



STANDING COMMITTEE - INFRASTRUCTURE AGENDA

1 OCTOBER 2024

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

Terms of Reference

On 20 May 2024, Council resolved to establish Standing Committees, including an Infrastructure Committee with the following terms of reference:

Infrastructure Committee:

- Committee is primarily responsible for overseeing policy and performance in the following areas of Council operation:
 - Roads & Drainage
 - Engineering Services (infrastructure planning and design services)
 - Water & Sewerage
 - Waste Management & Resource Recovery
 - Major Project Delivery
- In accordance with s. 257(1)(c) of the Local Government Act 2009, Council delegate authority to the committee to make resolutions on its behalf, provided that there is an absolute majority (ie. four of seven councillors) in favour of the proposal. For clarity, a casting vote cannot be used by the presiding councillor to determine a resolution and tied votes must be referred to Ordinary Council meeting for determination.
- Committee members be all councillors in the first instance.
- By virtue of s. 12(3)(g) of the Local Government Act 2009, the Mayor is a (ex-officio) member of the committee.
- A quorum be a simple majority of members.
- In accordance with s. 267(1) of the Regulation, Cr Mather and Cr Watson be appointed as rotating co-chairs of the committee.
- The committee meet on the first Tuesday of each month at 8.30am in the Council Chambers.
- Committee Secretary/Principal Reporting Officer is the General Manager Infrastructure.

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1 OPENING

That Pursuant to s2.6.4 of Livingstone Shire Council's Meeting Procedures, Councillor Glenda Mather be appointed as Chairperson for this meeting of the Recreation and Culture Committee.

Acknowledgement of Country

"I would like to take this opportunity to respectfully acknowledge the Darumbal People. The traditional custodians and elders past, present and emerging of the land on which this meeting is taking place today."

2 ATTENDANCE

Members Present:

Councillor Rhodes Watson (Co-Chairperson)
Councillor Glenda Mather (Co-Chairperson)
Mayor, Councillor Adam Belot
Councillor Wade Rothery
Councillor Lance Warcon
Councillor Andrea Friend
Councillor Pat Eastwood

Officers in Attendance:

Michael Kriedemann – General Manager Infrastructure – Committee Secretary
Alastair Dawson – Interim Chief Executive Officer
Somia Tomkinson – Acting General Manager Communities
Andrea Ellis – Chief Financial Officer
Matthew Willcocks - Chief Technology Officer
Kristy Mansfield - Chief Human Resources Officer

3 LEAVE OF ABSENCE / APOLOGIES

Nil

4 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Minutes of the Infrastructure Standing Committee Meeting held 3 September 2024.

5 DECLARATION OF INTEREST IN MATTERS ON THE AGENDA

6 DEPUTATIONS

Nil

7 BUSINESS ARISING OR OUTSTANDING FROM PREVIOUS MEETINGS

7.1 LIFTING MATTERS LAYING ON THE TABLE

File No: GV13.04.06

Attachments: Nil

Responsible Officer: Alastair Dawson - Acting Chief Executive Officer

SUMMARY

This report is being presented to Council in order for the stated matters to be formally lifted from the table prior to being dealt with at this meeting.

OFFICER'S RECOMMENDATION

THAT Council resolves that the following reports which are currently 'laying on the table', be lifted from the table to be dealt with later in this meeting:

- Notice of Motion – Cr Mather - Safety Issue Manns Road

BACKGROUND

These matters were presented at previous Council meetings at which time Council resolved to lay each matter on the table pending return to a future Council meeting.

COMMENTARY

These matters are now requested to be formally lifted from the table and brought back for discussion and consideration.

8 PRESENTATION OF PETITIONS

Nil

9 QUESTIONS/STATEMENT/MOTIONS ON NOTICE FROM COUNCILLORS

9.1 NOTICE OF MOTION - CR MATHER - SAFETY ISSUE MANNS ROAD

File No: qA24221
Attachments: 1. NoM Cr Mather Manns Road upgrade [1](#)
Responsible Officer: Michael Kriedemann - General Manager Infrastructure
Previous Items: 9.1 - Notice of Motion - Cr Mather - Safety Issue Manns Road - Standing Committee - Infrastructure - 06 Aug 2024 8:30 AM

SUMMARY

Councillor Glenda Mather has submitted a 'Notice of Motion' in relation to Safety Issue Manns Road.

COUNCILLOR RECOMMENDATION

That the Committee recommends Council resolve:

1. Due to the blind section on the hill on Manns Road which has already been the subject of one bad accident, and several other close encounters, the Infrastructure Department be asked to plan realignment on that hill to improve visibility, and works be placed on a forward works program with the view to placing seal at that location to provide grip on the gravel curve.

COUNCILLOR BACKGROUND

The blind spot on the hill is also on a steep curve. Vehicles must remain tight left at this site for fear of unseen on-coming traffic.

Despite good driving practices the site will continue to pose a danger to motorists until the necessary improvements are carried out.

OFFICER COMMENTARY

Following a single vehicle accident in November of 2022 experienced roads maintenance personnel inspected Manns Road and concluded that the road is designed (i.e. horizontal radius, existing crossfall/superelevation etc.) in a manner suitable for the location and that its formation (i.e. surface texture/grip) was in a fair condition.

Notwithstanding that assessment, a series of advance curve warning signs and guideposts were installed in December of 2022 to increase the awareness of road users not familiar with this "No Through" road.

Of the 300 unsealed roads that Council currently maintains, over 100 of these are "No Through" roads less than 2km in length, not dissimilar to Manns Road. Whilst the horizontal and vertical alignments of each road is dependent upon the topography they traverse, many of them have alignments similar to Manns Rd.

As with all unsealed roads, road users are encouraged to drive to conditions due to the ever changing nature of unsealed road surfaces.

Councillors and the Manager Construction & Maintenance conducted a site visit on Thursday 5th September 2024 to inspect the condition of the road and the horizontal/vertical geometry.

PREVIOUS DECISIONS

Additional signage and delineation was placed along Manns Rd in November 2022.

This matter was on the Infrastructure Committee agenda (item 9.1) held on 6 August 2024. At this meeting, the Committee resolved *That pursuant to s2.18.1(d) and s2.18.11 of Livingstone Shire Council's Meeting Procedures Policy the matter lay on the table pending site visit for*

interested Councillors and Infrastructure Officers and the matter to return to the Standing Committee in September 2024.

ALIGNMENT TO COUNCIL PLANS

Council has no strategic plan to significantly improve vertical and horizontal elements along its unsealed road network.

BUDGET IMPLICATIONS

Significant capital expenditure would be required to significantly improve vertical and horizontal elements of Manns Rd and elements on all similar unsealed roads.

In general term, it costs about \$600,000 to upgrade 1 kilometre of unsealed rural road to a sealed standard. Given the significant earthworks required in this section of Manns Road, this could be up to \$1M per kilometre. Depending on the extent of sealing of the approaches, an upgrade as requested may cost \$500,000.

STAFFING IMPLICATIONS

Significant staffing and plant increases would be required to significantly improve vertical and horizontal elements of Manns Rd and elements on all similar unsealed roads.

RISK ASSESSMENT

There is no significant risk to Council on maintaining the vertical and horizontal elements of Manns Rd as is.

LEGISLATIVE CONTEXT

Council meets its legislative obligations with its current road maintenance program.

LEGAL IMPLICATIONS

Council meets legal requirements with its current road maintenance program.

CONCLUSIONS

The current horizontal and vertical alignment of Manns Rd can remain 'as is' supplemented by regular maintenance to Council's current service levels.

**9.1 - NOTICE OF MOTION - CR
MATHER - SAFETY ISSUE MANNS
ROAD**

NoM Cr Mather Manns Road upgrade

Meeting Date: 1 October 2024

Attachment No: 1

PO Box 5186
Red Hill PO
Rockhampton Q 4701
11 July 2024

Chief Executive Office
Livingstone Shire Council
Yeppoon Q 4703

Notice of Motion
Safety Issue Manns Road

Dear Sir,

I hereby give Notice of my intention to move the following motion at the next Infrastructure Committee Meeting:

“That due to the blind section on the hill on Manns Road which has already been the subject of one bad accident, and several other close encounters, the Infrastructure Department be asked to plan realignment on that hill to improve visibility, and works be placed on a forward works program with the view to placing seal at that location to provide grip on the gravel curve.”

Background:

The blind spot on the hill is also on a steep curve. Vehicles must remain tight left at this site for fear of unseen on-coming traffic.

Despite good driving practices the site will continue to pose a danger to motorists until the necessary improvements are carried out.

Many thanks

Glenda Mather Clr

9.2 NOTICE OF MOTION - CR MATHER - RURAL ROAD MAINTENANCE

File No: qA24221

Attachments: 1. NOM - Cr Mather [↓](#)

Responsible Officer: Alastair Dawson - Acting Chief Executive Officer

SUMMARY

Councillor Glenda Mather has submitted a 'Notice of Motion' in relation to Rural Road maintenance.

