturing or stabling of any animal. The term includes animal breeding establishments, holding yards, hatcheries and all non-intensive animal husbandry including the keeping of working farm animals, but does not include Intensive animal husbandry or Animal keeping as separately defined.



## Attachment A – Standard Drawing SD-R-040 Rev A – Capricorn Design Manual





## Requirements for parkland

### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) The planning scheme provides that development for reconfiguring a lot is assessable throughout the Shire and identifies outcomes to be achieved by proposed reconfiguring in each of the zones into which the Shire is divided.
- (2) It is intended that occupants of new lots should have access to public parks and open space.
- (3) To achieve this intention, generally a development permit for reconfiguring of lots in the Residential, Park Residential, Village, Yepoon Central, Business and Industrial zones shall be issued subject to a condition requiring a development proponent to make provision for public park for use by occupants of the new allotments.
- (4) The are provided pursuant to (3) above, shall be transferred to public ownership at no cost to Council at the same time as the registration of allotment on the plan of survey.

### PART 2 - IMPLEMENTATION

#### 2.1 Characteristics of land to be provided

- (1) Under this Policy, Council will generally subject a development permit for reconfiguring in the nominated zones to a condition that requires the land to be transferred to have the following characteristics:
  - (a) The land shall be at least 10% of the total area to be reconfigured;
  - (b) The land shall be physically suitable and reasonably located for the type of park required;
  - (c) The land may be part of the land being reconfigured or other land offered by the development proponent that is acceptable to Council.

#### 2.2 Alternatives to providing land for public park purposes

- (1) At its discretion, Council may, in circumstances where it considers that the provision of the full area of land pursuant to clause 2.1(1)(a) above is inappropriate or unreasonable permit a development proponent to:
  - (a) make a monetary contribution in lieu of providing land for public park purposes;  
or
  - (b) execute works for the improvement of land for public park purposes (including recreational facilities).
- (2) Council may also accept any combination of land, monetary contribution and/or works provided that the total provision shall remain reasonable and be relevant to the proposed development for which it is required as a condition of the development permit.

- (3) Under the transitional provisions of the Act and in the interim until Council has finalised its infrastructure charges schedule, Council may condition its approval of development for reconfiguring with a condition about a monetary contribution pursuant to Local Planning Policy No.5.15 (now superseded by this policy).

## 2.3 Amount of monetary contribution

- (1) Pursuant to section 6.1.31 of the Act, the amount of monetary contribution payable for provision of public park purposes pursuant to superseded Local Planning Policy No.5.15 is:

### Development on land zoned:

### Amount for each additional allotment

(a)	Park Residential	\$750.00
(b)	Residential, Village, Yeppoon Central, Business, Industrial	\$1,000.00

- (2) Payment of any monetary contribution shall be made by a development proponent at or before the time of lodging a plan of survey for endorsement pursuant to section 3.7.5 of the Act.

## 2.4 Expenditure of contributions

- (1) Generally, within a period of 5 years of the date of receiving a monetary contribution, Council at its discretion will expend the money on the land for which the contribution was made or on other land generally within a radius of 4km for the following purposes:
- (a) acquisition or development (or both) of land for parks;
  - or
  - (b) works for the improvement of existing parks or the development of recreation facilities.



## Development contributions for road network upgrading

### PART 1 - INTRODUCTION

#### 1.1 Intent and legislative framework

- (1) The intent of this policy is to facilitate the assessment by Council of the impact of traffic generation of a development proposal.
- (2) This policy is an interim measure pursuant to sections 6.1.20 and 6.1.31 of the Act until the adoption by Council of its priority infrastructure plan and associated infrastructure charges schedule.
- (3) Part 2 of this policy identifies the method for calculating contributions for road network upgrading.
- (4) Despite this policy, the exercise of Council's discretion under sections 3.5.13 and 3.5.14 of the Act is not fettered by Council's ability to require a contribution for road network upgrading pursuant to this policy.

### PART 2 - IMPLEMENTATION

#### 2.1 Application

- (1) This policy has application under the IDAS transitional arrangement for calculating contributions towards road network upgrading for all assessable development for material change of use and reconfiguring a lot.
- (2) As a condition of development approval, Council may require a development to contribute to road network upgrading with the contribution amount determined pursuant to the method set out in Part 3 to this Policy.
- (3) Generally, contributions required as a condition of a development permit issued by Council pursuant to Part 3 of the Act shall specify:
  - (a) the amount of contribution calculated in accordance with this policy; and
  - (b) the time by which the payment shall be made - in the event that a time is not specified by a condition of a relevant development approval, the contribution shall be paid to Council prior to the commencement<sup>1</sup> of the approved development.

<sup>1</sup> To remove any doubt, *commencement of the approved development* means for:

- a) material change of use, the start of the approved use; and
- b) reconfiguring a lot, the sealing by Council of a plan of subdivision for the approved development.





## 2.2 Determining principle access route

- (1) The *principle access route* is that part of a road or roads as determined by Council that provides land on which assessable development is proposed with its principle access to the Shire's road network.
- (2) The *principle access route* excludes:
  - (a) any new road resulting from the proposed development;
  - (b) any intersection treatments with the principle access route; or
  - (c) a road providing frontage to the site of the proposed development where works for the upgrading of the frontage are required by condition on a relevant development permit.
- (3) If the site of a proposed development has more than one possible access route, Council shall determine the *principal road access*, based on its consideration of routes that have recent developments and road contributions

## PART 3 - METHOD FOR CALCULATING CONTRIBUTION

### 3.1 Contribution for additional traffic resulting from development

- (1) The contribution for road network upgrading for an assessable development shall be calculated as follows:
  - (a) Inspection of the site to determine:
    - (i) *Principal access route* and details such as length, existing width, existing condition of the roads including surface, drainage, intersections, roadside furniture, etc. Measurements of existing traffic volumes are carried out along the principal access route;
    - (ii) Number of lots/dwellings currently served by the roads in the principal access route.
  - (b) Assessment of the development proposal to determine:
    - (i) Number of additional lots to be created and the traffic generation resulting from the proposal; or
    - (ii) The type of traffic generating development and its gross floor area or other measure and the traffic generation resulting from it.
  - (c) Determination of required road upgrading and costs:
    - (i) The road standard required to meet the demand created by the proposal;
    - (ii) Calculation of upgrading costs based on current roadworks costs.
  - (d) Determination of the subdivider/developer's contribution:
    - (i) This is calculated based on the increase of traffic impact due to the additional lots created or the type of development.
- (2) The calculation of a contribution shall exclude land proposed to be transferred for public parkland and other land proposed for transfer for a public purpose accepted by Council.

- (3) The amount of contribution is proportional and based on the additional traffic generated by new development contributing to the upgrading to the principal access route and is calculated using the formula:

$$\left( \frac{y}{x+y} \right) \times \begin{matrix} \text{estimated cost (\$) for upgrading (new construction)} \\ \text{of the principal access route} \end{matrix}$$

where:

x = the current level of vehicles per day carried by the principal access route; and

y = the additional vehicles per day generated by the development

- (4) The above formula [refer to (3)] applies to short vehicles and may require adjustment for medium and long vehicles when more than 10%<sup>2</sup> of vehicle movements generated by a development comprise other than short vehicles by multiplying the contribution amount calculated using the formula by the equivalent standard axle value set out below:

Vehicle classification <sup>3</sup>	Equivalent standard axle <sup>4</sup>
Medium	0.86
Long	2.64

## PART 4 - UPGRADING REQUIREMENTS

### 4.1 Traffic generation

- (1) Calculations under this policy are made using the following traffic generation rates.

Development (1)	Vehicles per day (vpd)
Allotment/lot in any zone	10/dwelling unit/lot (2)
Dual occupancy	6.5/dwelling unit
Multiple dwelling	6.5/dwelling unit
Accommodation building	3/dwelling unit
Retirement village	1.5/dwelling unit
Caravan park	3/caravan, tent or cabin site
Home-based business	1.5/home occupation
Special use – educational purpose(4)	2.5/student
Special use – educational purpose(4), Boarding	1/student accommodation
Child care centre	2.5/child
Outdoor recreation – court	4/court
Outdoor recreation – playing field	40/hectare
Outdoor recreation – golf course	200/golf site
Marina	4/berth
Major tourist facility - resort	4/room

<sup>2</sup> The proportion of commercial vehicles on urban arterial roads is approximately 10% of all traffic [section 8.1, 'Traffic Engineering and Management', Ed. KW Odgen and SY Taylor (1966)]

<sup>3</sup> Refer to Attachment 1 for descriptions of short, medium and long vehicles.

<sup>4</sup> arrb Transport Research (1998). *Report is Commercial in Confidence* 'Calculation of ESA's for Bin. No. 1-12 at 75% load applicable to Livingstone Shire.





Development (1)	Vehicles per day (vpd)
Restaurant	5/10m <sup>2</sup> GFA <sup>A</sup>
Convenience restaurant (5) or take-away food store	25/10m <sup>2</sup> GFA
Service station	30/100m <sup>2</sup> GFA
Storage premises (7)	4/100m <sup>2</sup> GFA
Business premises (8)	10/100m <sup>2</sup> GFA
Shop – convenience	5/100m <sup>2</sup> total use area <sup>B</sup>
Shop - retail	4/100m <sup>2</sup> total use area
Shop - shopping centre (6)	30/100m <sup>2</sup> gross leasable area <sup>C</sup>
Shop - retail warehouse	10/1,000m <sup>2</sup> site area or 4/100m <sup>2</sup> total use area whichever is the greater

## NOTES

- (1) Development as meant under the Integrated Planning Act
- (2) Vehicles per day (vpd) derived from a variety of sources: Council Policy 6.17, RTA (NSW) 1993-1995 cited by Wisdom and Henson (1996), & “Yeppoon Tanby Road Access Management Plan” (2004) prepared for Department of Main Roads by Eppel Olsen & Partners, Hervey Bay City Council, Cairns City Council, Whitsunday Shire Council.
- (3) Dwelling unit is taken to mean a single dwelling, a unit in a multiple dwelling or the like, a bed sitter unit, a bed (in the case of a nursing home or other), etc.
- (4) For example, primary or secondary school.
- (5) With or without a drive-through takeaway.
- (6) As an integrated development with centralised car parking, vehicle and pedestrian access servicing a group of shops in an integrated design all occurring within land in private tenure.
- (7) for example, a warehouse.
- (8) For example, an office, veterinary clinic, medical centre, funeral parlour.

## FOOTNOTES IN TABLE 2:

- A Gross Floor Area – as defined in the Livingstone Shire planning scheme.
- B Total Use Area – the area to be used by the development less voids, columns, walls, etc., where undercover use predominates as being the purpose of the journey. If not undercover then the total use area is that area associated with the outdoor use. For example in the case of an outdoor market” it would mean all stalls, aisles, and areas used in conjunction.
- C - Gross Leasable Area – The total usable, rental space in a building.

- (2) Where a use is not specified in (1) above, then the traffic generation is to be based on local and credible study. The accepted traffic generation is at the absolute discretion of Council.

*The method to calculate the contribution is as explained in section 3.1(3).*

## 4.2 Road standards

- (1) Upgrading contributions are required for the *principal access route* to :
  - (a) satisfy Council’s road standards; or
  - (b) intersection with a Declared Main Road, inclusive of any works to be funded by Council within the main road reserve;
- (2) Road standards are based on the following traffic volumes criteria for assessment of the *principal access route*:

Type	Traffic volume (vpd)	Standard
<b>RURAL ROADS</b>		
Rural access	< 100	4.0m seal, 5.5m gravel in 8.0m formation
Rural minor collector	100 – 999	6.5m spray seal over gravel in 8.0m formation





Type	Traffic volume (vpd)	Standard
Rural major collector	1000 – 7999	8.0m spray seal over gravel in 10.0m formation
Arterial	8000 +	10.0 spray seal over gravel in 12.0m formation
<b>URBAN ROADS (including park)</b>		
<b>Residential</b>		
Urban access place	0-399	5.5m sealed carriageway, kerb & channel
Urban access street	400-749	5.5m sealed carriageway, kerb & channel
Minor urban collector	750 - 2999	7.5m sealed carriageway, kerb & channel
Major urban collector	3000 - 5999	10.0m sealed carriageway, kerb & channel
Urban sub-arterial	6000 - 10000	5.0m sealed divided carriageway, 2x5.5m carriageways
Urban arterial	per assessment	
<b>Industrial</b>		
Industrial access (site<8ha)		13.0m sealed carriageway, kerb & channel
Industrial collector		5.0m median, sealed divided carriageway, 2x 6.5m carriageways

## ATTACHMENT 1

### Dominant vehicles in each AUSTROADS<sup>5</sup> class

#### 1.1 Short vehicles – Class 1

Characteristics -  $\leq 3.1\text{m}$  wheelbase length



**Class 1**  
Short Vehicle

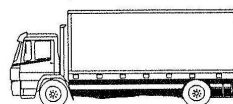
#### 1.2 Medium vehicles – Classes 2 – 5

Characteristics -  $> 3.1\text{m}$  wheelbase length  $\leq 8.5\text{m}$

- Light truck towing (e.g., towing caravan, boat etc)
- Rigid truck
- Tandem drive truck
- Twin steer truck