COUNCILLOR RECOMMENDATION

That maintenance be carried out on the defective areas on both Tanby Post Office Road and Mt Wheeler Road as a matter of urgency.

Further, if a Council maintenance crew is not working in the area, Council outsource the work to a private contractor.

COUNCILLOR BACKGROUND

I have been monitoring both roads for some time, and despite numerous calls to Council alerting to their condition, there has been no indication/response as to when they will be done.

Mt Wheeler Road has at least 6 defects, including ruts, potholes and corrugation.

Tanby Post Office Road has been substantial cause for my concern, and I have submitted a number of complaints/requests myself.

The severe corrugation between the two big hills is persistent and is causing vehicle damage just due to domestic travel. People have had enough.

Over the second hill is very rough and needs gravel.

The first section of the large "S" bend is permanently potholed, and locals have created a road outside the area to dodge them.

This particular area needs raising and draining, and should be in a forward works budget. I have previously suggested this.

Between the potholes of the "S" bend, and the corrugation on the hills, a local resident is confined to the property as the vibration from these defects cause him trauma due to his severe brain injury.

I have raised this issue on more than one occasion. Access and Equity does not seem to apply to roads.

OFFICER COMMENTARY

Mount Wheeler Road

Mount Wheeler Road is a Class 75 unsealed road in our road network. Figure 1 below shows that Mount Wheeler Road starts at the intersection of Mackays Roads and heads south. The red 'stars' indicate the extent of road maintenance performed by Council crews, which is about 2,450m.

The road was last graded in June 2023 and has been identified for potential grading in September 2024. The potential grading timeframe is based on our maintenance management model which allows for grading of class 75 roads at 15-month intervals and actual conditions observed. This interval is based on years of observed deterioration rates across the network for different traffic volumes.



Figure 1 – locality plan

The road condition has been assessed on a number of occasions in 2024 and the average roughness for the length of road, which is one input considered as part of the maintenance management planning is below:

- February 2024 – roughness index 3.2
- June 2024 – roughness index 4.8
- July 2024 – roughness index 4.7
- September 2024 – roughness index 5.5

Note: Council's adopted roughness index for when maintenance grading is programmed is 7.0.

Recent requests for maintenance, and officer's responses are below.

Request	Response
5 March 2024 – Councillor Mather requested maintenance due to boggy and dangerous conditions	8 March 2024 – road was inspected earlier in the year and in good condition. Maintenance predicted to be in September 2024.
25 July 2024 – Potholed and boggy	29 July 2024 – customer request in June. Road inspected on 24 June and deemed to be below intervention. Predicted maintenance in 4 th quarter 2024.
27 August 2024 – 3 large sections need repair, smaller potholed sections and corrugations.	29 August 2024 – an inspection will be programmed. Predicted maintenance in 4 th quarter 2024.

The road is predicted to be included in the December 2024 maintenance grading schedule.

Tanby Post Office Road

Tanby Post Office Road is a Class 125 unsealed road in our road network. Figure 2 below shows that Tanby Post Office starts at the intersection of Tanby Road and heads west. The

red 'stars' indicate the extent of road maintenance performed by Council crews, which is about 3,500m.

The road was last graded in March 2024 and has been identified for potential grading in December 2024. The potential grading timeframe is based on our maintenance management model which allows for grading of class 125 roads at 8-month intervals and actual conditions observed. This interval is based on years of observed deterioration rates across the network for different traffic volumes.

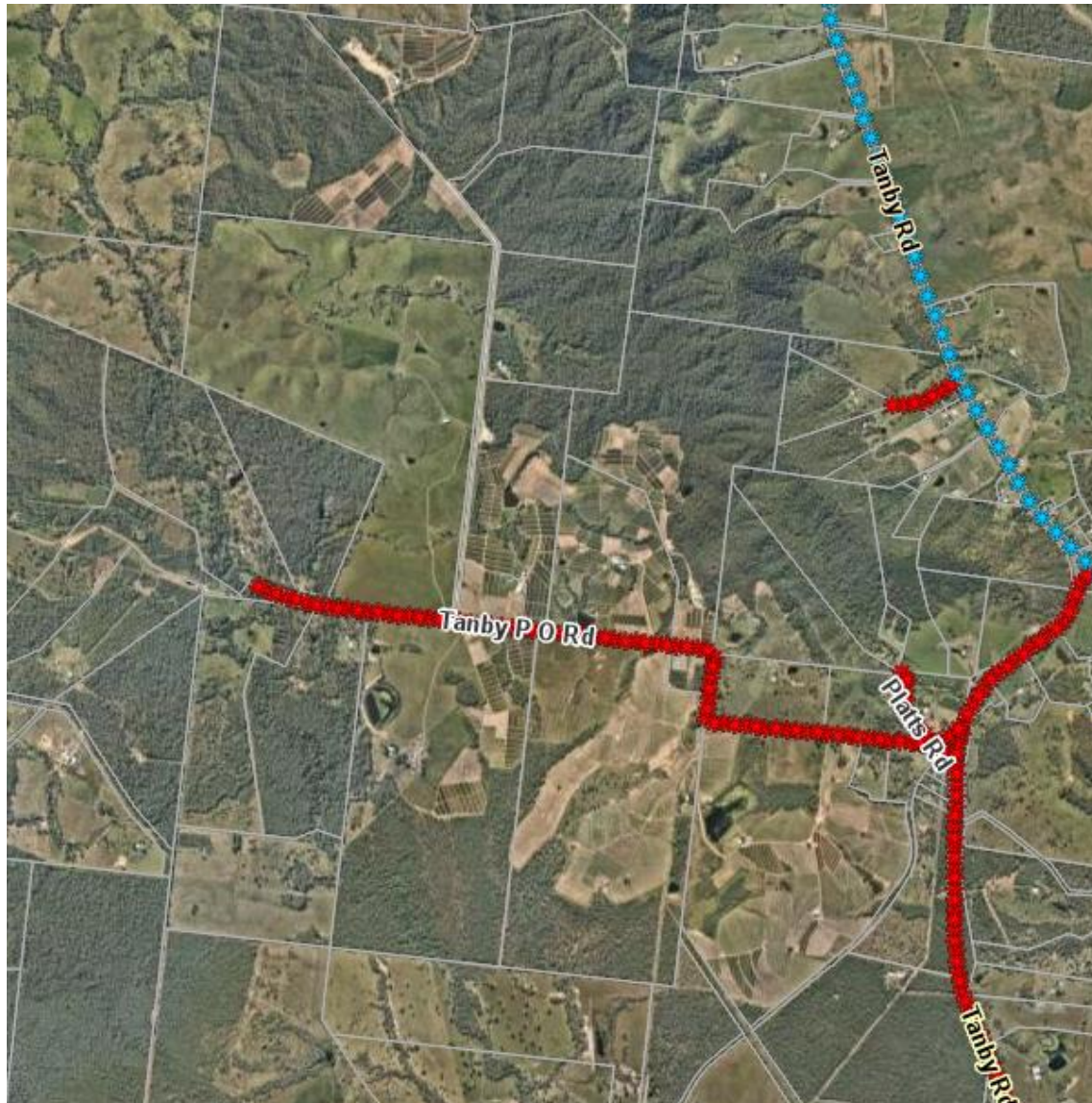


Figure 2 – Locality Plan

The road condition has been assessed on three occasions in 2024 and the average roughness for the length of road, which is one input considered as part of the maintenance management planning is below:

- May 2024 – roughness index 3.1
- August 2024 – roughness index 3.7
- September 2024 – roughness index 4.0

Note: Council's adopted roughness index for when maintenance grading is programmed is 7.0.

Recent requests for maintenance, and officer's responses are below.

Request	Response
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11 August 2024 – corrugations and potholes at the sag in the road at the 'S' bends	13 August 2024 – road inspected and roughness is below intervention levels. Work order has been created for the drainage issue at the 'S' bends
16 August 2024 – Councillor Mather requested General Manager Infrastructure (GMI) review road condition	16 August 2024 – GMI inspected the road and responded to Councillor Mather and confirmed officer's previous comments
17 August 2024 – Councillor Mather requested the corrugations on the 2 hills be attended to as a matter of priority.	
10 September 2024 – Councillor Mather requested maintenance on compassionate grounds due to medical condition of a resident.	

The road is predicted to be included in the December 2024 maintenance grading schedule.

If Council is of the mind to request more frequent grading maintenance than the currently modelled 8-month (average) interval, a couple of parameters would need to be set to ensure the maintenance is scheduled appropriately.

The cost to grade the road is about \$25,000 per grading activity.

The current grading frequency is set by the surface condition, measured against the International Roughness Index. Council's adopted roughness index for when maintenance grading is programmed is 7.0.

If grading frequency was to change, what roughness index should be used as the upper limit on this road?

Based on recent commentary, grading intervals of 4-months would potentially maintain the road surface as requested, which would double the annual maintenance cost.

9.2 - NOTICE OF MOTION - CR MATHER - RURAL ROAD MAINTENANCE

NOM - Cr Mather

Meeting Date: 1 October 2024

Attachment No: 1

PO Box 5186
Red Hill PO
Rockhampton Q 4701
22 September 2024

Chief Executive Officer
Livingstone Shire Council
Yeppoon Q 4703

Notice of Motion
Rural Road maintenance

Dear Sir,

Would you please include this Notice in the next Infrastructure Committee Agenda>

“That maintenance be carried out on the defective areas on both Tanby PO Road, and Mt Wheeler Road as a matter of urgency.

Further, if a Council maintenance crew is not working in the area, Council outsource the work to a private contractor.”

Backbround:

I have been monitoring both roads for some time, and despite numerous calls to Council alerting to their condition, there has been no indication/response as to when they will be done.

Mt Wheeler Road has at least 6 defects, including ruts, potholes and corrugation.

Tanby PO Rd has been substantial cause for my concern, and I have submitted a number of complaints/requests myself.

The severe corrugation between the two big hills is persistent and is causing vehicle damage just due to domestic travel. People have had enough.

Over the second hill is very rough and needs gravel.

The first section of the large “S” bend is permanently potholed, and locals have created a road outside the area to dodge them.

This particular area needs raising and draining, and should be in a forward works budget. I have previously suggested this.

Between the potholes of the “S” bend, and the corrugation on the hills, a local resident is confined to the property as the vibration from these defects cause him trauma due to his severe brain injury.

I have raised this issue on more than one occasion. Access and Equity does not seem to apply to roads.

Many thanks Glenda Mather Clr

9.3 QUESTIONS ON NOTICE - CR MATHER - MAJOR DRAINAGE ISSUE IN THE VICINITY PARK/FOUNTAIN STREET EMU PARK

File No: qA24221

Attachments: 1. QoN - Cr Mather - Drainage issue [↓](#)

Responsible Officer: Alastair Dawson - Acting Chief Executive Officer

SUMMARY

Councillor Glenda Mather has submitted 'Questions on Notice' in relation to the major drainage issue in the vicinity of Park/Fountain Street, Emu Park.

COUNCILLOR RECOMMENDATION

THAT the Questions on Notice be received.

COUNCILLOR BACKGROUND

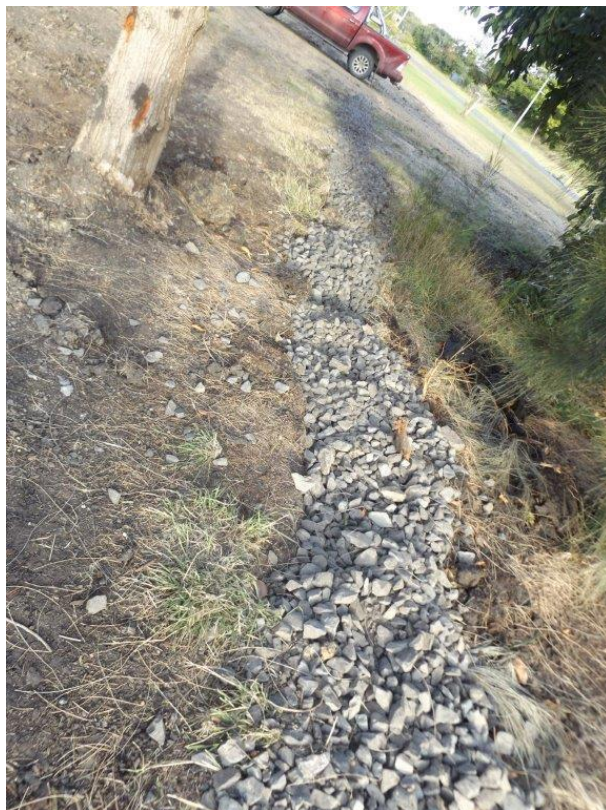
Questions on Notice attached.

Please see photos below.













OFFICERS RESPONSES



Figure 1 – Locality Plan with stormwater infrastructure

Question 1 - What involvement or assistance has Council provided, or intends to provide to the property-owners of 3 Park St to address their drainage problem?

Response – In 2023, Council's Construction & Maintenance team completed some open channel stormwater drainage works to improve the overland flow from the high ground in Pear Street, through the Council controlled drainage area in Clay Street and into Park Street. The primary purpose of these works was to provide an overland flow path for surface run-off during rain events. The secondary purpose was to try and lower the groundwater level in the surrounding area by cutting open channels, thus intercepting the groundwater seeping through highly weathered rock in the Emu Park areas.

Council Officers are not proposing to undertake any additional work to intercept ground water seepage as this is naturally occurring seasonal flows and it is not 'normal' practice for Council to engineer solutions for groundwater management. Council constructs stormwater

infrastructure to catch and convey overland flows to minimise major flooding and nuisance overland flows.

Question 2 - What drainage studies have been carried out to identify the source/path of the water?

Response – No formal drainage studies have been completed. In 2023, when the resident at 90 Fountain Street highlighted the saturated soil around their property, Council plumbers completed a large scale investigation to see if water main leaks were responsible. No major leaks were detected.

Local knowledge and observations over many years suggests the geology of Emu Park consists of highly weathered layered rock that captures and transports rainwater (seepage) through aquifers for many months after the wet season.

Question 3 - Has Council considered and ruled out the possibility of the proposed housing development being affected by the widespread drainage issue if it were to proceed?

Response – The lawful point of discharge from the proposed development by AnglicareCQ at 99-115 Fountain Street, is the existing channel to the southern corner of the property. Stormwater from this development might only affect this channel, which doesn't affect 3 Park Street.

The information being provided by the engineer of AnglicareCQ demonstrates that they would discharge stormwater from their development into this lawful point of discharge.

Also, they have proposed a detention basin right before this lawful point of discharge to mitigate the impact from the development to ensure that the stormwater being discharge is not changed due the development. These are in line with Queensland Urban Drainage Manual and Planning Scheme, and signed off by a Registered Professional Engineer of Queensland nominated by the developer.

The groundwater issue being observed over 3 Park Street and 90 Fountain Street is not likely to be as severe over 99-115 Fountain Street as the Council owned block ranges in elevation from 16m to 23m AHD whereas the other two properties are at elevations ranging from 11m to 14m AHD. The lower elevation properties are more susceptible to groundwater seepage.

**9.3 - QUESTIONS ON NOTICE - CR
MATHER - MAJOR DRAINAGE ISSUE
IN THE VICINITY PARK/FOUNTAIN
STREET EMU PARK**

QoN - Cr Mather - Drainage issue

Meeting Date: 1 October 2024

Attachment No: 1

PO Box 5186
Red Hill PO
Rockhampton Q 4701
21 September 2024

Chief Executive Officer
Livingstone Shire Council
Yeppoon Q 4703

Questions on Notice

Major Drainage Issue vicinity Park/Fountain St Emu Park

Dear Sir,

Would you please include this matter in the next Infrastructure Committee Agenda, where earlier QoN have been submitted, but have not addressed the wider issues.

My inspection this week in the Park /Fountain St areas identified a much wider drainage problem which I believe will involve further investigations on Council's part.

3 Park St is awaiting final inspection on a newly constructed dwelling.

The owners are unable to access the block due to the amount of water which continues to surface despite the substantial earthworks and expenditure which have neared \$50,000 to date. Photos will be provided.

From discussions with the owners, there is an expectation that they (the owners) are to resolve the problem, which is clearly not confined to their block, but evident on a wider scale.

Council's efforts relating to 90 Fountain St appear incomplete, and unsuccessful thus far.

This brings me to a parcel of land in that location which is the subject of imminent future development for residential use. Is that block suitable for its intended purpose?

Ques 1.

What involvement or assistance has Council provided, or intends to provide to the property-owners of 3 Park St to address their drainage problem?

Ques 2.

What drainage studies have been carried out to identify the source/path of the water?

Ques 3.

Has Council considered and ruled out the possibility of the proposed housing development being affected by the widespread drainage issue if it were to proceed?

Many thanks, Glenda Mather Clr

10 COMMITTEE REPORTS

Nil

11 REPORTS

11.1 SIGNAGE IN EMU PARK REQUEST - CR MATHER

File No: GV
Attachments: 1. Letter from Customer [↓](#)
Responsible Officer: Alastair Dawson - Acting Chief Executive Officer
Author: Michael Kriedemann - General Manager Infrastructure

SUMMARY

Councillor Mather has received a request from a customer in relation to a range of matters in Emu Park.

OFFICER'S RECOMMENDATION

That the Committee recommends Council resolve to:

1. Note the requests from Councillor Mather on behalf of an Emu Park resident;
2. With respect to Issue Number 1, Council take no further action as this matter has previously been explored;
3. With respect to Issue Number 2, Council take no further action as this is a matter for a private property owner;
4. With respect to issue Number 3, Council's Local Laws Officers undertake a surveillance of the carparking at the Hill Street boat ramp to ensure compliance with regulatory signage; and
5. With respect to issue Number 4, Council do not review the Sunday Market location at this time.