**Class 2**  
Short Vehicle Towing



**Class 3**  
Two Axle Truck



**Class 4**  
Three Axle Truck



**Class 5**  
Four Axle Truck

#### 1.3 Long vehicles – Classes 6 - 12

Characteristics -  $> 8.5\text{m}$  wheelbase length

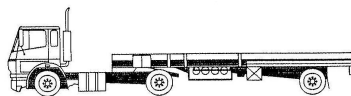
- Articulated truck
- Twin steer towing truck
- Double road train

Characteristics -  $> 34\text{m}$  wheelbase length

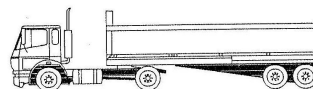
- Triple road train

<sup>5</sup> AUSTROADS. *Guide to traffic Engineering Practice - Vehicle Classification System*. (AUSTROADS, Sydney)

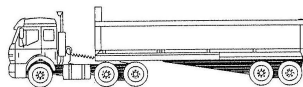




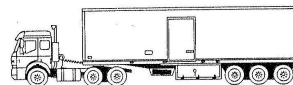
**Class 6**  
Three Axle Articulated Vehicle



**Class 7**  
Four Axle Articulated Vehicle



**Class 8**  
Five Axle Articulated Vehicle



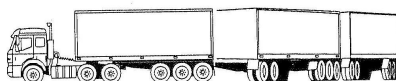
**Class 9**  
Six Axle Articulated Vehicle



**Class 10**  
B Double



**Class 11**  
Double Road Train



**Class 12**  
Triple Road Train



## Pathways

### PART 1 - INTRODUCTION

#### 1.1 Policy position

- (1) The planning scheme provides that throughout the Shire, an outcome for development is for Council's adopted bicycle network<sup>1</sup> to be integrated with development to provide opportunities for bicycles as a means of transport.
- (2) The requirement to consider and integrate bicycle access is applicable to all self-assessable and assessable development.
- (3) Council shall require a proponent to either:
  - (a) construct all or part of the network through or across the frontage of the land as determined by Council and applied as a condition on a development permit, if the land the subject of the development application is affected directly by the adopted bicycle network; or
  - (b) make a monetary contribution towards the construction of the adopted bicycle network.

### PART 2 - IMPLEMENTATION

#### 2.1 Construction of the adopted bicycle network

- (1) The standard for the construction of the bicycle network is advised in schedule 4, division 2 of the planning scheme as *Austroads Guide to Traffic Engineering Practice: Part 14 – Bicycles*.
- (2) Depending on the elements and facilities comprising the relevant part of the adopted bicycle network affecting land proposed for development, construction may be required off-road and/or on-road.
- (3) For construction off-road, consideration shall be given in the design and layout of development to integrating network elements and facilities within public open space corridors.

#### 2.2 Contribution towards construction

- (1) At Council's discretion, it may subject a development approval to a condition pursuant to section 6.1.31 of the Act, requiring the payment of a contribution towards the construction of the adopted bicycle network.
- (2) Council may impose a condition mentioned in (1) above if Council considers:
  - (a) construction of part of the network is not feasible within a development proposal; or

<sup>1</sup> The network includes all elements and facilities associated with the network as detailed in an adopted bicycle plan for the Shire. Refer to Schedule A for Maps





- (b) land that is not directly affected by the adopted bicycle network will derive benefit from the network as a result of future residents of such land realising the opportunity to use bicycles as a means of transport.
- (3) The amount of contribution shall be calculated using the rate nominated in Council's schedule of fees and charges current at the time that payment is required.

## **2.3 Development other than reconfiguring**

- (1) Proponents for development, particularly for retail premises; business premises; some special use premises such as schools/colleges, community halls/centres and churches; premises for recreation purposes and industrial development providing employment are required to integrate within the design and construction of their development elements and facilities to facilitate the use of bicycles as a means of transport.
- (2) For the purposes of (2) above, elements and facilities include:
  - bikeway linkages to the adopted bicycle network;
  - bicycle racks/stands;
  - for workplaces, showers/change-rooms/lockers for use by riders;

## Schedules Contents

<b>SCHEDULE A – MAPS .....</b>	<b>A14/1</b>
<b>Division 1 – Farnborough to Yeppoon .....</b>	<b>A14/1</b>
<b>Division 2 –Yeppoon.....</b>	<b>A14/2</b>
<b>Division 3 – Cooe Bay to Rosslyn Bay .....</b>	<b>A14/3</b>
<b>Division 4 – Mulambin to Kinka Beach.....</b>	<b>A14/4</b>
<b>Division 5 – Emu Park .....</b>	<b>A14/5</b>