BACKGROUND

The items raised by the resident in the attached letter are as follows:

1. Pedestrian signage at roundabouts in township
2. Market Day parking in Drakes Supermarket carpark
3. Market Day parking at the boat ramp with cars parking in boat trailer spaces
4. Move the markets to Bicentennial Park.

COMMENTARY

Item 1 - Pedestrian signage at roundabouts in township

This request has been investigated by Council Officers previously and Council has installed the signage on the roads controlled by Council. Council does not have jurisdiction over Hill Street and Pattison Street, as they are State Controlled Roads. The Department of Transport and Main Roads (TMR) have rejected the request to install 'pedestrians must give way to vehicles' signs on their state controlled roads.

All signage and linemarking must be installed in accordance with the Manual of Traffic Control Devices. There is no sign that can be installed that faces traffic lanes explaining that they have right of way in this situation.

Item 2 - Market Day parking in Drakes Supermarket carpark

The Drakes Supermarket carpark is private property and not under the control of Council. From the letter, Drakes Management area aware of the usage of their carpark, particularly during market days however, Council has not jurisdiction in this matter.

Item 3 – Market Day parking at the boat ramp with cars parking in boat trailer spaces

Regulated parking is controlled by Council under Local Laws. Council Local Laws Officers have authority to issue infringements under the Local Law and in accordance with the

Transport Operations Road Use Management Act. Monitoring of parking usage and compliance may help to reduce this issue.

Item 4 - Move the markets to Bicentennial Park

This matter is complex and requires a well thought out and executed engagement strategy, if it is to be tested, let alone enacted. There are advantages and disadvantages of the Markets in their current location and any potential move would similarly have advantages, disadvantages and impacts. If Council was of the mind to explore moving the markets, additional operational budget, human resources and long lead times are required and not to be entered into lightly.

PREVIOUS DECISIONS

N/A

ACCESS AND INCLUSION

This report is made publicly available on Council's website under the Standing Committee Agenda.

ENGAGEMENT AND CONSULTATION

If Council was of the mind to explore relocating the markets, a large body of work would be required to undertake community engagement activities and complete an impact assessment.

HUMAN RIGHTS IMPLICATIONS

Section 4(b) of the Human Rights Act 2019 requires public entities such as Council 'to act and make decisions in a way compatible with human rights'.

There are no foreseen human rights implications associated with the adoption of this monthly report.

BUDGET IMPLICATIONS

The Communications and Engagement Unit do not have the resources to undertake a body of work i.e. community engagement on possibly relocating the markets. External contractors would be required to undertake this work and it is estimated that this work would cost about \$50,000 and take at least 9 months.

LEGISLATIVE CONTEXT

Section 60(1) of the Local Government Act gives Council control over all roads in its local government area (excluding State Controlled Roads).

Section 60(2)(b) includes being able to construct, maintain and improve roads.

Additionally, Council must ensure that any linemarking and signage complies with the Manual of Uniform Traffic Control Devices (MUTCD).

Figure 1 below shows the state controlled roads in Emu Park. Any work within these state controlled road corridors must be approved by the Department of Transport & Main Roads (TMR). Council officers have previously approached TMR officers to gain approval for the requested signs and TMR have refused the request as it does not comply with the MUTCD.



Figure 1 – state controlled roads in Emu Park

LEGAL IMPLICATIONS

If Council was to authorise the installation of signs contrary to the MUTCD on Council controlled roads, there may be implications if an accident occurred.

Council has no legal authority to approve or authorise the installation of signs on state controlled roads.

STAFFING IMPLICATIONS

Staff would be required to undertake a review of suitable market locations, which would take considerable time and community engagement.

Additionally, signage requests would need to be pursued with TMR and given previous interactions, this would be a waste of officer time.

RISK ASSESSMENT

Item 1 has previously been reviewed and discussed with TMR and there is little support from TMR to implement additional signage on the State Controlled Roads. Any signage not in accordance with the MUTCD may create further confusion and if not to standard may leave Council open to liability in the event of injury.

Item 2 is a private property matter and has no risk to Council. Visitors who are moved on can find a legal park somewhere within the CBD environs.

Item 3 is a Council compliance matter. If infringement notices are issued, this may upset some visitors and lead to reputational damage on Council. Alternatively, legitimate fishers may be thankful that Council has increased monitoring and compliance actions.

Item 4 is a Council matter but one that requires lots of consideration, inputs and community engagement. Each suggested site will have advantages, disadvantages, impacts and unintended consequences. The entire Emu Park community will have an opinion on this matter.

CORPORATE PLAN REFERENCE

Liveable Livingstone

Community Plan Goal 1.2 - Supporting healthy living at any age

1.2.1 Build capacity to improve health and well-being in the community by providing fair and reasonable access to service and facilities.

CONCLUSION

This report provides a high level overview of the history, opportunities and challenges of each of these suggestions. Some of these issues sit with Council, some with the Queensland Government and some with private property owners.

11.1 - SIGNAGE IN EMU PARK REQUEST - CR MATHER

Letter from Customer

Meeting Date: 1 October 2024

Attachment No: 1

16.09.2024

RE: CROSSING SIGNAGE AND PARKING in EMU PARK.

As per our phone discussion 16.09.2024, I would appreciate it if you could address the issue of pedestrian signage in Emu Park town centre. Current erected signage is inadequate as the signs are only facing the pedestrian. The motorist (who has stopped at the walkway) doesn't know why the pedestrian is standing and waiting and not crossing the walkway. This is because there is no sign to tell the vehicle that pedestrians actually must give way to the traffic. My original request for signage, was for it to service the pedestrian and the motorist. Please amend and add the signage necessary for the motorist to understand to keep driving, it isn't a zebra crossing and to keep the traffic flowing.

Also, it was a request from members of the Lions Club during the Emu Park boat ramp proposal, that "we" as in The Lions Club, don't want any extra traffic in town. I have, as well as many others, including Drakes Management, noticed on market days the extra traffic is using the supermarket car parking areas. This therefore limits the available spaces for Drakes customers to do their shopping.

I also want to note that cars on market days, are parking in the boat ramp car parks, even though two small signs have been erected to advise that the parks are for car and boat trailer parking.

A suggestion has already been put forward to move the markets to Bicentennial Park which I believe is a great idea. The area has adequate parking with plenty of room for stall holders, it has amenities and is a very accommodating venue.

Thank you for taking the time to discuss these matters.

Kind regards

11.2 APPLICATIONS FOR PERMANENT ROAD CLOSURE - ADJACENT TO LOT 2348 LIV40842 & LOT 2 LIV401162 (GRIGG ROAD SANDRINGHAM) AND APPLICATION TO PURCHASE STATE LAND - LOT 336 P42413 (BROWNS ROADS, SANDRINGHAM)

File No: fA53656

Attachments:

1. [Locality Plan](#)
2. [Letter from Applicant](#)
3. [Purchase State Land Application](#)
4. [Road Closure Application - adjacent to Lot 2 LIV401162](#)
5. [Road Closure Application - adjacent to Lot 2348 LIV40842](#)

Responsible Officer: Sean Fallis - Manager Engineering Services
Michael Kriedemann - General Manager Infrastructure

Author: Carrie Burnett - Policy & Planning Officer

SUMMARY

This report pertains to applications to permanently close areas of road reserve adjacent to Lot 2348 LIV40842 and Lot 2 LIV401162 (Grigg Road Sandringham) and an application to purchase a reserve for water and road purposes at Lot 336 P42413 (Browns Road Sandringham).

OFFICER'S RECOMMENDATION

THAT the Committee recommends that Council resolve:

1. To authorise the Chief Executive Officer to sign a 'Statement in relation to an application under the *Land Act 1994* over State land (Part C)' stating that Council, as road manager and trustee of a reserve:
 - a) objects to the:
 - i. proposed permanent closure of road reserve on the western boundary of Lot 2348 LIV40842;
 - ii. proposed permanent closure of road reserve to the north of, and which also severs Lot 2 LIV401162; and
 - iii. disposal of reserve for water and road purposes (Lot 336 P42413).

for the following reasons:

- Council's ability to future plan and the future mitigation of disasters will be adversely impacted if it loses control of the reserve land and the road reserves;
 - the road reserves allow for future connectivity in an area that is interspersed and surrounded by a range of ratings for Potential Bushfire Intensity as per State Bushfire Hazard Mapping overlays; and
 - closure of these reserves could result in loss of flexibility for future access and planning.
2. That the applicant be advised of Council's decision and provided with the completed Part C.

BACKGROUND

In September 2024 Council received three applications (two permanent road closures and one purchase of State land) lodged on behalf of the owner of *Lot 2348 LIV40842 and Lot 2 LIV401162* and several other properties in the vicinity (identified with a red cross on Attachment 1). Capricorn Survey Group, on the behalf of the owner, have explained the proposal in detail at Attachment 2.