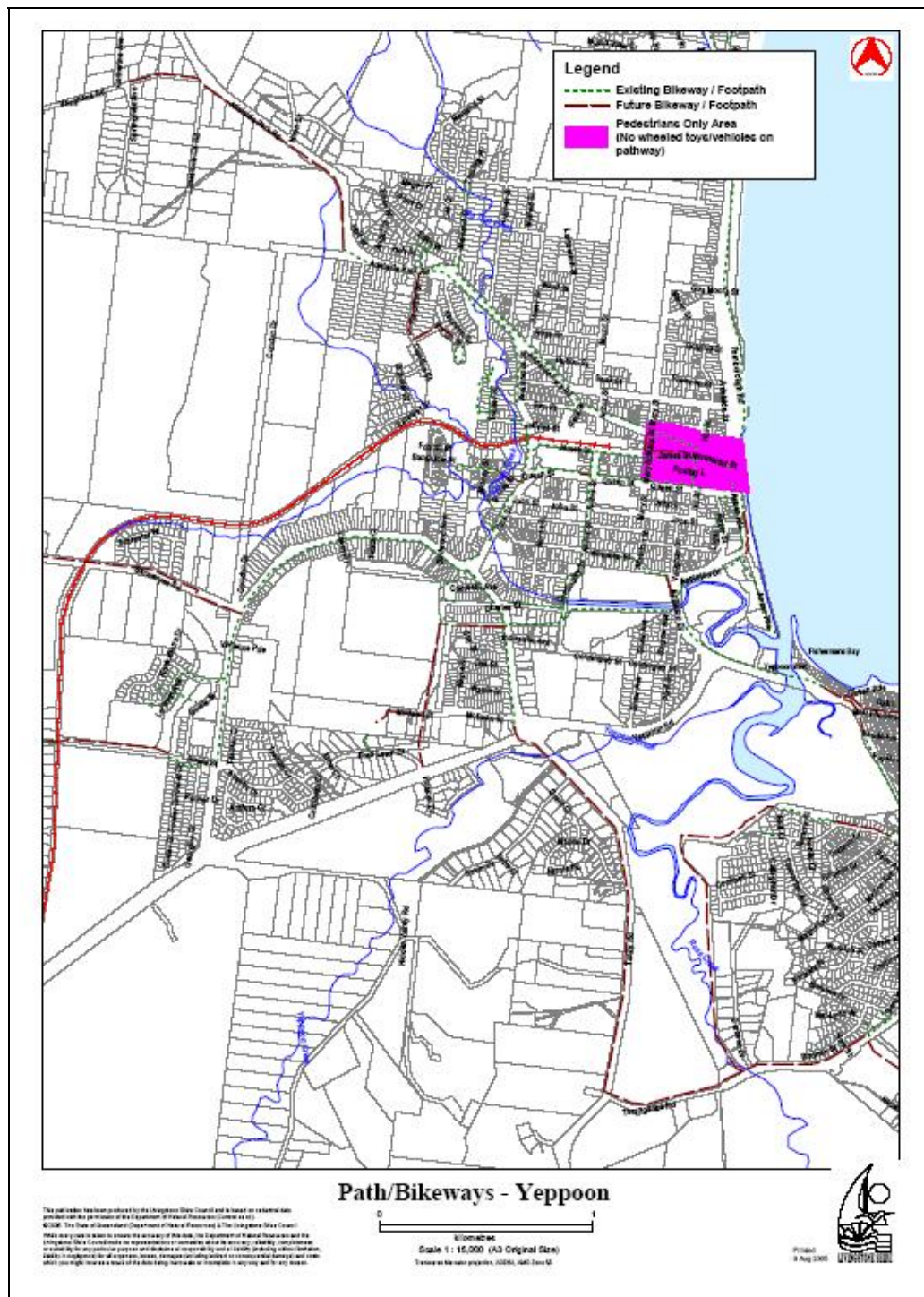
## SCHEDULE A – MAPS

### Division 1 – Farnborough to Yeppoon

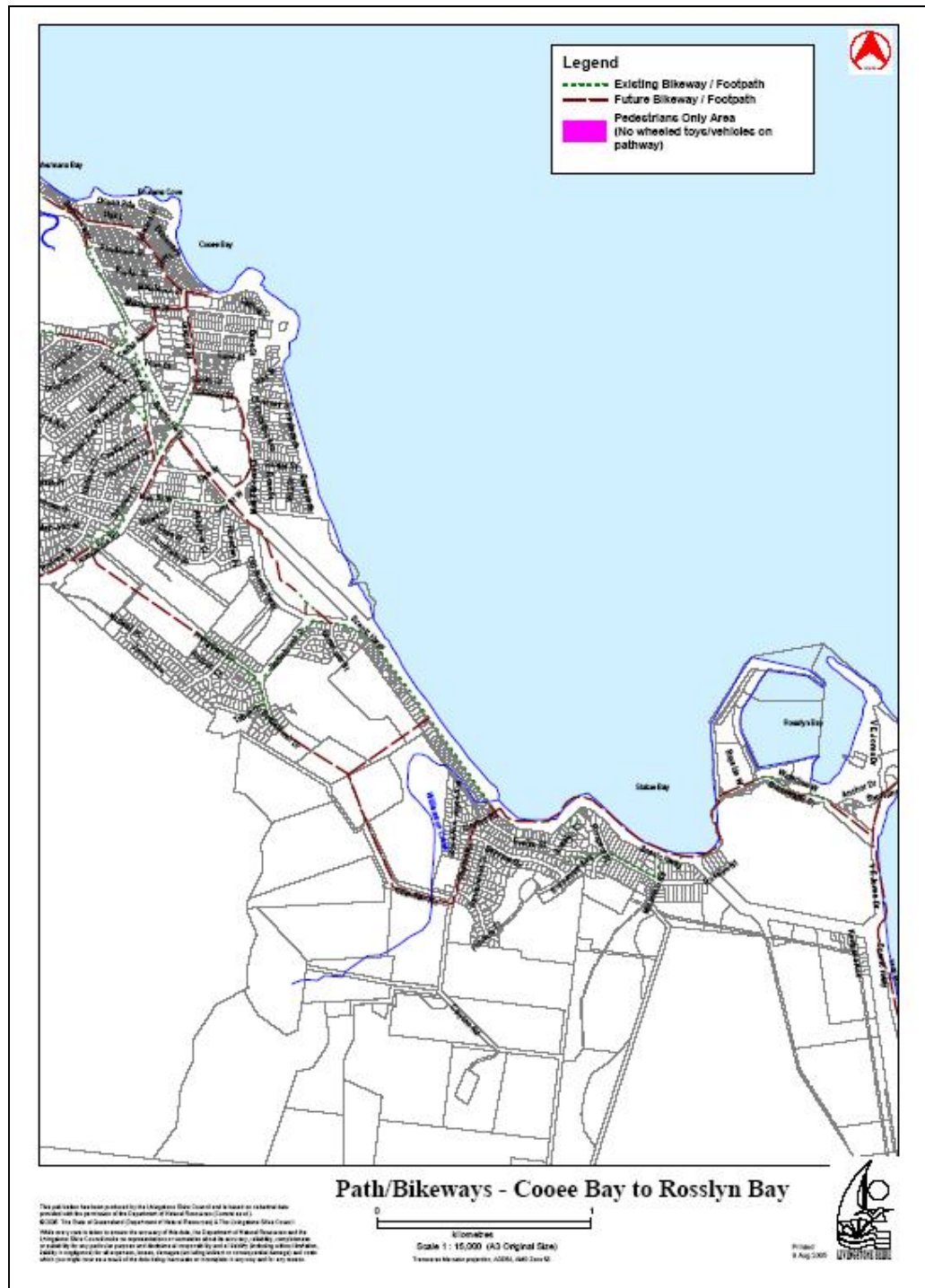




## Division 2 –Yeppoon



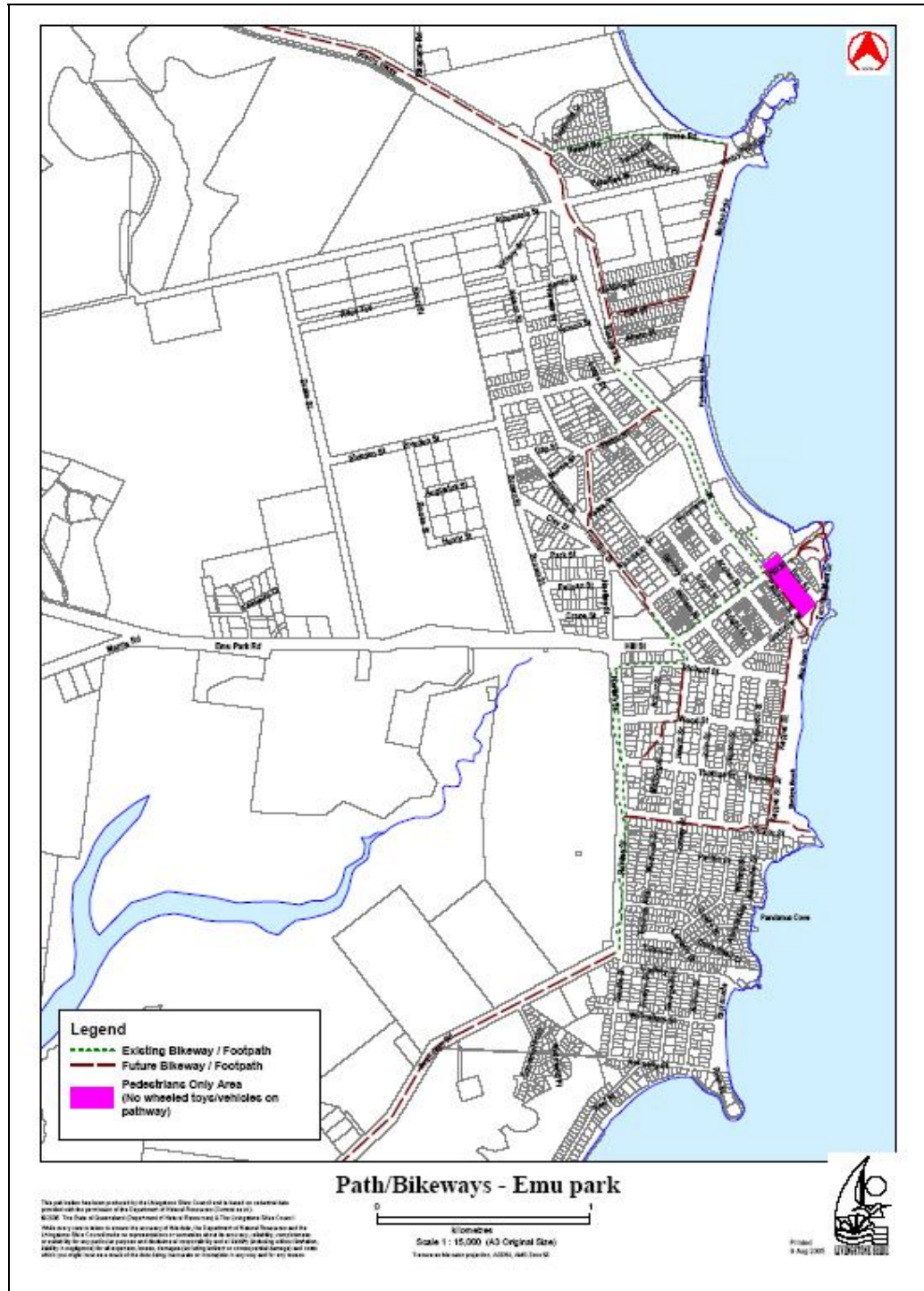
## Division 3 – Cooe Bay to Rosslyn Bay







## Division 5 – Emu Park





## Development contributions for stormwater infrastructure

### PART 1 - INTRODUCTION

#### 1.1 Intent and legislative framework

- (1) The intent of this policy is to facilitate the payment of contributions towards the cost of stormwater infrastructure in connection with assessable development.
- (2) This policy is an interim measure pursuant to sections 6.1.20 and 6.1.31 of the Act until the adoption by Council of its priority infrastructure plan and associated infrastructure charges schedule.
- (3) Part 2 of this policy identifies the method for calculating contributions which are specified pursuant to section 6.2 of the repealed Act.

### PART 2 - IMPLEMENTATION

#### 2.1 Application

- (1) This policy has application under the IDAS transitional arrangement for calculating contributions towards stormwater infrastructure for all assessable development for material change of use and reconfiguring a lot where land is within an area of the Shire of Livingstone that is serviced or proposed to be serviced by Council with stormwater development infrastructure [refer to schedule A – Maps: showing stormwater catchment areas<sup>1</sup>]
- (2) As a condition of development approval, Council may require a development to contribute to stormwater infrastructure.
- (3) If land is not within an identified stormwater catchment area, then requirements for stormwater including the calculation of any applicable contribution will be specific to particular infrastructure requirements to achieve the standard of service nominated by Council in general compliance with the procedures under this policy.
- (4) Generally, contributions required as a condition of a development permit issued by Council pursuant to Part 3 of the Act shall specify:
  - (a) The amount of contribution calculated in accordance with this policy; and
  - (b) The time by which the payment shall be made. In the event that a time is not specified by a condition of a relevant development approval, the contribution shall be paid to Council prior to the commencement<sup>2</sup> of the approved development.

<sup>1</sup> In preparing a development proposal, a proponent may have access to improved data that re-defines one or more catchment boundaries. The amount of any payable contribution may be adjusted at the discretion of Council to reflect more accurate catchment boundary information supplied by an applicant.

<sup>2</sup> To remove any doubt, *commencement of the approved development* means for:

- a) material change of use, the start of the approved use; and
- b) reconfiguring a lot, the sealing by Council of a plan of subdivision for the approved development.



## 2.2 Exemption from contribution

- (1) Generally, a contribution pursuant to this policy shall not be payable for development on the following land:
  - (a) road;
  - (b) rail corridor
  - (c) Trust land
  - (d) Council owned land
  - (e) that portion of a premises that is not subject to development i.e., land not comprising the development site.

## 2.3 Alternative to paying a contribution

- (1) At its discretion, Council may consider alternatives to the payment of a contribution pursuant to this policy.
- (2) Alternatives that may be proposed by a development proponent for consideration by Council include:
  - (a) carrying out capital works; and/or
  - (b) transfer of land required for provisions of stormwater development infrastructure to Council to offset the amount of any contribution by the value of the land to be transferred.

## 2.4 Interpretation

- (1) Unless include (2) below, terms used in this policy having meanings determined by reference to section 1.15 of the planning scheme for Livingstone Shire.
- (2) For the purposes of this policy, the terms identified in column 1 below have the meaning assigned adjacent to the term in column 2.

Column 1	Column 2
<b>“capital works”</b>	means works that ensure land is suitable for development for its intended purpose.
<b>“catchment”</b>	means this term has been used throughout the document as a generic reference to stormwater catchments.
<b>“ET”</b>	means equivalent tenement approximates to a 700m <sup>2</sup> residential allotment. The rationale is that the runoff from a “standard” residential allotment is the base unit for calculation the contribution for stormwater infrastructure.
<b>“rail corridor”</b>	has the meaning assigned by the <i>Transport Infrastructure Act 1994</i>
<b>“Trust land”</b>	Has the meaning assigned in the <i>Land Act 1994</i> , except if nominated in the Appendices.



## PART 3 - METHOD FOR CALCULATING CONTRIBUTION

### 3.1 Stormwater

- (1) The amount of contribution required shall be calculated in accordance with the following formula:

$$IC = ET \times RATE$$

where:-

**IC** = contribution for stormwater infrastructure.

**ET** = The increase in number of equivalent tenements resulting from the development.

**RATE** = current charges per ET calculated using:

$$RATE = \frac{K+CRC}{R+P}$$

where

**CRC** = Current replacement cost of existing stormwater facilities whose space capacity will be used by the development.

**K** = Capital cost of new stormwater infrastructure.

**R** = Project development profile.

**P** = Existing users (i.e., population already contributing to stormwater runoff).

- (2) The RATE used to calculate the contribution (IC) is included in schedule B to this policy.

## PART 4 - DEVELOPMENT INFRASTRUCTURE

### 4.1 Works, structures and equipment

- (1) Under this policy, the calculation of a contribution is for works, structures and equipment for each stormwater catchment area [refer: schedule A] for regional and catchment facilities or works that serve the broader community.
- (2) Localised stormwater infrastructure required as part of a development is not included in the calculation of any contribution required under this policy.

### 4.2 Desired standard of service

- (1) The desired standard of service for infrastructure items is that standard as defined collectively in:
  - (a) Livingstone Shire Council's Stormwater Design Standards;
  - (b) requirements of Councils Integrated Environmental Management System (IEMS);



- (c) Environmental Protection Act 1994;
- (d) Local Government Act 1994; and
- (e) other statutory guidelines including Queensland Urban Drainage Manual (QUDM).

## PART 5 - FURTHER GUIDANCE

### 5.1 Catchment drainage strategies

- (1) To assist with implementation development proponents should refer to the following Council policies that advise of drainage strategies for certain areas within catchments. Policy documents are updated and new policies are resolved by Council from time to time.

Catchment	Policy Document
Kinka	11.2 Drainage Strategy - Kinka Beach
Lammermoor	11.3 Drainage Strategy - Williamson Creek
Ross Creek	11.4 Drainage Strategy - Percy Ford Street Area
Fig Tree Creek	11.5 Drainage Strategy - Fig Tree Creek
Barwells Creek	11.6 Drainage Strategy – Barwells Creek



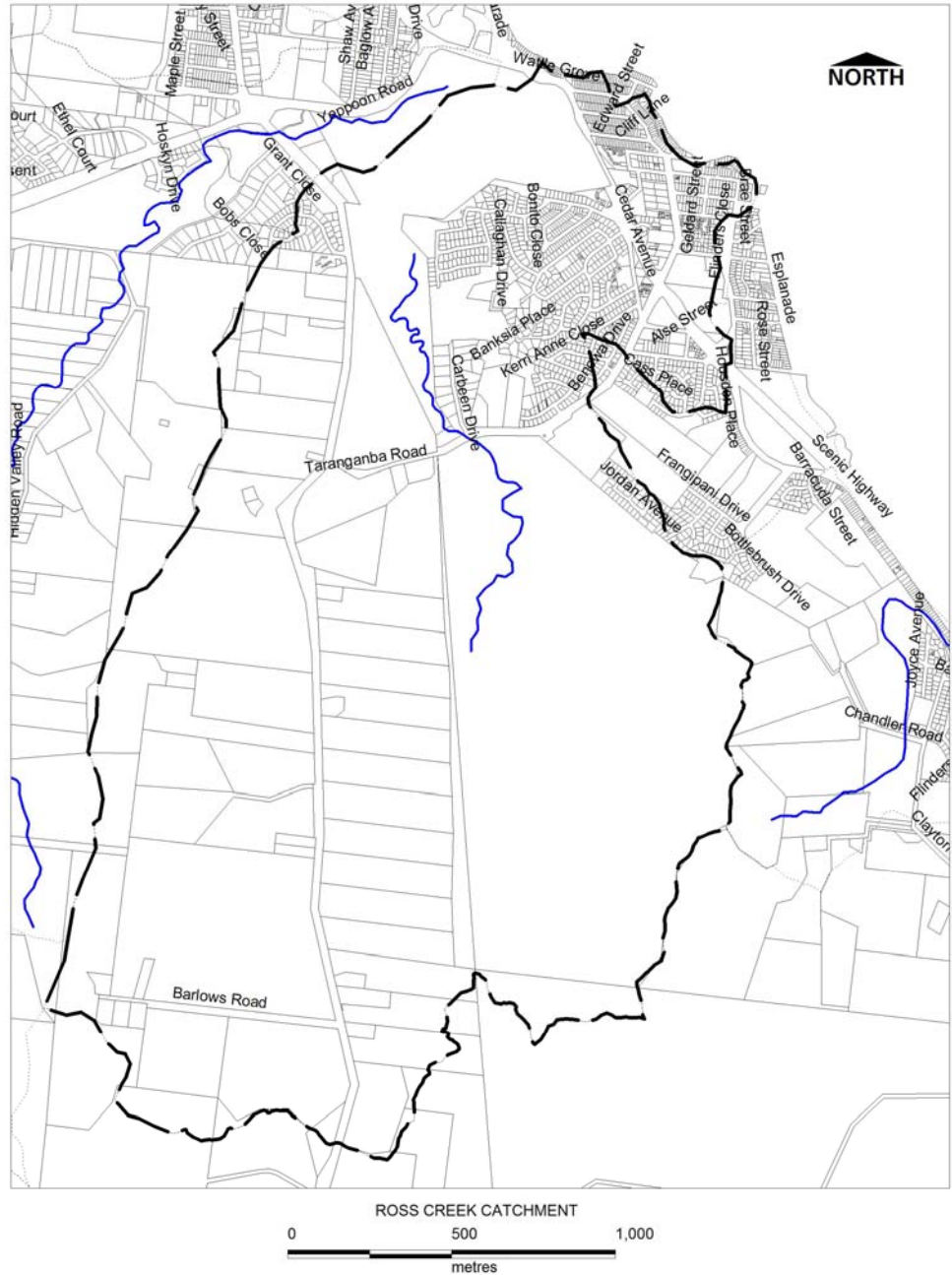
## Schedules Contents

<b>SCHEDULE A – MAPS .....</b>	<b>A.1</b>
<b>Division 1 – Catchment Areas .....</b>	<b>A.1</b>
<i>A1.1 Figtree Creek.....</i>	<i>A.1</i>
<i>A1.2 Ross Creek.....</i>	<i>A.2</i>
<i>A1.3 Farnborough Beach .....</i>	<i>A.3</i>
<i>A1.4 Barwells Creek.....</i>	<i>A.4</i>
<i>A1.5 Lammermoor Beach.....</i>	<i>A.5</i>
<i>A1.6 Williamson Creek .....</i>	<i>A.6</i>
<i>A1.7 Causeway.....</i>	<i>A.7</i>
<i>A1.8 Corduroy Creek .....</i>	<i>A.8</i>
<i>A1.9 Yeppoon Creek.....</i>	<i>A.9</i>
<i>A1.10 Emu Park.....</i>	<i>A.10</i>
<i>A1.11 Zilzie.....</i>	<i>A.11</i>
<b>SCHEDULE B – CONTRIBUTION RATES .....</b>	<b>B.1</b>
<b>Division 1 – Stormwater Catchments .....</b>	<b>B.1</b>