Referring to Attachment 3, which is the application to purchase Lot 335 P42413 (reserve for water and road purposes under Council trusteeship), the land is currently being utilised for grazing and farm improvements.

The permanent road closure applications (Attachments 4&5) state that the owner is currently utilising the road reserves for cattle grazing and private access track (fenced) and it is intended to continue this use if their applications are successful.

COMMENTARY

In accordance with Council's resolution of 20 June 2019, all applications for permanent road closure, made under the *Land Act 1994*, where Council is to provide advice as the road manager, are presented to Council for resolution. In this instance, there is a related application to purchase State land (Lot 335 P42413) which is a reserve for water and road purposes under Council trusteeship.

After a resolution is made, a 'Statement in relation to an application under the *Land Act 1994* over State land (Part C)' will be completed by Council as 'road manager' and 'trustee of a reserve' and sent to the applicant to lodge with the Department of Resources ('DoR'). The purpose of this report is to establish Council's stance with regards to the permanent road closures and the disposal of Lot 335 P42413 so that the Part C can be completed.

Council is custodian of roads (excluding main roads) however they are owned by the State, represented by DoR, therefore Council is unable to approve their permanent closure and sale to landowners. Under the *Land Act 1994* a property owner may apply to have an area of road permanently closed. The DoR Guideline - Roads under the *Land Act 1994* states:

'When a road is closed permanently the land becomes USL. Depending on the size and location of the parcel of land it could be disposed of as a stand-alone parcel of land, or may be included in adjoining land.'

While Council is trustee of the reserve for water and road purposes, it is also owned by the State represented by DoR whose website states:

'If a reserve is no longer required for its dedicated purpose, you can apply to purchase part or all of the reserve, with the support of the trustee'

The DoR website also indicates that these applications will be assessed against legislative requirements and views of other stakeholders will be sought. In relation to the permanent road closures, DoR will require the applicant to undertake public notifications such as advertising and erection of signage on the land to assess local community opinion about the proposal. Advice obtained from various sections of Council is included below:

Planning Officer

'...it is difficult to determine if the permanent road closer/purchase of land would result in any lots being land locked however, it appears all the surrounding lots have alternate lawful access. I expect Infrastructure have provided information about this and the impact of purchasing Lot 336 Browns Road, Sandringham (reserve for water). The sites are impacted with the below overlays:

- *Biodiversity – Wetlands and waterways*

- *Biodiversity – Stream order*
- *Bushfire hazard area*
- *Drainage problem area*
- *Landslide hazard area*
- *Height limit*

Duty planner has no further comments.'

Acting Manager Construction & Maintenance

'No comment'

Community Development & Engagement Officer

'The Community Development Sport and Recreation (CDSR) Team have no comment on this application.'

Co-ordinator – Development Engineering

'We have no comment to this application'

Disaster Management and Volunteer Officer

'Disaster Management and Community Resilience does not support the application for permanent closure of the road reserve and amalgamation of Lot336 P42413 (Browns Road Sandringham) into Lot 2348 LIV40842 (Grigg Road Sandringham) as it would adversely impact Council's ability to future plan. The road reserve allows for future connectivity in an area that is interspersed and surrounded by a range of ratings for Potential Bushfire Intensity as per state Bushfire Hazard Mapping overlays. A designated area for water reserve should be maintained to ensure avenues for future planning. Both of these are important for future mitigation of disasters.'

Manager Engineering Services

'I support the comments from the Disaster Management and Volunteer Officer... The existing Road Reserve and Road and Water Reserve have the ability to service several lots. Although the lots are currently in the same ownership, it is possible for them to be sold separately. Closure of the reserves could result in loss of flexibility for future access and planning.'

Principal Transport Engineer

'I do not feel comfortable supporting the proposed road closures, as they will isolate several lots, restrict emergency service access, and hinder access to easements, such as powerlines.'

Principal Waste Officer

'No comment'

Acting Manager of Economy and Places

'... my only concern would be access in case of a bushfire, which I imagine is something that will be commented on by Disaster Management team.'

Coordinator Water and Sewerage Operations

'No comment from water and sewerage operations'

Technical Officer - Engineering

'No objection to all 3 proposals'

Acting Principal Property Officer

'Property has previously discussed the option of approaching the State for a State Grazing Lease over Lot 336 P42413 with applicant and the State. Property has no objections to the applicant applying to the State for the purchase or obtaining a grazing lease over Lot 336 P42413.'

Coordinator Natural Resource Management

'NRM do not object to this application to purchase the water reserve and close the connecting road reserves. The reserves are internal to the properties of the current owners, surrounded on all sides, the road reserves do not provide sole access to any other properties. The Water Reserve would need to change tenure before or simultaneously with the road reserve as Council would need to have formal access to the reserve for emergency/fire access while it remains in Council control. Matters of State Environmental significance are mapped for the waterways that intersect the reserve and road corridors, due to the mapped regulated vegetation (Category R – GBR riverine) regrowth riparian corridors. This mapping remains in force following the proposed tenure change. The Biodiversity – Stream Order buffer Overlay 11, in the LSC Planning Scheme, reflects the mapped riparian regrowth.'

Figure 1: State Regrowth vegetation mapping together with LSC Biodiversity Stream Order buffer mapping

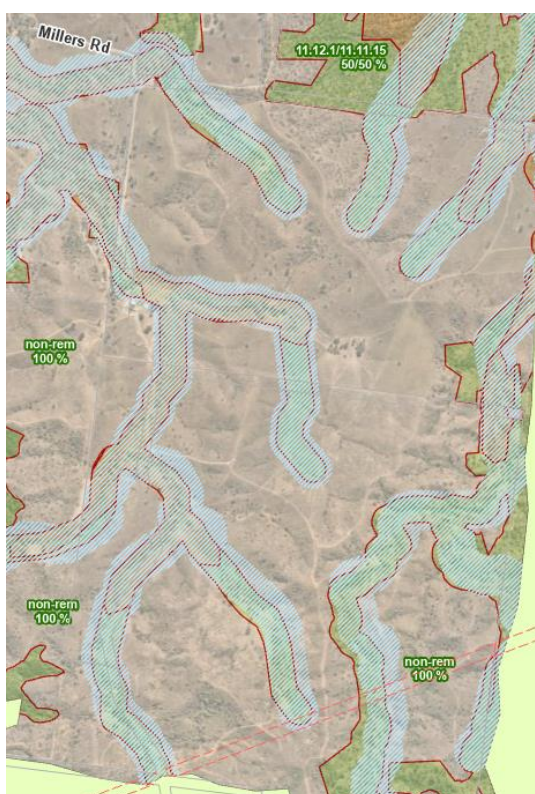


Figure 2 Matters of State Environmental Significance – Category R – Reef riparian regrowth corridors



While most Officers have no concerns with the proposals, Council's Disaster Management and Volunteer Officer has highlighted the value of the reserve land and the roads for future planning and future mitigation of disasters. Importantly, it is identified that the road reserves allow for future connectivity in an area that is interspersed and surrounded by a range of

ratings for Potential Bushfire Intensity as per State Bushfire Hazard Mapping overlays. The Manager Engineering Services supports the comments provided by the Disaster Management and Volunteer Officer and has also raised concerns about future access and planning.

Given that disposal by the State would result in Council having no control over the reserve and the roads, which will adversely impact Council's ability to future plan, Council should object to the proposals.

PREVIOUS DECISIONS

At its 20 June 2019 and 18 February 2020 meeting, Council resolved that all future applications to close roads under the *Land Act 1994*, where Council is to provide advice as the road manager, are to be presented to Council for consideration. Council clarified the intent of these earlier resolutions at its 15 August 2023 Meeting.

ACCESS AND INCLUSION

There are no access and inclusion implications associated with the consideration of the Road Closure Applications and the Purchase of State Land Application.

ENGAGEMENT AND CONSULTATION

On their website, the *DoR* states '*To assess local community opinion about a proposed closure, a public notice is required (e.g. advertisement in a local/digital newspaper, signs erected on the land).*' *DoR* also undertake consultation with other public utility providers such as Ergon and Telstra.

HUMAN RIGHTS IMPLICATIONS

Section 4(b) of the *Human Rights Act 2019* requires public entities such as Council '*to act and make decisions in a way compatible with human rights*'.

There are no adverse human rights implications associated with this report.

BUDGET IMPLICATIONS

There are no foreseeable budget implications associated with this matter.

LEGISLATIVE CONTEXT

Section 93 of the *Land Act 1994* provides for the meaning of road as follows:

- '(1) A road means an area of land, whether surveyed or unsurveyed-
 - (a) dedicated, notified or declared to be a road for public use; or
 - (b) taken under an Act, for the purpose of a road for public use.
- (2) The term includes-
 - (a) a street, esplanade, reserve for esplanade, highway, pathway, thoroughfare, track or stock route; and
 - (b) a bridge, causeway, culvert or other works in, on, over or under a road; and
 - (c) any part of a road.'