## A1.2 Ross Creek



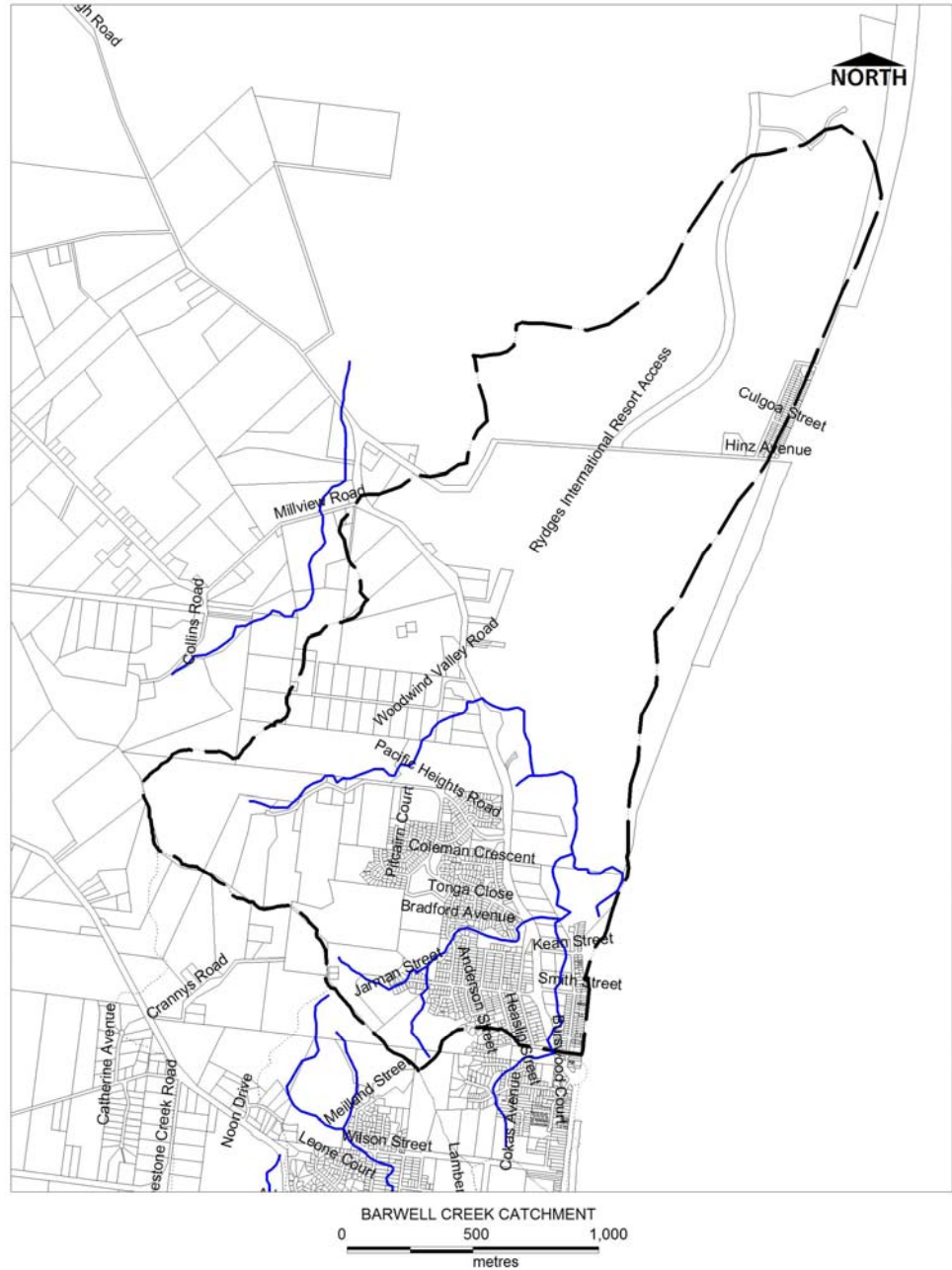


## A1.3 Farnborough Beach





## A1.4 Barwells Creek

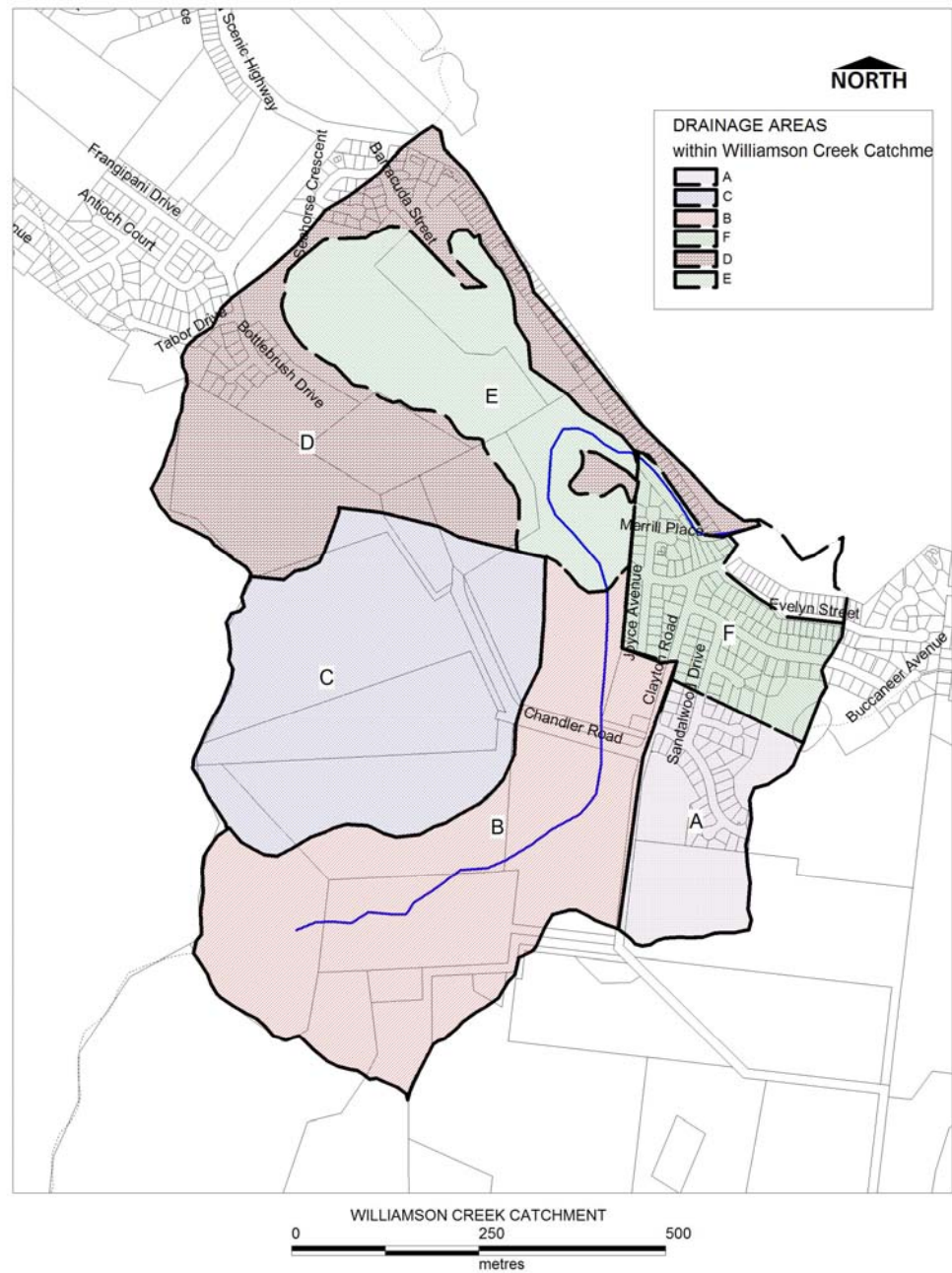




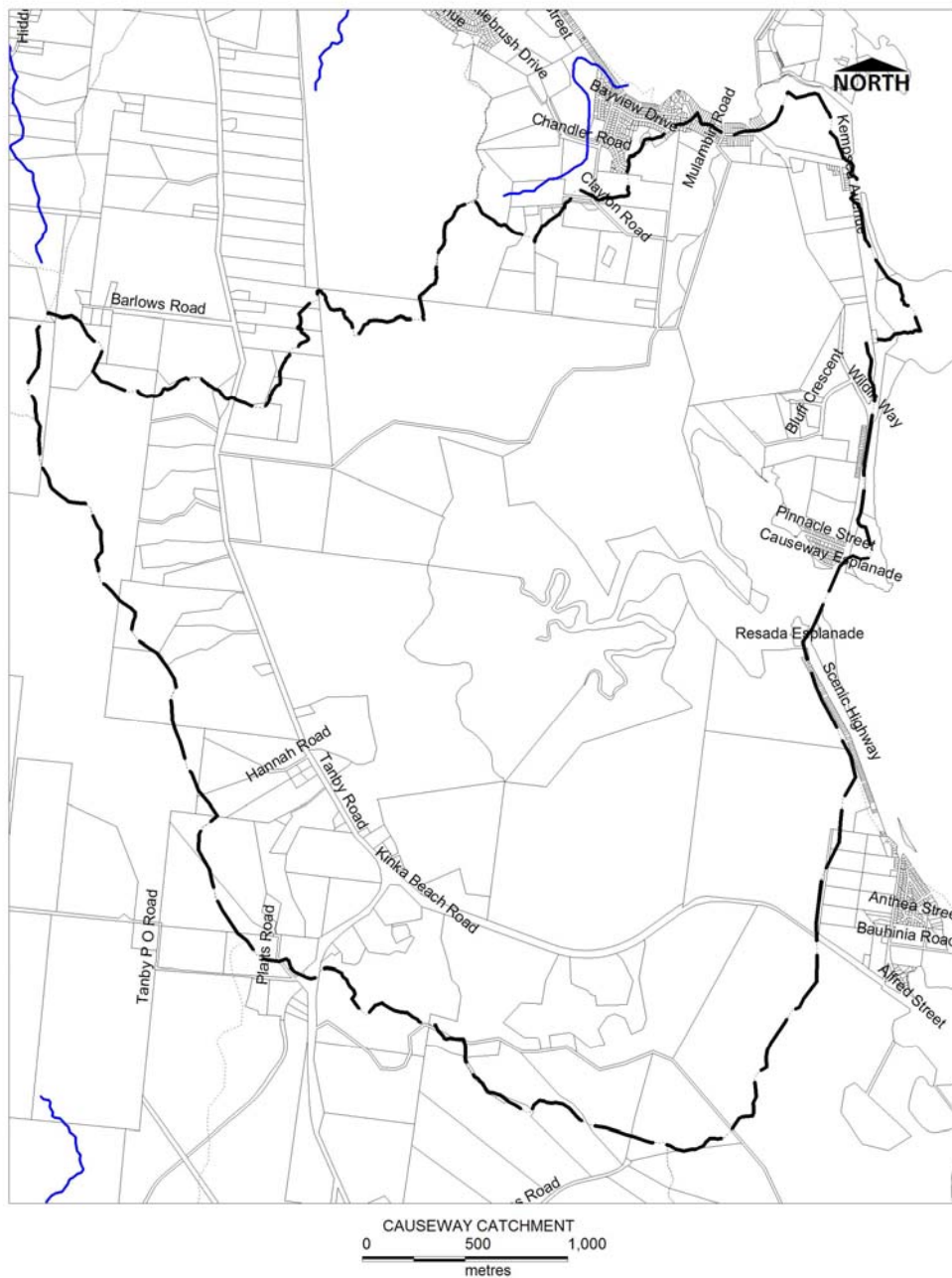
## A1.5 Lammermoor Beach



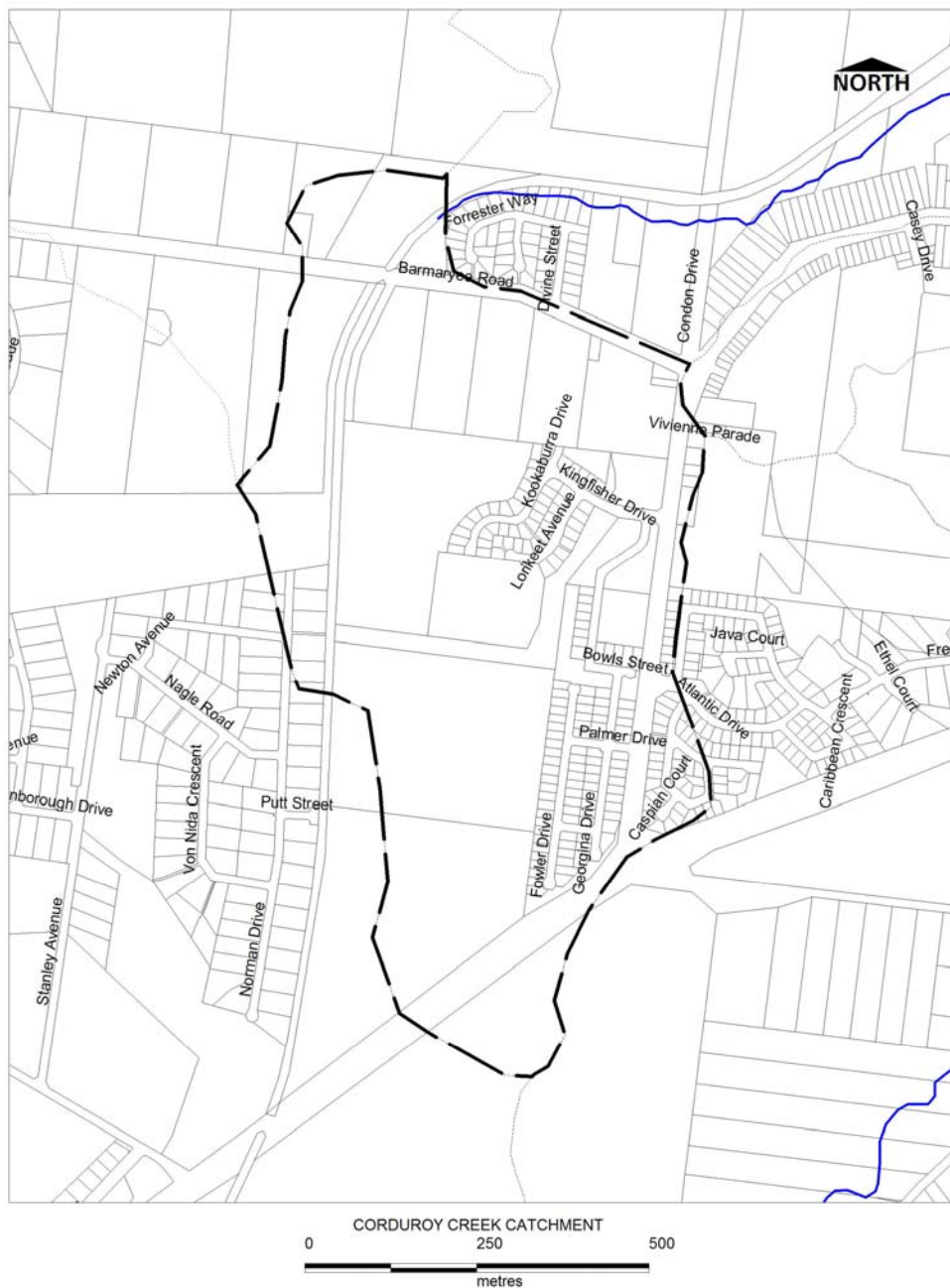
## A1.6 Williamson Creek



## A1.7 Causeway



## A1.8 Corduroy Creek





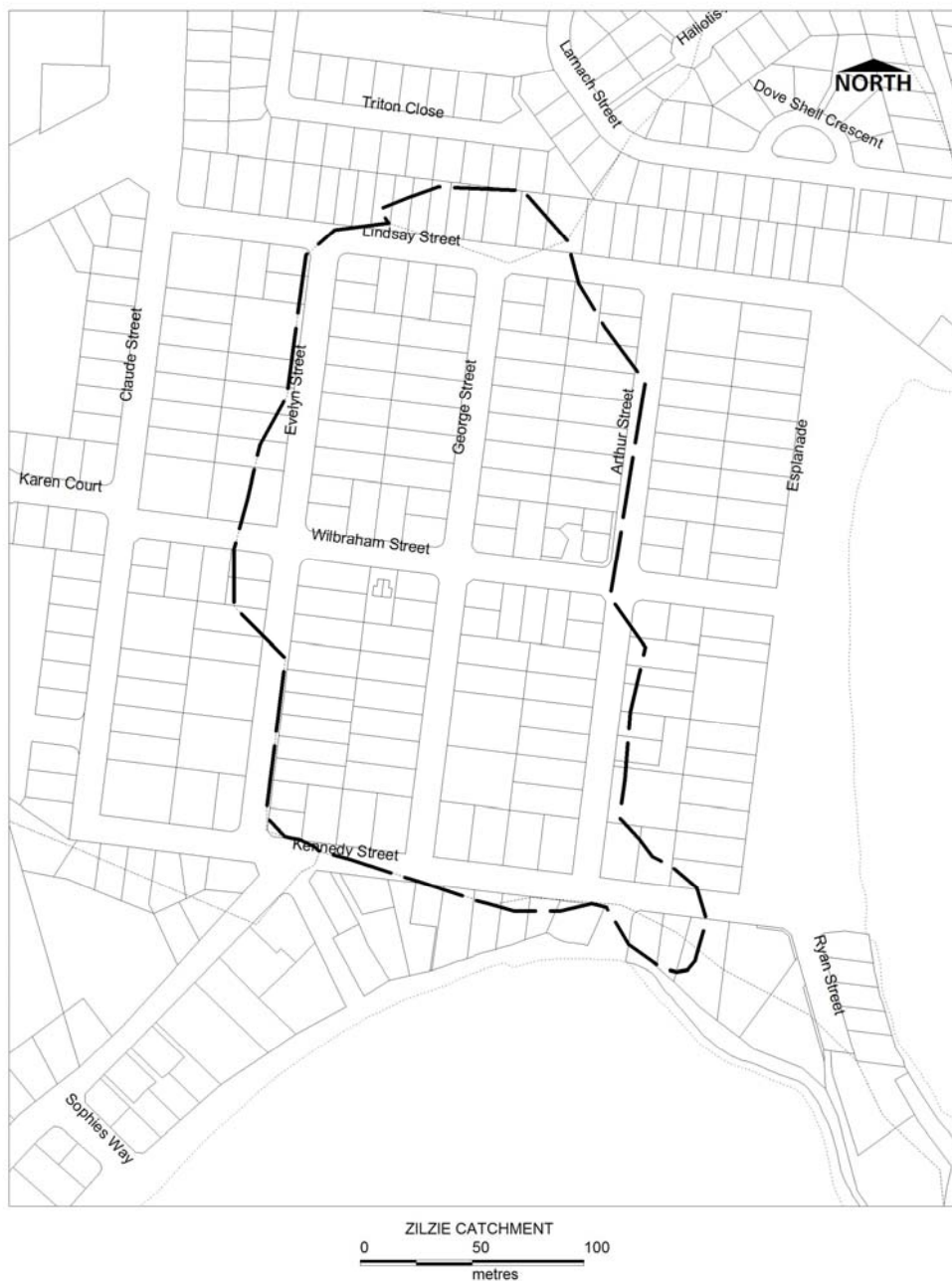
## A1.9 Yeppoon Creek



## A1.10 Emu Park



## A1.11 Zilzie





## SCHEDULE B – CONTRIBUTION RATES

### *Division 1 – Stormwater Catchments*

	Catchment	IC Charge (\$/ET)
A.1	Figtree Creek	1,391
A.2	Ross Creek	821
A.3	Farnborough Beach	382
A.4	Barwells Creek	1,801
A.5	Lammermoor Beach	940
A.6	Williamson Creek	See *
A.7	Causeway	766
A.8	Corduoy Creek	1,824
A.9	Yeppoon Creek	791
A.10	Emu Park	2,807
A.11	Zilzie	2,486

- \* For the Williamson Creek catchment the RATE is based on the May 1996 resolution of the Council on the Williamson Creek Drainage Study (RustPPK). The resolution is as follows:

Minutes of the General Meeting held 14/15 may 1996 –

‘The drainage headworks contribution for the Williamson Creek Catchment be based on the following areas and amount (future amounts based on indexation):

Drainage area	Cost (\$/ha)
A	10,747
B	7,063
C	5,191
D	286



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## Strategic Road Network

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### PART 1 - PURPOSE OF THIS POLICY

- 1.1 To facilitate the design and construction of the Strategic Road Network.
- 1.2 To provide for a strategic road network to accommodate future transit needs of commuters and visitors at the Capricorn Coast.
- 1.3 To provide timely advice to landowners, developers, and decision makers of future road requirements in the Shire so that land uses may be planned appropriately.

### PART 2 - APPLICATION OF THE POLICY

- 2.1 The policy applies to all assessable development<sup>1</sup>, except if development is made assessable only because of its location within a special management area.
- 2.2 The policy applies to the whole of the Shire and is applicable to the identified strategic road network at Schedule 1.

### PART 3 - PLANNING SCHEME POLICY 13 PREVAILS

- 3.1 This policy is in addition to Planning Scheme Policy 13.
- 3.2 Roads identified under this policy are excluded from application under Policy 13<sup>2</sup>.

### PART 4 - CONSTRUCTION

- 4.1 Construction of the Strategic Road Network is preferred over dedication or other procurement referred to in 5.1.
- 4.2 Construction of the Strategic Road Network is to the standard stipulated by this policy and in accordance with the Capricorn Municipal Development Manual<sup>3</sup>.

### PART 5 - DEDICATION IN LIEU OF CONSTRUCTION

- 5.1 A Strategic Road Network may be dedicated as new road, or dedicated as a covenant over land for road purposes, or provided as a deed of agreement with reassignment provisions, in lieu of construction, at the discretion of Council.<sup>4</sup>

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<sup>1</sup> refer to Part 11 - Interpretation

<sup>2</sup> PSP 13 will still apply to a development application, however the same road cannot incur a charge under this policy and under policy 6.17 at the same time.

<sup>3</sup> Including the Capricorn Municipal Development Guidelines.

- 5.2 Notwithstanding 5.1, the road reserve (in the case of dedication), covenant, or deed of agreement is to comply with the requirements of the Strategic Road Network and Capricorn Municipal Development Manual.<sup>5</sup>
- 5.3 The strategic road network may be constructed at any time.
- 5.4 The obligations of the developer or applicant or landowner to construct the Strategic Road Network are limited to within the site subject to the development.