Pursuant to s 99 of the *Land Act 1994* an owner of land that adjoins road may apply for the permanent closure of the road. Notice must be given to Council under s 68 of the *Local Government Act 2009* which also states that the Land Act Minister must have regard to any objections made by Council.

Section 33 of the *Land Act 1994* allows for the revocation of all or part of a reserve if it is not needed for a community purpose.

LEGAL IMPLICATIONS

There are no legal implications associated with this report.

STAFFING IMPLICATIONS

There are no staffing implications.

RISK ASSESSMENT

Council's ability to future plan and the future mitigation of disasters will be adversely impacted if it loses control of the reserve land and the road reserves. Additionally, closure of these reserves could result in loss of flexibility for future access and planning.

CORPORATE PLAN REFERENCE

Leading Livingstone

Community Plan Goal 4.2 - Collaboration and partnerships to advocate for the needs of the community

4.2.1 Build and maintain strong, collaborative, and co-operative relationships across all levels of government, industry, business and community.

While Council is custodian of roads under its control, the road reserves are owned by the State. Likewise, Council is trustee of the reserve for water and road purposes. Prior to disposing of reserve land and the road reserves, the *DoR* affords Council an opportunity to comment on the disposal, which is taken into consideration when making a decision on an application from a landowner. This collaboration between Council and the *DoR* fosters a co-operative relationship between Council and the State and ensures that Council's interests are considered.

CONCLUSION

Consultation has been undertaken with internal Council stakeholders who have raised objections to the proposed road closure and disposal of the reserve for water and road purposes. The Part C should state that Council objects to these applications because:

- a) Council's ability to future plan and the future mitigation of disasters will be adversely impacted if it loses control of the reserve land and the road reserves;
- b) the road reserves allow for future connectivity in an area that is interspersed and surrounded by a range of ratings for Potential Bushfire Intensity as per State Bushfire Hazard Mapping overlays; and
- c) closure of these reserves could result in loss of flexibility for future access and planning.

**11.2 - APPLICATIONS FOR
PERMANENT ROAD CLOSURE -
ADJACENT TO LOT 2348 LIV40842 &
LOT 2 LIV401162 (GRIGG ROAD
SANDRINGHAM) AND APPLICATION
TO PURCHASE STATE LAND - LOT 336
P42413 (BROWNS ROADS,
SANDRINGHAM)**

Locality Plan

Meeting Date: 1 October 2024

Attachment No: 1

Locality Plan

Land owned by applicant's client - X



11.2 - APPLICATIONS FOR PERMANENT ROAD CLOSURE - ADJACENT TO LOT 2348 LIV40842 & LOT 2 LIV401162 (GRIGG ROAD SANDRINGHAM) AND APPLICATION TO PURCHASE STATE LAND - LOT 336 P42413 (BROWNS ROADS, SANDRINGHAM)

Letter from Applicant

Meeting Date: 1 October 2024

Attachment No: 2



capricornsurveygroupcq
SURVEYING & PLANNING SOLUTIONS

6 September 2024

Our Ref: 7810

The Chief Executive Officer
Livingstone Shire Council
PO Box 2292
Yeppoon QLD 4703

Attention: Carrie Burnett

Dear Sir,

RE: Request for Trustee Consent
Application to purchase State Reserve Land and
Permanent Road Closures
Lot 336 on P42413, Lot 2348 on LIV401162 and Lot 2 on LIV401162
Millers Road, Rockyview

Our clients are the owners of several properties adjoining and adjacent to each other:

- Lot 31 on SP203600
- Lot 2 on RP615934
- Lot 2 on SP329800
- Lot 1838 on SP329800
- Lot 2 on LIV401162
- Lot 3 on LIV401162
- Lot 4 on LIV401162
- Lot 2348 on LIV40842

The properties sit on the south-eastern side of Greenlake Road. There are several gazetted roads surrounding and running through these properties. Some are named, formed and utilised for property access. Some however remain for the most part unformed, essentially only existing in an administrative and theoretical sense. A state reserve, being Lot 336 on P42413 is also nestled between some of these properties. Livingstone Shire Council are the trustees for this reserve, which was originally excised from Lot 2348 on LIV40842 and gazetted for road and water purposes in 1896.

Our client wishes to purchase this reserve and close some sections of the unformed gazetted roads to better their pastoral operations on the lands. Please refer to the attached preliminary plan for actions being carried out. The actions are as follows:

1. Purchase State Land Lot 336 on P42413 and amalgamate into Lot 2348 on LIV40842
Area 3.637ha based on survey plan. Refer to pink area on attached plan.
2. Permanent road closure of road reserve (unnamed road) along part of western boundary of Lot 2348 on LIV40842, to be amalgamated into said lot. Area approximately 2.812ha (calculated from area provided on P42413 6 acres, 3 roods 31 and 9/10 perches). Refer to green area on attached plan.

3. Permanent road closure of road reserve that severs Lot 2 on LIV401162 into two parts (part of Grigg Road) as well as the length of road (unnamed) that sits between this lot and Lot 2348 on LIV401162 up to a point that lines up with the western boundary of Lot 336 on P42413. These sections of road will be amalgamated into Lot 2 on LIV401162. Area approximately 13.2ha (calculated by measurement in QLD Globe. Refer to white area on attached plan.

The applicants primary dwelling for their farming operations resides in the south-western corner on Lot 2348 on LIV40842 and is the only lot that utilises the tracks through the roads intended to be closed.

Each of these will be dealt with as separate State applications. All areas are approximate only based on existing dimensions of plans and desktop measurement tools. Final areas are subject to final survey.

We seek Council's consent to these applications as the Trustee to the reserve and roads. Please find attached Part C Forms for Council to execute. Upon receipt these will be submitted to Department of Resources for the application to progress.

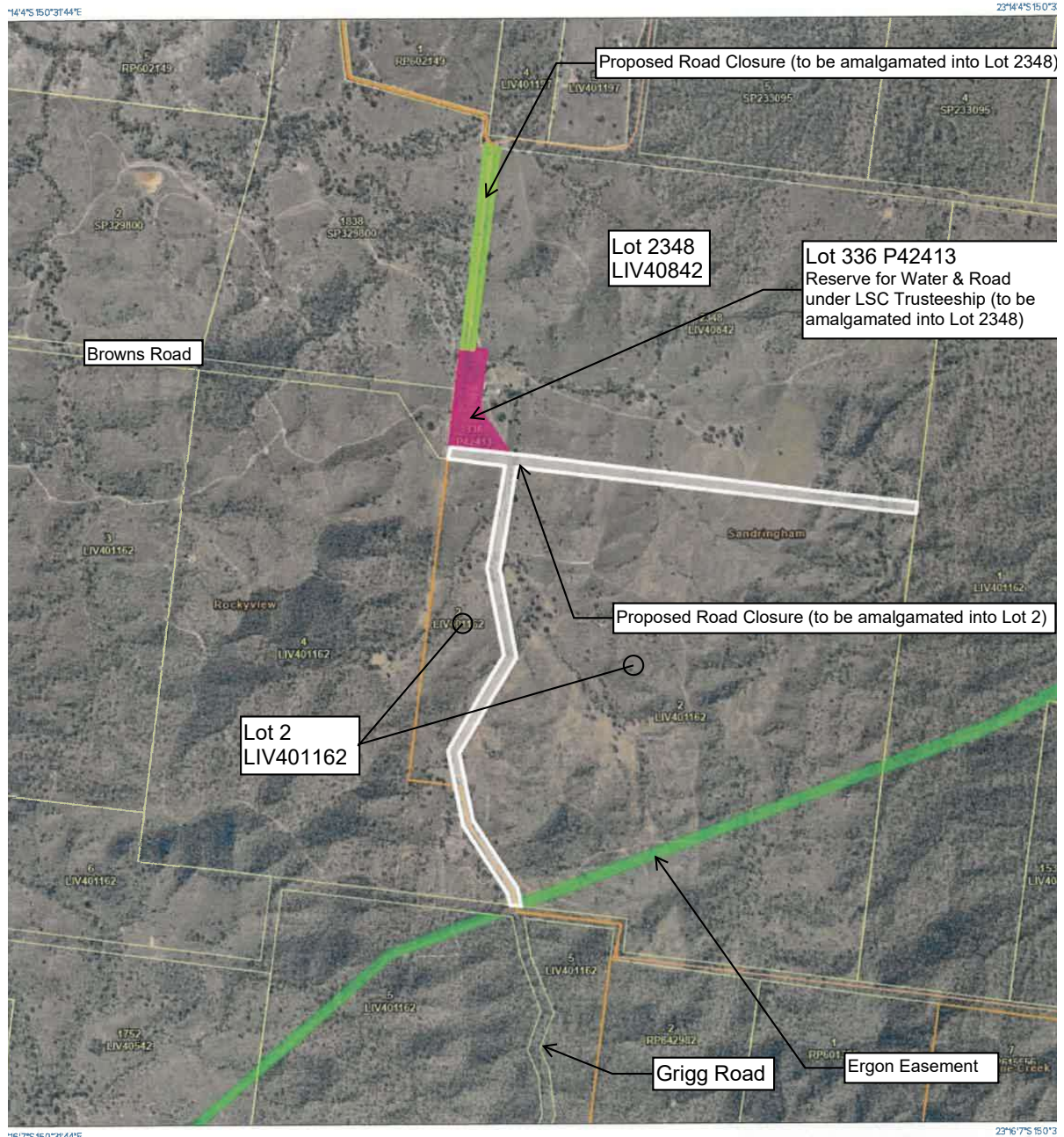
If you have any queries in regards to the above or the attached documents, please do not hesitate to call this office.