- 5.5 Despite 5.4, if the development requires access through an adjoining site then that site forms part of the development and the policy will apply to all sites.

## PART 6 - NETWORK REQUIRED TO BE CONSTRUCTED AND/OR CONTRIBUTION

- 6.1 Council may accept a monetary contribution in lieu of construction of the strategic road network, although construction is preferred.
- 6.2 At its discretion, Council may accept a combination of works and monetary contribution in connection with any development.
- 6.3 In all cases the capital cost of road construction of additional pavement width<sup>6A</sup> (capital cost<sup>6B</sup>) will be offset against the contribution required for the development at the time the application is made, and the assessment of capital cost is to be made by the application to the satisfaction of Council.
- 6.4 The amount of contribution that the development would ordinarily be charged shall be as determined using the rate set out in the Schedule of Charges to this policy.
- 6.5 Council will record contributions that are paid, such that if further more intense development that does not give rise to additional traffic is later proposed, then no contribution is required.
- 6.6 Also, a credit towards further development would be available if previous capital costs exceeded a previous contribution payable.<sup>7</sup>
- 6.7 A contribution would be required, regardless of any previous contribution where a credit towards further development is not available, because previous capital costs did not exceed a previous contribution payable.

## PART 7 - AMOUNT OF CONTRIBUTION

- 7.1 The method to calculate contribution rates is based on population and traffic growth and construction costs of strategic roads. Contribution rates are within the Schedule of Charges and method to calculate in Schedule 3.

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4 For example, where a Strategic Road Network forms part of a development and the Strategic Road Network is required in 2009 – 2014, 2014 - 2019 or 2019 – 2024, and it is not advantageous to construct or partially construct the road.

5 For example, the development is to incorporate the road. If the road is a Major Urban Collector, the development must provide a 20 metre reserve with no direct access for residential uses.

<sup>6A</sup> Refer to Part A of the Guidelines, Section 5.4

<sup>6B</sup> All non-recurrent costs included in the construction of the road

<sup>7</sup> This would be similar to contributions paid for water supply and sewerage.

- 7.2 A contribution rate referred to in 7.1 is considered as an acceptable solution to satisfy the purpose of the policy. There may be more than one acceptable solution to satisfy the policy.

## **PART 8 - REVIEW AND INDEXATION OF CONTRIBUTION RATES**

- 8.1 Council shall review the Schedule of Charges annually based on the Main Roads Department Road Input Cost Index (RICI).
- 8.2 Further at the end of each 5 year phase or any such other frequency, or other intervals, as Council deems necessary Council may undertake a further specific review of the Schedule of Charges and method of calculation by which the rates in the Schedule are determined.

## **PART 9 - METHOD AND TIMING OF PAYMENT**

- 9.1 Payment of contributions is a condition of any approval and unless otherwise stated is to be made prior to the commencement of the construction of the development or any associated activities.

## **PART 10 - USE OF CONTRIBUTIONS**

- 10.1 Council will apply the money collected through the contributions at its discretion to the improvement of the whole strategic road network.<sup>8</sup>
- 10.2 Contributions collected will be spent in accordance with this policy in the most efficient and effective way.

## **PART 11 - INTERPRETATION**

- 11.1 All terms used in the policy have the meaning used in the planning scheme, local laws or other adopted Council policies, unless specifically referenced in this policy.

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<sup>8</sup> Council will not be bound to expend money on any particular road simply on the basis of the location of the land in connection with a contribution has been received.

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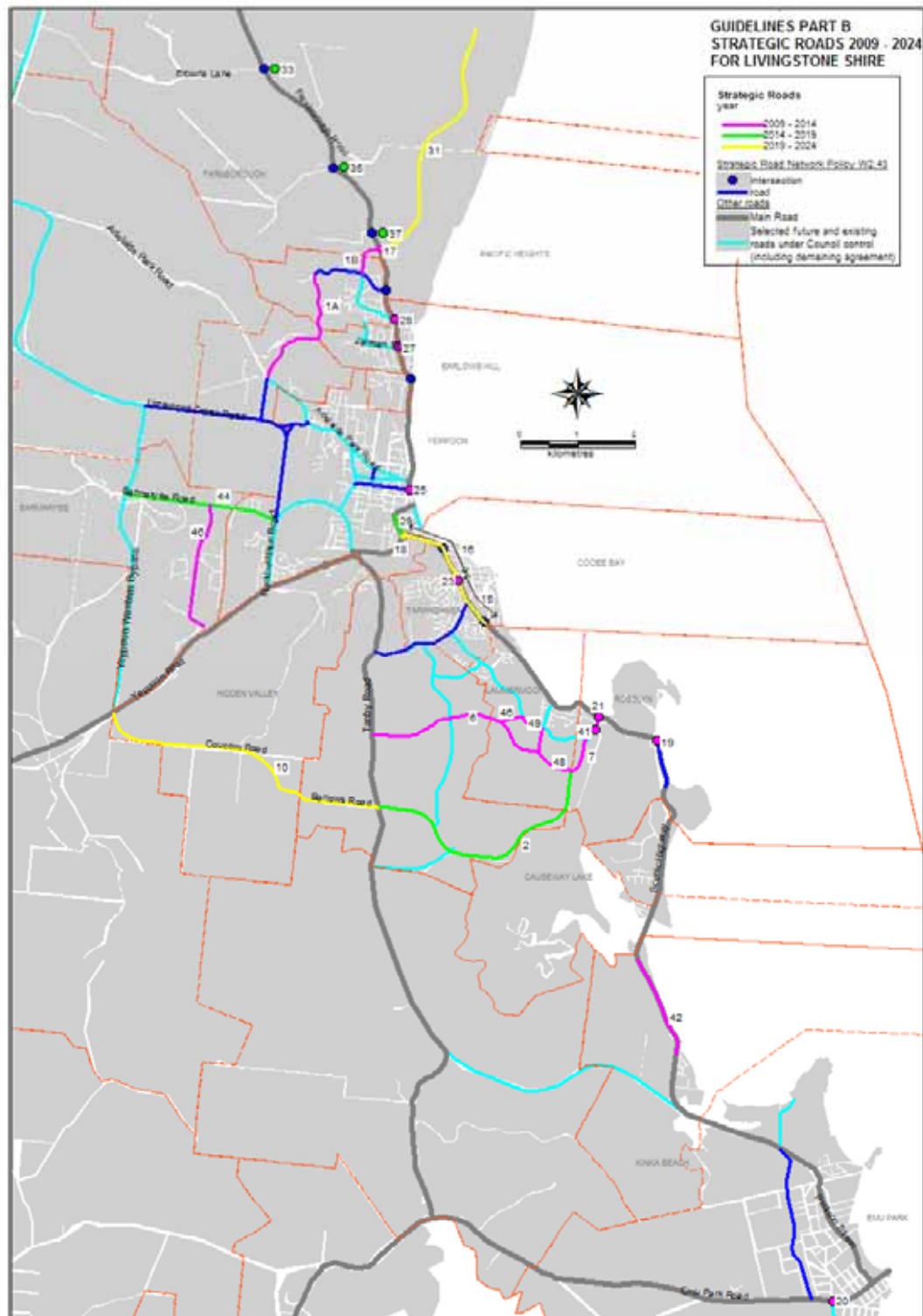
## Schedule 1 - Applicable Strategic Road Network 2004 - 2009

Description	Outcome	Schedule 2
<b>Farnborough</b>		
Browns Lane <sup>9</sup>	Major intersection upgrade (Type B) and associated works to improve safety and efficiency of the road network.	32
Millview Road <sup>10</sup>	Major intersection upgrade (Type B) and associated works at Farnborough Road to improve safety and efficiency of the road network.	34
Woodwind Valley Road <sup>10</sup>	Major intersection upgrade (Type B) and associated works at Farnborough Road to improve safety and efficiency of the road network.	36
<b>Pacific Heights</b>		
Armstrong Road	Extension of Armstrong Road ( <i>Urban Minor Collector</i> ) from Pacific Heights Road to Farnborough Road; Provides safe and efficient alternative route to and from Pacific Heights for commuters and bus service.	3
Armstrong Road <sup>10</sup>	New intersection with associated works and major upgrade to Farnborough Road to improve safety and efficiency of the road network.	26
Pacific Heights Road	Commencement of road upgrade to Rural Major Collector to link with subsequent road linkages at Pacific Heights	1
<b>Meikleville Hill</b>		
Kerr Street <sup>10</sup>	Major intersection upgrade with Farnborough Road.	38
<b>Yeppoon/Inverness/Adelaide Park</b>		
Condon Drive	Construction of Major Urban Collector from Adelaide Park Road to Rockhampton Road to service northern suburbs. Alleviates traffic congestion through Yeppoon Central.	4
Limestone Creek Road	Upgrade of existing road to Rural Major Collector to ultimately connect Condon Drive and Adelaide Park Road to Yeppoon Western Bypass (Main Roads).	9B
Limestone Creek Road	New Urban Major Collector road connecting Limestone Creek Road to Condon Drive. Road through lot 20 on SP133911 & 2 on RP613945 is to ensure that buildings on and pedestrian access between lots is not compromised.	9A
<b>Yeppoon Central</b>		
Queen Street	Upgrade to Major Urban Collector to enable full use as a major commuter route. Relieves the pressure on James Street and Normanby Street.	8
Arthur Street link	Major Urban Collector between Normanby Street and James Street to improve commercial traffic circulation in Yeppoon Central.	14
<b>Taranganba/Taroomball</b>		
Taranganba Road	Major Urban Collector to be upgraded to improve safety and efficiency. <i>Excludes Ross Creek crossing.</i>	47
<b>Cooee Bay/Taranganba</b>		
Matthew Flinders Drive <sup>9</sup>	Major intersection upgrade and associated works with the Scenic Hwy to improve safety and efficiency of the road network.	24
Ivey Street West/ Mathew Flinders Drive <sup>10</sup>	Major intersection upgrade/roundabout with the Scenic Highway to improve safety and efficiency of the road network.	22
<b>Roslyn</b>		
Scenic Hwy, Kemp Beach <sup>10</sup>	Major Urban Collector upgrade and improved verges incorporating delineated vehicle access to the foreshore.	39
<b>Emu Park</b>		
Emu Park Bypass	Sub Arterial for commuter and tourist traffic. Bypasses Emu Park and links the Scenic Highway and Emu Park Road.	5

<sup>9</sup> As a consequence of the “demeining agreement” between the State of Queensland (Department of Main Roads) and the Council for the Shire of Livingstone.



## Schedule 2 – Strategic Road Network



## SCHEDULE 3 - Calculation of Contribution

### 1.0 Calculation of Contribution

The Strategic Road Network Contribution = DM x DMC

where,

DM = Destination Movement = vpd/2

DMC = destination movement charge

vpd = vehicles per day as a consequence of development being 1 trip in or out

The DMC is \$410.00 for 2004 – 2009.

### 2.0 Applicable Contributions

The following development is charged a contribution *in accordance with the rate shown in Table 2.*

**Table 2: Contribution applicable for 2004 – 2009**

Development (1)	vpd (2)	DM	Strategic Road Network (SRN) Contribution (DM x \$410)	
Allotment/lot in any zone	10/dwelling unit/lot (2)	5	\$2,050.00	Per lot in addition to an existing lot
Dual Occupancy	6.5/dwelling unit	3.25	\$1,332.50	Per additional unit
Multiple Dwelling Accommodation Building	6.5/dwelling unit	3.25	\$1,332.50	Per additional unit in addition to any existing units or the existing lot
Building	3/ dwelling unit	1.5	\$615.00	Per additional unit in addition to any existing or the existing lot
Retirement Village	1.5/dwelling unit	0.75	\$307.50	Per additional unit/bed sitter/bed in addition to any existing or the existing lot
Caravan Park	3/caravan, tent or cabin site	1.5	\$615.00	Per additional site/cabin in addition to any existing or the existing lot
Home-based Business	1.5/home occupation	0.75	\$307.00	Exclusive of the existing residential use
Special Use – Educational Purpose(4)	2.5/student	1.25	\$512.50	Per student – non boarding
Special Use – Educational Purpose(4), Boarding	1/ student accommodation	0.5	\$205.00	Per boarding student
Child Care Centre	2.5/child	1.25	\$512.50	Per child
Outdoor Recreation – court	4/court	2	\$820.00	Per court
Outdoor Recreation – playing field	40 per hectare	20	\$8,200.00	Per hectare
Outdoor Recreation – golf course	200/golf site	100	\$41,000.00	Per golf course premises
Marina	4/berth	2	\$820.00	Per berth
Major Tourist Facility - Resort	4/room	2	\$820.00	Per room
Restaurant	5/10 sq m GFA <sup>A</sup>	2.5	\$1,025.00	Per 10 sq m GFA
Convenience Restaurant (5) or take-away food store	25/10 sq m GFA	12.5	\$5,125.00	Per 10 sq m GFA
Service Station	30/100 sq m GFA	15	\$ 6,150.00	Per 100 sq m GFA
Storage Premises (7)	4/100 sq m GFA	2	\$ 820.00	Per 100 sq m GFA
Business Premises (8)	10/100 sq m GFA	5	\$ 2,050.00	Per 100 sq m GFA

Development (1)	vpd (2)	DM	Strategic Road Network (SRN) Contribution (DM x \$410)
Shop – convenience	5/100 sq m total use area <sup>B</sup>	2.5	\$1,025.00 Per 100 sq m total use area
Shop - retail	4/100 sq m total use area	2	\$820.00 Per 100 sq m total use area
Shop - Shopping Centre (6)	30/100 sq m gross leasable area <sup>C</sup>	15	\$ 6,150.00 Per 100 sq m gross leasable area
Shop - Retail Warehouse	10/1,000 sq m site area or 4/100 sq m total use area whichever is the greater	5/1,000 sq m site area or 2/100 sq m total use area whichever is the greater	\$2, 050/1,000 sq m site area or \$820/ 200 sq m total use area whichever is the greater

## NOTES

- (1) Development as meant under the Integrated Planning Act
- (2) Vehicles per day (vpd) derived from a variety of sources: Council Policy 6.17, RTA (NSW) 1993-1995 cited by Wisdom and Henson (1996), & “Yeppoon Tanby Road Access Management Plan” (2004) prepared for Department of Main Roads by Eppel Olsen & Partners, Hervey Bay City Council, Cairns City Council, Whitsunday Shire Council.
- (3) Dwelling unit is taken to mean a single dwelling, a unit in a multiple dwelling or the like, a bed sitter unit, a bed (in the case of a nursing home or other), etc.
- (4) For example, primary or secondary school.
- (5) With or without a drive-through takeaway.
- (6) As an integrated development with centralised car parking, vehicle and pedestrian access servicing a group of shops in an integrated design all occurring within land in private tenure.
- (7) for example, a warehouse.
- (8) For example, an office, veterinary clinic, medical centre, funeral parlour.

## FOOTNOTES IN TABLE 2:

- A Gross Floor Area – as defined in the Livingstone Shire planning scheme.
- B Total Use Area – the area to be used by the development less voids, columns, walls, etc., where undercover use predominates as being the purpose of the journey. If not undercover then the total use area is that area associated with the outdoor use. For example in the case of an 'outdoor market' it would mean all stalls, aisles, and areas used in conjunction.
- C - Gross Leasable Area – The total usable, rental space in a building.

## 3.0 For all development

In addition to Table 2, for any use that is located and integrated as part of a shopping centre it will be considered as part of the shopping centre and that rate will apply.

For any use that is “permitted” or “self-assessable” in the zone then no contribution will apply.

## 4.0 Development not referred to in Table 2

Where a use is not specified in Table 2 then the traffic generation is to be based on local and credible study. The accepted traffic generation is at the absolute discretion of Council.

*The method to calculate the contribution will be as shown in Schedule 3 section 1.0.*

## 5.0 Adjustment for medium and long vehicles

Vpd relates to Short vehicles<sup>10</sup>.

Where more than 10%<sup>11</sup> of vehicles from a site, use, premises, development etc, is not a Short vehicle as defined, then an adjustment is required to the Strategic Road Network Contribution.

The ESA value in Table 3 is applied to the Strategic Road Network Contribution.