Yours Sincerely,



Enc: Part C Form x3, Proposal Plan, P42413, LIV40842, LIV401162, Titles

'810 State Land Applications



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Queensland Globe



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Legend located on next page

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Scale: 1:14082

Printed at: A3

Print dates: 6/9/2024

Not suitable for accurate measurement.

Projection: Web Mercator EPSG:102100 (3857)

For more information, visit <https://qldglobe.information.qld.gov.au/help/info/Corrus.html>

Queensland Government
Department of Resources

**11.2 - APPLICATIONS FOR
PERMANENT ROAD CLOSURE -
ADJACENT TO LOT 2348 LIV40842 &
LOT 2 LIV401162 (GRIGG ROAD
SANDRINGHAM) AND APPLICATION
TO PURCHASE STATE LAND - LOT 336
P42413 (BROWNS ROADS,
SANDRINGHAM)**

Purchase State Land Application

Meeting Date: 1 October 2024

Attachment No: 3



**Queensland
Government**

Department of Resources

You can now lodge your application online via Part A Contact and Land Details.
By July 2023 you will be able to apply for all *Land Act 1994* applications online.

Part A – Form LA00

Contact and Land Details

Land Act 1994

Requirements

1. **Part A:** Contact and land details is required when the applicant is wanting to submit a PDF [Part B form](#) (application specific form). You can apply [online](#) or via Part A – [Contact and land details \(PDF\)](#) and the relevant Part B form (PDF).
2. Payment of the prescribed Application fee for relevant Part B forms is per title reference. A refund of application fees will not be given. Details of fees are available on the [Department of Resources](#) website at <<https://www.resources.qld.gov.au>> or by contacting your nearest [business centre](#) or call 13 QGOV 13 74 68.
3. The appropriate application form Part B must be signed by the applicant or a legal practitioner on behalf of the applicant.
4. For your application to be processed, all parts of this application form must be completed accurately, otherwise your application may be returned to you to complete or refused.

Important information

5. You are **strongly encouraged** to arrange a pre-lodgement meeting with us before you apply to ensure you have the information you need to apply correctly. You can do this by contacting your nearest business centre.
6. All applications will be processed having regard to the requirements of the [Land Act 1994](#) <<https://www.legislation.qld.gov.au/>> and related legislation, approved policies and procedures and the requirements of all other agencies with an interest in the land.
7. You can lodge your state land application online by completing the Part A online guide, or through the Part A – Contact and land details PDF and relevant Part B application form PDF. If you complete the PDF forms, you can submit the application via:
8. **Email:** SLAMlodgement@resources.qld.gov.au
9. **Post:**
Department of Resources
PO Box 5318
Townsville QLD 4810
10. In terms of the [Right to Information Act 2009](#) interested parties may seek access to the department's records and view relevant documents.
11. Information on this form, and any attachments, is being collected to process and assess your application under the [Land Act 1994](#). If required, we may need to consult with third parties such as relevant local or state agencies and adjoining property owners. Details provided to third parties will generally be limited to type of application, area applied for and intended use. Your personal information will not otherwise be disclosed unless authorised or required by law.
12. Please note that we may wish to contact you to seek your views on our service, to advise you of any legislative changes that might affect you or to seek your participation in surveys or programs relevant to your application type. Any participation will be voluntary and you may email stateland@resources.qld.gov.au if you do not wish for the department to contact you.
13. The department may also compile or analyse statistics and conduct research. Any publication of findings will not involve the publication of identifying personal information.
14. For further privacy information click [Privacy](#) or go to <www.resources.qld.gov.au/home/legal/privacy>.

Contact Details**Lodger Details and Mailing Address**

A lodger is only required when a legal practitioner, or consultant lodges the application on behalf of the applicant.

Full Names

Title	First Name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Company Name(s)

<div></div>	<input type="text"/>
	<input type="text"/>
	<input type="text"/>

Contact Details**Postal Address:**

C/- Capricorn Survey Group (CQ) Pty Ltd - PO Box 1391, Rockhampton QLD 4700

Phone Number:

(07)49275199

Mobile Number:

Email:

reception@csgcq.com.au

Applicant(s) Details and Mailing Address

If the Applicant is a Corporation, either the Australian Company number, Australian Registered Body number or the Australian Business number must be shown.

Full Names

Title	First Name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Company Name(s)

If

Note: if the applicant is a Corporation, a requirement of the application is providing evidence (as at the date of application), that the Corporation is registered with the [Australian Securities and Investments Commission](https://asic.gov.au/online-services/search-asic-s-registers/) (ASIC) at <https://asic.gov.au/online-services/search-asic-s-registers/> ([company summary printout](#)) and if applicable, also registered with the [Australian Business Register](https://www.abr.business.gov.au) (ABR) at <https://www.abr.business.gov.au> (ABN lookup record extract).

Contact Details

Postal Address:

C/- Capricorn Survey Group (CQ) Pty Ltd - PO Box 1391, Rockhampton QLD 4700

Phone Number:

(07) 4927 5199

Mobile Number:

Email:

reception@csgcq.com.au

Future correspondence should be sent to: ☐ Lodger ☒

☐ Applicant

1. Are the applicants a foreign acquirer as defined by the Additional Foreign Acquirer Duty (AFAD)?

☐

go to 2

go to 4

Note: For further information refer to the Queensland Government website to determine if the applicant/s are a [foreign person](#) (acquirer) for AFAD.

Government website to Types of foreign persons for additional foreign acquirer duty:-

<<https://www.business.qld.gov.au/industries/service-industries-professionals/professional-financial-services/transfer-duty/investors/afad/foreign-persons>>.

2. Is the application related to the purchase of land, for example a permanent road closure, or conversion of a lease where the land is or will be used solely or primarily for residential purposes as defined for the Additional Foreign Acquirer Duty (AFAD) under the *Duties Act 2001*?

☐ Yes

go to 3

☐ No

go to 4

Note: Under the *Duties Act 2001* an additional amount of duty applies where the land is residential land and the applicant is a [foreign person](#) (acquirer) for AFAD.

Government website for Additional Foreign Acquirer Duty:-

<<https://www.business.qld.gov.au/industries/service-industries-professionals/professional-financial-services/transfer-duty/investors/afad/foreign-persons>>.

**3. Enter full name/s of the foreign acquirer/s
(If there is insufficient space, please lodge as an attachment)**

Full Names
(If a Company, also provide a contact name)

Share Held

go to 4

4. Are the Applicant/s registered for GST and acquiring the land for a creditable purpose?

☐ Yes

☐ No

go to 5

Note: Under the [Tax Administrator Act \(Cth\) 1953](#) certain purchasers of new residential premises or potential residential land are required to withhold the Goods and Services Tax (GST) amount from the price of the supply (purchase price) for payment directly to the Australian Taxation Office (ATO) as outlined on the ATO's website. The department is unable to provide further advice on the ATO's requirements. For further information contact the ATO on 13 28 65 or visit the ATO website <<https://www.ato.gov.au/business/gst/in-detail/your-industry/property/gst-property-settlement-online-forms-and-instructions/>> or seek advice from a financial or legal expert.

Details of land for which the application is being lodged

5. Select the type of land for which the application is being lodged:

- ☐ Permit
☐ Licence
☐ Lease
☐ Unallocated State Land (USL)
☐ Road
☒ Trust Land Reserve/ Deed of Grant in Trust (DOGIT)
☐ Dealing Number (refer to Item 6)
☐ Other

go to 6

6. Enter the description of the land for which the application is being lodged. If this application concerns a road, enter the description of the land adjoining the road.

Schedule 1

You must enter either the Lot on Plan or Title Reference of the land for which the application is being lodged

Lot	Plan	Title Reference
336	P42413	49007649

go to 7

The details of the land can be found on a current title. To check this you can purchase a title search by calling (07) 3497 3479, visiting the Titles Queensland website <https://www.titlesqld.com.au/> (and select 'Searches') Lot on Plan details are located on your rates notice or downloading the Queensland Globe <https://www.business.qld.gov.au/business/support-tools-grants/services/mapping-data-imagery/> to help access current Lot on Plan details. If insufficient space, please add additional description as an attachment.