<sup>10</sup> Short Vehicle with first axle spacing ≤3.1 m, according to AUSTROADS Vehicle Classification System.

<sup>11</sup> The proportion of commercial vehicles on urban arterial roads is approximately 10% of all traffic (Section 8.1, “Traffic Engineering and Management”, Ed. KW Odgen and SY Taylor (1996).

**Table 3: Equivalent Standard Axle (ESA) Value.**

Vehicle Classification <sup>12</sup>	Definition	ESA value <sup>13</sup>
Medium (Bin no. 2-5)	<ul style="list-style-type: none"> <li>&gt; 3.1 m wheelbase length ≤ 8.5m</li> <li>• Light truck towing (e.g. towing caravan, boat, etc)</li> <li>• Rigid truck</li> <li>• Tandem drive truck</li> <li>• Twin steer truck</li> </ul>	0.86
Long (Bin no. 6-12)	<ul style="list-style-type: none"> <li>&gt; 8.5m wheelbase length</li> <li>• Articulated truck</li> <li>• Twin steer towing truck</li> <li>• Double road train</li> <li>&gt; 34m wheelbase length</li> <li>• Triple road train</li> </ul>	2.64

Namely, for medium and long vehicles (Bin. no 2 -12),

Strategic Road Network Contribution =

[DM +(DM x ESA value)] x DMC

Where,

DM = Destination Movement in Table 2.

ESA = Equivalent Standard Axle in Table 3.

DMC = Destination Movement Charge (\$410 for 2004 – 2009)

**ADOPTED: SPECIAL MEETING 11<sup>TH</sup> OCTOBER, 2005** (Page 15)


Effective as from Monday, 17<sup>th</sup> October, 2005.

**AMENDED GENERAL MEETING 26<sup>TH</sup> APRIL, 2006** (Page 7)

**Recommendation of Works & Infrastructure  
Committee Meeting 18<sup>th</sup> April, 2006** (Page 39)

Effective as from Wednesday, 26<sup>th</sup> April, 2006.

Signed



7 / 6 / 2006

**CHIEF EXECUTIVE OFFICER.**

<sup>12</sup> AUSTROADS Vehicle Classification System

<sup>13</sup> arrb Transport Research (1998) *Report is Commercial in Confidence* "Calculation of ESA's" for Bin. No. 2 - 12 at 75% load applicable to Livingstone Shire.

## **Council for the Shire of Livingstone Planning Scheme Policy 18/1 “Strategic Road Network”**

### **GUIDELINES Accompanying the policy**

*The guidelines are divided into two parts.*

*Part A deals with the Policy and the five-year program of roads.*

*Part B deals with the 5 to 20 year road network.*

#### **PART A – STRATEGIC ROAD NETWORK 2004 - 2009**

### **1.0 STRATEGIC ROAD NETWORK**

1.1 The Strategic Road Network is identified in the Policy. The guidelines provide further particulars to assist in understanding how a contribution towards a Strategic Road Network is applied, in lieu of it being provided in part or full.

1.2 *The schematic location of roads has been considered by a combination of aerial photography, contour information, slope data, cultural features assessment (buildings, dams, tracks, etc) and site inspection.*

1.3 *Where possible the SRN has been retained within existing road reserves. There will be changes to the amenity of localities that are unavoidable as a consequence of urban growth whether or not a Strategic Road Network policy is adopted.*

1.4 *Growth areas are defined in the current transitional planning scheme and the proposed planning scheme. Other factors in the determination of roads is the location of existing and approved residential and tourist-related ventures that have the capacity to generate significant traffic flow-on from external sources upon completion.*

### **2.0 RECORDING OF STRATEGIC ROAD NETWORK**

2.1 A Property Note will be included in Council’s records for potential properties affected by a strategic road network identified in Schedule 2 of the Policy.

### **3.0 STANDARD OF CONSTRUCTION**

3.1 Standards of construction for all roads will be as per the Capricorn Municipal Development Manual.<sup>14</sup>

### **4.0 DEDICATION IN LIEU OF CONSTRUCTION**

4.1 Council may require the Strategic Road Network to be dedicated as new road, or to preserve the future road corridor in the form of a covenant over land or in a deed with assignment provisions.

4.2 *Council’s preference is for construction.*

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<sup>14</sup> Including the Capricorn Municipal Development Guidelines

4.3 *In instances where Council considers that it is not advantageous to construct or partially construct the road, Council will defer construction at a later stage.*

4.4 *All new roads of the Strategic Road Network have a reserve width in accordance with the road as defined in the Capricorn Municipal Guidelines.*

4.5 *Easements and Covenants must be of sufficient width to plan for the vagaries of site circumstances. Unless otherwise advised by Council this will be 40 metres. The costs associated with an easement or covenant is at the cost of the developer, and can be offset against a contribution.*

## 5.0 CURRENT DEVELOPMENT AND FUTURE STRATEGIC ROAD NETWORK

5.1 *Construction of a road is preferred over contribution in the 5-year horizon.*

5.2 *The likely contribution (if any) applicable to a development application will be dependant upon whether the development site contains a strategic road identified in the policy and if the road is to be constructed.*

5.3 *In all cases the cost of road construction of additional pavement width (capital cost<sup>15</sup>) will be offset against the contribution required for the development at the time the application is made; and the assessment of capital cost is to be made by the applicant to the satisfaction of Council.*

5.4 *For example, a development requires construction of a road as a Minor Urban Collector with 7.5 metre pavement but the new road happens to also be part of the Strategic Road Network classified as a Major Urban Collector with a 10 metre pavement. In the case of construction to 10 metre pavement the cost of pavement widening from 7.5 metres to 10 metres will be offset against any contribution toward the Strategic Road Network. This includes development that has frontage to a Strategic Road Network and the policy requires a greater road standard than would ordinarily apply for the type of development envisaged.*

5.5 *The assessment of capital cost is to be submitted as part of the application and is to be the satisfaction of Council.*

## 6. CAPITAL WORKS REQUIRED

Table 1 provides the value of capital works required to implement the policy.

Table 2 shows how the DMC has been calculated.

**Table 1: Value of Capital Works referred to in the Policy**

Description	Status/Standard	Value of Capital works \$	Policy reference Schedule 2
<i>Short Term (2004-2009)</i>			
Armstrong Road	<i>New intersection</i>	205,000.00	26
Armstrong Road	<i>New Urban Minor Collector</i>	240,000.00	3
Arthur Street link	<i>New Urban Minor Collector</i>	81,000.00	14
Browns Lane	<i>Intersection upgrade (Type B)</i>	250,000.00	32
Condon Drive	<i>Urban Major Collector</i>	1,085,000.00	4
Emu Park Bypass	<i>New Urban Major Collector</i>	2,100,000.00	5
Ivey Street West/Mathew Flinders Drive	<i>Major intersection upgrade</i>	500,000.00	22
Kerr Street	<i>Upgrade</i>	100,000.00	38
Limestone Creek Road	<i>Upgrade to Rural Major Collector</i>	378,000.00	9B
Limestone Creek Road	<i>New Urban Major Collector</i>	483,000.00	9A
Matthew Flinders Drive	<i>Intersection upgrade</i>	250,000.00	24
Millview Road	<i>Intersection upgrade (Type B)</i>	200,000.00	34
Pacific Heights Road	<i>Upgrade Rural Major Collector</i>	118,000.00	1
Queen Street	<i>Upgrade to Urban Major Collector</i>	490,000.00	8

<sup>15</sup> *All non-recurrent costs included in the construction of the road.*



Scenic Hwy, Kemp Beach	Upgrade; beach parking control	250,000.00	39
Taranganba Road	Upgrade to Urban Major Collector	482,000.00	47
Woodwind Valley Road	Intersection upgrade (Type B)	200,000.00	36
<b>TOTAL CAPITAL VALUE OF WORKS (rounded)</b>		<b>\$7, 420,000.00</b>	

## 6.2 Calculation of Destination Movement Charge (DMC)

The contribution is derived from population projections (medium series) for the Shire.<sup>16</sup> Added to this is a 5%<sup>17</sup> compounded interest for traffic growth within the period.

The contribution is based on traffic movements generated by a site, use, premises, development, etc.<sup>18</sup> Half of the total traffic generated is called “destination traffic”. Destination traffic is the vehicle movement arriving at the site, use, premises, development, etc. The destination traffic attracts a Destination Movement Charge (DMC) over and above existing (lawful) traffic generation.<sup>19</sup> Traffic departing from the site, use, premises, development, etc. is not subject to a charge under this policy.

A rate of traffic growth of 5% has been used. Rates commonly used in traffic growth assessments range from 3% to 5%. A higher rate was used given the significance of settlement patterns whereby most of the Shire’s population reside at the Capricorn Coast. Also, there is:

- The dynamics of strong commuter links between Rockhampton and Yeppoon and pattern of diverted and undiverted trips;
- A high rate of car usage and dependency typically associated with regional coastal settlements;
- A large yearly and seasonal visitor contingency that is car dependant; and
- A strong day-tripper contingency.

The base figure for traffic generation is derived from ABS census data on the number of households in the shire. This is used as the predominant traffic generation sector is domestic travel, despite a strong tourism sector. Current traffic rates at 10 vpd (within industry standard) are used to arrive at a base figure for vehicles per day in the shire. Base figures are derived from medium series population growth.

The DMC is the value of works in the 5-year period divided over the increase in traffic in the same time period. Schedule 3 divides the traffic generation rate of a development to focus on destination movements when applying the charge.

**Table 2: The DMC is \$420.00 for 2004 – 2009**

a	b	c	d	e	f	g	h
Year	Capital Works comprising the Strategic Road Network \$M	Shire Resident Population	all households, 2.6 persons /household (c/2.6)	10 Vehicles/day per household (d x 10)	PLUS traffic growth @5%/Year (e x 5% compounded )	Increase in traffic (f-e)	Destination Movement Charge (b/g, rounded up)
2004	0	28660	11024	110240	115752	5512	0.00
2004-2009	7.42	33033 at 2009	12705	127050	133997	18245	<b>\$410</b>

<sup>16</sup>[http://www.dlpg.qld.gov.au/docs/corporate/publications/planning/demographics/profiles/demographic\\_and\\_housing/livingstone.pdf](http://www.dlpg.qld.gov.au/docs/corporate/publications/planning/demographics/profiles/demographic_and_housing/livingstone.pdf) accessed July 2004.

<sup>17</sup> Standard rate.

<sup>18</sup> For example, a shop, restaurant, house, surgery attract vehicles to and from the site or premises.

<sup>19</sup> For example, a proposed residential estate will ultimately yield a dwelling on each lot. Therefore, the developer of the estate would be required to pay a contribution based on 5 vehicle movements per lot (destination) *less the* existing lot.

## PART B – STRATEGIC ROAD NETWORK 2009 - 2024

### **1.0 STRATEGIC ROAD NETWORK**

1.2 *Strategic roads envisaged in the 2009 – 2024 time frame are included in Part B. These roads will become important considerations as demand for roads arise through population growth and urban expansion.*

### **2.0 RECORDING OF STRATEGIC ROAD NETWORK**

2.1 *A Property Note may be included in Council's records for potential properties affected by a strategic road network identified in the 2009 – 2024 timeframe referred to in these guidelines.*

### **3.0 STANDARD OF CONSTRUCTION**

3.1 Standards of construction for all roads will be as per the Capricorn Municipal Development Manual.<sup>20</sup>

### **4.0 DEDICATION IN LIEU OF CONSTRUCTION**

4.1 Council may require a strategic road to be dedicated as new road, or to preserve the future road corridor in the form of a covenant over land or in a deed with assignment provisions.

4.2 It may not be advantageous to construct or partially construct the roads identified in Part B of the guidelines.

4.4 *All new roads of strategic importance shall have a reserve width in accordance with the road as defined in the Capricorn Municipal Guidelines.*

4.5 Easements and Covenants must be of sufficient width to plan for the vagaries of site circumstances. Unless otherwise advised by Council this will be 40 metres. The costs associated with easement or covenant is at the cost of the developer.

### **5.0 CURRENT DEVELOPMENT AND FUTURE STRATEGIC ROAD NETWORK**

5.1 *Roads in the 5 to 20 year horizon, as identified in Part B of the guidelines, should be constructed where necessitated by development, otherwise section 4 shall apply.*

5.2 *If the development is for other than Residential A then the standard for the zone or nature of development shall apply. However, Council will accept a road reservation to meet the ultimate road standard identified.*

5.3 *In all cases the cost of road construction of additional pavement width (capital cost<sup>15</sup>) will be offset against the contribution required for the development at the time the application is made, and the assessment of capital cost is to be made by the applicant to the satisfaction of Council.<sup>21</sup>*

5.3A *For example, a development requires construction of a road as a Minor Urban Collector with 7.5 metre pavement but the new road happens to also be part of the Strategic Road Network classified as a Major Urban Collector with a 10 metre pavement. In the case of construction to 10 metre pavement the cost of pavement widening from 7.5 metres to 10 metres will be offset against any contribution toward the Strategic Road Network. This includes development that has frontage to a Strategic Road Network and the policy requires a greater road standard than would ordinarily apply for the type of development envisaged.*

5.4 *The assessment of capital cost is to be submitted as part of the application and is to be the satisfaction of Council.*

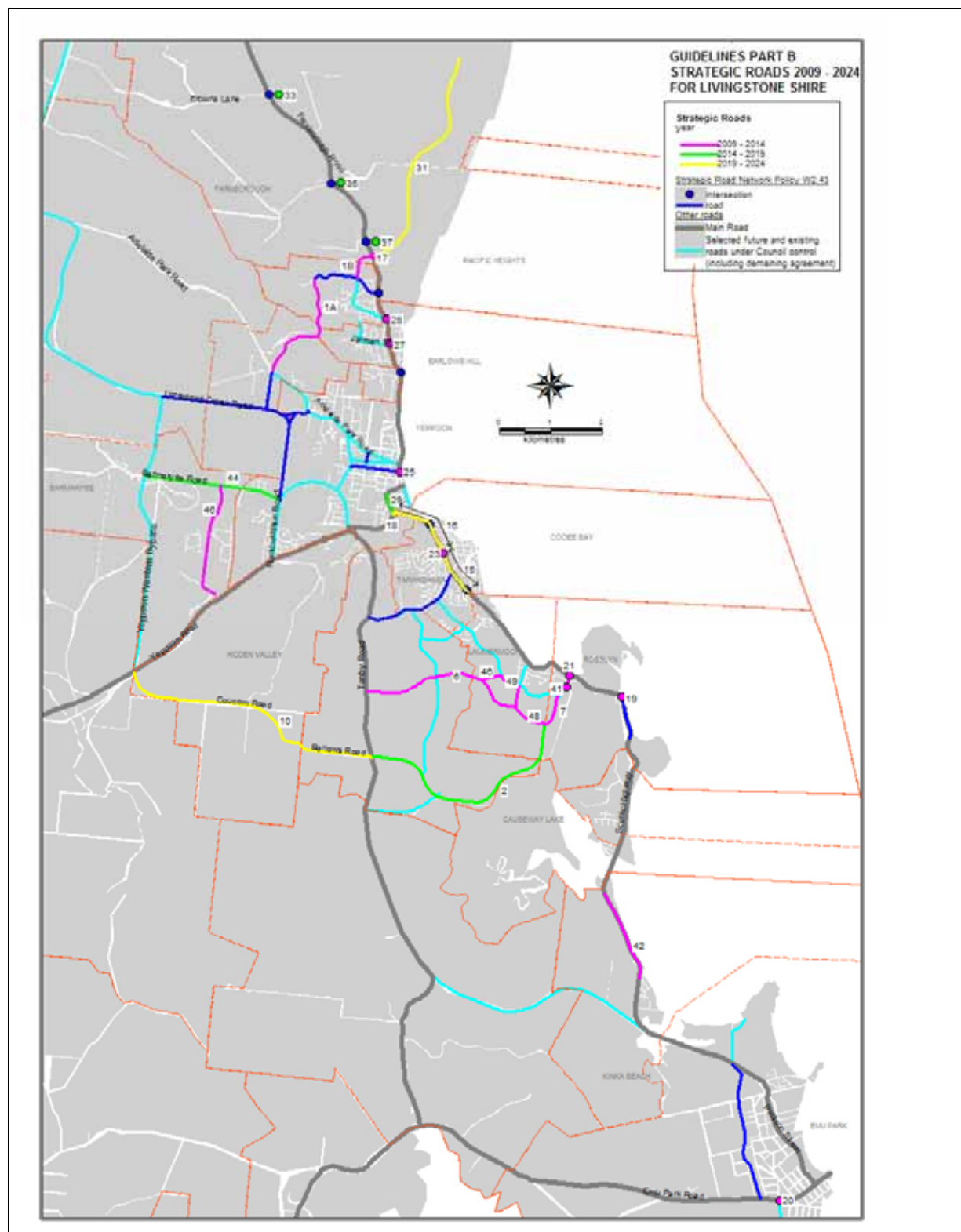
<sup>20</sup> Including the Capricorn Municipal Development Guidelines

<sup>21</sup> All non-recurrent costs included in the construction of the road.

5.5 *The follow map shows future roads for 2009 – 2024.*

5.6 *The following table describes the roads.*





**Table 3 - Description of Strategic roads 2009 -2024**

Description	Outcome	Schedule 2
Applicable Strategic Road Network subject to this policy	Short to Medium Term (2009-2014)	
<b>Pacific Heights</b>		
Pacific Heights Road <sup>22</sup>	Major intersection upgrade with Farnborough Road and associated works to improve safety and efficiency of the road network.	28
Pacific Heights Road	<i>New Rural Major Collector from Pacific Heights Road to Adelaide Park Road. Services a limited residential catchment. In conjunction with Road 1B will facilitate access to Rydges Resort thereby circumventing Yeppoon CBD. In the interim before this route is developed Browns Lane would service adequately in the effect of storm tide hazard. It is not intended to facilitate out of sequence residential expansion of areas along the route. Scenic route with lookout would have strong tourism appeal.</i>	1A
Rydges Roundabout to Pacific Heights Road	<i>New Rural Major Collector from Rydges Roundabout to Pacific Heights Road. Services a limited residential catchment. In conjunction with Road 1A will facilitate access to Rydges Resort thereby circumventing Yeppoon CBD. In the interim before this route is developed Browns Lane would service adequately in the effect of storm tide hazard. It is not intended to facilitate out of sequence residential expansion of areas along the route.</i>	1B
<b>Barlows Hill/Yeppoon</b>		
Jarman Street/ Smith Street <sup>22</sup>	Major intersection upgrade/roundabout and associated works to improve safety and efficiency of the road network.	27
<b>Yeppoon Central</b>		
Queen Street	Major intersection upgrade/roundabout and associated works to improve safety and efficiency of the road network.	25
<b>Cooee Bay/Taranganba</b>		
Cedar Avenue <sup>23</sup>	Major intersection upgrade and associated works to improve safety and efficiency of the road network.	23
<b>Taroomball/Lammermoor</b>		
Rosslyn Tanby link	Major Urban Collector links commuter traffic from Scenic Hwy to Tanby Road. Provides for access to a road less susceptible to storm tide events.	6
<b>Lammermoor/Rosslyn</b>		
Mulambin Road	Major Urban Collector links Scenic Hwy to Tanby Road Provides for access less susceptible to storm tide hazards. Facilitates transport efficiency between Rosslyn Harbour and the settlements located in the immediate vicinity and to the south along the Scenic Highway. Provides efficient link to Tanby Road with Rosslyn Tanby Link (6).	7
<b>Lammermoor</b>		
Chandler Road	Major Urban Collector connects Clayton Road to Chandler Road Link and forms an important function by connecting emerging suburbs to the south and west.	49
Chandler Road link	Major Urban Collector links Tanby Road/Taranganba Road and Clayton Road and nearby suburbs. Facilitates transport efficiency for suburbs.	46
Clayton Road	Major Urban Collector links Mulambin Road (7) to Taranganba and Tanby Road (6). Facilitates transport efficiency for suburbs also for settlements located to the south along the Scenic Highway until such time as Mulambin Road (2) is constructed (2014-2019).	48
<b>Rosslyn</b>		

<sup>22</sup> As a consequence of the “demeaning agreement” between the State of Queensland (Department of Main Roads) and the Council for the Shire of Livingstone

Description	Outcome	Schedule 2
Applicable Strategic Road Network subject to this policy		
Short to Medium Term (2009-2014)		
Vin E Jones Memorial Drive	Major intersection upgrade (Type C or roundabout) and associated works to improve safety and efficiency of the road network.	19
Mulambin Road	Major intersection upgrade/roundabout and associated works to improve safety and efficiency of the road network.	21
Mulambin Road	Major intersection upgrade and associated works to improve safety and efficiency of the road network.	41
<b>Kinka Beach</b>		
Scenic Hwy <sup>23</sup>	Pavement reconstruction to improve safety and efficiency of the road network.	42
<b>Emu Park</b>		
Hartley Street	Major intersection upgrade and associated works to improve safety and efficiency of the road network.	20
<b>Farnborough</b>		
Browns Lane <sup>24</sup>	Major intersection upgrade (Type C) and associated works to improve safety and efficiency of the road network.	33
Millview Road <sup>24</sup>	Major intersection upgrade (Type C) and associated works to improve safety and efficiency of the road network.	35
Woodwind Valley Road <sup>8</sup>	Major intersection upgrade (Type C) and associated works to improve safety and efficiency of the road network.	37
<b>Yeppoon Central</b>		
Appleton Drive <sup>23</sup>	Major Urban Collector upgrade and duplication to 4 lanes to improve safety and efficiency of the road network.	29
<b>Barmaryee/Inverness</b>		
Barmaryee Road	Major Urban Collector links commuter traffic between Yeppoon and Northern Suburbs to Yeppoon Western Bypass.	44
<b>Taroomball/Lammermoor/Rosslyn</b>		
Mulambin Road	Sub Arterial ultimately links Scenic Highway to Tanby Road. Provides for access less susceptible to storm tide hazards. Facilitates transport efficiency to and from Rosslyn Harbour and the settlements located in the immediate vicinity and to the south along the Scenic Highway. Provides efficient link to Tanby Road in conjunction with Kemp Beach Bypass (30), Mulambin Road improvements in 2009-2014 (7 & 45)	2
<b>Farnborough</b>		
Rydges International Resort Access	Major Urban Collector to be upgraded to public road standard.	31
<b>Yeppoon Central</b>		
Ross Creek Roundabout <sup>24</sup>	Major upgrade and duplication to 4 lanes to improve safety and efficiency of the road network.	18
<b>Cooee Bay/Taranganba</b>		
Scenic Hwy <sup>24</sup>	Major Urban Collector upgrade and duplication to 4 lanes to improve safety and efficiency of the road network.	15
Scenic Hwy <sup>24</sup>	Major Urban Collector upgrade and duplication to 4 lanes to improve safety and efficiency of the road network.	16
<b>Bondoola/Hidden Valley/Taroomball</b>		
Coucum Road	Sub Arterial links commuter and district level traffic from Yeppoon Road, Yeppoon Western Bypass and Tanby Road through to Rosslyn Harbour in conjunction with Mulambin Road in 2014-2019 (Road No. 2). Provides important linkages for future multimodal facility.	10

<sup>23</sup> As a consequence of the “demanding agreement” between the State of Queensland (Department of Main Roads) and the Council for the Shire of Livingstone



## Council for the Shire of Livingstone

### Planning Scheme Policy 18/1 - “Strategic Road Network”

#### **EXPLANATORY STATEMENT** **In support of the policy**

#### **1.0 PURPOSE OF THE POLICY**

Council has recognised the need to provide for strategic road networks to accommodate future transit needs of commuters and visitors in the Shire.

#### **2.0 OPERATIONAL RELATIONSHIP**

The policy assists in the delivery of outcomes in the following areas:

##### Infrastructure

Provide for a transportation network servicing the needs of residents and visitors to the shire

Define the road hierarchy

Strengthen strategic links

##### Development

Efficient use and provision of orderly expansion of the Shire’s movement system, including motorised and non-motorised modes.

##### Corporate Plan

Objective 5 and 8.

#### **3.0 BACKGROUND**

The policy will facilitate the design and construction of strategic road networks.

Council has limited funds to construct these important local roads. Therefore, the policy will require development to provide for the strategic road. Where it cannot be provided the policy advises that development may contribute to the capital costs of providing this infrastructure.

*Council’s preference is that roads be constructed. Where this cannot be achieved and the impetus is for roads to be constructed in advance of development Council will subsidise the development of the network through design, survey and, where required, the acquisition of land for road purposes. Council will also apply for State and Federal Government funding.*

The funding of capital works by the development sector and its subsidy by Council enables Council to program transport infrastructure planning, design and construction activities in a coordinated and cost effective manner. It also allows Council to integrate transport planning with development strategies and policies.

#### **4.0 HOW THE STRATEGIC ROAD NETWORK WILL BE ACHIEVED**

*The policy identifies the location of the strategic road network over the next five years. The guidelines accompanying the policy identify the 20 year strategic road network.*

Landowners, developers, and decision makers are better informed of future road requirements in the Shire so that land uses may be planned appropriately.

The policy will apply to all development under the Transitional Planning Scheme for Livingstone Shire. The policy applies to the whole of the Shire and is applicable to the identified strategic road network.

Where the site contains a strategic road network then construction will be required. *The cost of construction will offset any contribution payable.* The standard of construction will be in accordance with the Capricorn Municipal Development Manual<sup>24</sup>. Capital works are staged in 5 year increments consistent with forward works programs and an infrastructure charges regime.

*Where construction cannot be met a contribution is payable.*

A contribution will be applied to each destination vehicle movement (destination movement) per day from any development requiring Council approval.

The calculation of contributions does not rely on the location of future broad scale development rather the anticipated population growth and traffic growth over a *five*-year period.

## **5.0 COMPLIANCE WITH LEGISLATION**

This policy has been developed in accordance with Section 6.1.31 of the Integrated Planning Act 1997 (IPA). This policy will deliver infrastructure contributions in accordance with IPA. In the future, relevant components of the policy will be superseded by a Priority Infrastructure Plan and Infrastructure Charges Schedule as part of amendments to the IPA Planning Scheme following its adoption.



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<sup>24</sup> Including the Capricorn Municipal Development Guidelines