7. Enter additional details of the land

Dealing number:

Tenure Type: Tenure Number:

Local Government:

Other details of land location (optional)

go to 8

8. Have you participated in a pre-lodgement meeting with the department (strongly encouraged)?

☐ Yes

go to 9

☒ No

Please provide name of officer you spoke with and this department's associated reference.

Department Contact
Officer

Pre-lodgement ID
(eLVAS CI Ref)

9. Provide details of pre-lodgement meeting.

(If there is insufficient space, please lodge as an attachment)

Note: Departmental Officers contact details and any reference number should be included if known.

10. Provide details of any timeframes the department should be aware of when assessing your application (for example, a settlement date)

(If there is insufficient space, please lodge as an attachment)

11. If this application relates to a project, provide an overview and how your application relates to this project.
(If there is insufficient space, please lodge as an attachment)

THIS FORM MUST BE ACCOMPANIED BY THE RELEVANT PART B APPLICATION FORM

CLEAR FORM



**Queensland
Government**

Department of Resources

You can now lodge your application online via Part A Contact and Land Details.
By July 2023 you will be able to apply for all *Land Act 1994* applications online.

Part B – Form LA10

Purchase or Lease State Land Application

Land Act 1994

Requirements

1. Use this application to apply to purchase or lease State land.
2. Payment of the prescribed Application fee (per title reference) is required for an application to purchase state land.
3. Payment of the prescribed Application fee is required for an application to lease state land.
4. A refund of application fees will not be given. (Details of fees are available on the [Department of Resources](#) website or contact your nearest [business centre](#) or call 13 QGOV 13 74 68).
5. Part A online form: [Contact and land details](#) or Part A – [Contact and land details \(PDF\)](#) must be completed and submitted with your application.
6. Any additional information to support the application.
7. For your application to be processed, all parts of this application form must be accurately completed, otherwise your application may be returned to you to complete or refused.

Important information

8. You are **strongly encouraged** to arrange a pre-lodgement meeting with us before you apply to ensure you have the information you need to apply correctly. You can do this by contacting your nearest business centre.
9. Please read the respective [Purchasing state land](#) or [Leasing state land](#) guides, which includes application restrictions.
10. Your application will be assessed against requirements under the [Land Act 1994](#) <<https://www.legislation.qld.gov.au/>> to determine the most appropriate tenure and whether the land may be offered to you directly.
11. Your application cannot be considered if the area is already held by another person.
12. If your application to purchase or lease State land is successful you may be required to provide a plan of survey at your expense, and if -
 - the most appropriate tenure is freehold, you will be required to pay a purchase price (market value) plus GST if applicable.
 - the most appropriate tenure is a lease, you will be required to pay an annual rental, including GST where applicable.

Applications to lease

13. Before applying for a lease over a reserve an applicant should first apply to the reserve trustee for a trustee lease or trustee permit. A trustee lease or trustee permit is the preferred tenure for secondary uses on reserves. Contact the trustee of the reserve to discuss these options prior to submitting an application to lease a reserve. An application to lease a reserve is not required if the reserve trustee authorises the use of the reserve by a trustee lease or trustee permit.



14. For a lease over a National Park or a State Forest you must apply to [Parks and Forests](#) within the Department of Environment, Science and Innovation for consent under section 38 of the *Nature Conservation Act 1992*. A copy of the consent must be provided with this application.

Applications to purchase

15. Refer to Guideline – SLM/2018/4386 - [Land allocation and specific requirements](#) available on the [Department of Resources website](#) at <<https://www.resources.qld.gov.au/home/about-us/policies>>.
16. **If your lease is over a reserve, National Park or State Forest you will not be able to apply for conversion or purchase.**
17. If you wish to purchase your existing Land Act lease you will need to apply using:
Part B – Form LA01: [Conversion of a Lease Application form](#).

Information and Data collection

18. Information on this form, and any attachments, is being collected to process and assess your application under section 120A of the [Land Act 1994](#). If required, we may need to consult with third parties such as relevant local or state agencies and adjoining property owners. Details provided to third parties will generally be limited to type of application, area applied for and intended use. Your personal information will not otherwise be disclosed unless authorised or required by law.
19. Please note that we may wish to contact you to seek your views on our service, to advise you of any legislative changes that might affect you or to seek your participation in surveys or programs relevant to your application type. Any participation will be voluntary and you may email stateland@resources.qld.gov.au if you do not wish for the department to contact you.
20. The department may also compile or analyse statistics and conduct research. Any publication of findings will not involve the publication of identifying personal information.
21. For further privacy information click [Privacy](#) or go to <www.resources.qld.gov.au/home/legal/privacy>.

Office Use Only	Purchasing state land	 9 311662 204950
	Leasing state land	 9 311662 185259

1. The application is to:

- | | |
|--|---------|
| <input type="checkbox"/> Purchase unallocated State land | go to 5 |
| <input type="checkbox"/> Lease unallocated State land (including land below high water mark) | go to 2 |
| <input type="checkbox"/> Lease Reserve land | go to 3 |
| <input checked="" type="checkbox"/> Purchase Reserve land | go to 3 |
| <input type="checkbox"/> Lease an area of State Forest (If land has been surrendered by the applicant and has been reserved as State Forest) | go to 4 |
| <input type="checkbox"/> Lease an area of National Park (If land has been surrendered by the applicant and has been reserved as National Park) | go to 4 |

A State Forest as defined under the [Forestry Act 1959](https://www.legislation.qld.gov.au/) <https://www.legislation.qld.gov.au/> and National Park as defined under the [Nature Conservation Act 1992](#).

2. Is all or part of the area below high water mark?

- | | |
|--|---------|
| <input type="checkbox"/> Yes | go to 5 |
| <input checked="" type="checkbox"/> No | go to 5 |

3. Do you have the agreement of the trustee of the reserve to lease or purchase the land?

- | | |
|---|---------|
| <input checked="" type="checkbox"/> Yes | go to 5 |
| <input type="checkbox"/> No | go to 5 |

If Yes:

- A trustee lease or trustee permit is the preferred tenure for secondary uses on reserves instead of a lease over a reserve. If your application is for a lease over a reserve or to purchase a reserve (or part), a signed [Part C Form LA30 – Statement in relation to an application under the Land Act 1994](#) over State land from the trustee of the reserve will need to accompany this application.

If No, you should first apply to the trustee of the reserve for a trustee lease/trustee permit or its views to your proposal to purchase or lease the reserve land.

4. For a lease over an area of State forest or National Park the consent of the chief executive administering the Nature Conservation Act 1992 is required. Do you have this consent?

- | | |
|------------------------------|----------------------------------|
| <input type="checkbox"/> Yes | go to 5 |
| <input type="checkbox"/> No | Application cannot be considered |

5. Have you made a previous application for purchase or lease of this land?

- | | |
|--|---------|
| <input type="checkbox"/> Yes | go to 6 |
| <input checked="" type="checkbox"/> No | go to 9 |

6. Was this application refused?

☐ Yes

go to 7

☐ No

go to 7

7. Have there been any change in circumstances from the previous application, which may lead to this application being accepted for further consideration?

☐ Yes

go to 8

☐ No

go to 9

Note: Your application may be refused if circumstances have not changed.

8. Give details of the change in circumstances from the previous application.

go to 9

(If there is insufficient space, please lodge an attachment)

9. If the land currently being used, provide details of the current use of land e.g. grazing.

go to 10

(If there is insufficient space, please lodge as an attachment)

grazing, farm improvements

10. Do you hold land adjoining the area applied for?

☒ Yes

go to 11

☐ No

go to 12

11. Enter details of your adjoining land

Schedule 2 Schedule of adjoining land	
Lot/Plan	Title Reference
Lot 2348 on LIV40842	30111071

go to 12

The details of the land can be found on a current copy of the Title or on your rates notice. To check this you can purchase a title search by visiting the [Titles Queensland website](https://search.titlesqld.com.au/product-search) < <https://search.titlesqld.com.au/product-search> >).

If insufficient space, please add additional descriptions as an attachment.

12. List below ALL existing improvements on the current leased land e.g. fencing, dams, buildings etc. go to 13

(If there is insufficient space, please lodge as an attachment)

property access tracks, fencing, water tanks, farm improvements.
Land is not currently leased. refer to attached letter.

A property sketch and/or aerial photo overlay of the improvements should also be attached to the application.

13. Which of the following do you believe supports your application:

☐ The applicant is the State of Queensland or MEDQ go to 14

☒ You are the adjoining registered owner or lessee, and you would consider it unfair or inequitable to sell or lease the land to anyone else. go to 14

☐ You held a significant interest in the land before it became unallocated State land. go to 14

☐ There is no dedicated access and the only practical access is through your adjoining land. go to 14

☐ Land is required for public infrastructure/public purpose. go to 14

☐ It is not appropriate for the land to be offered for purchase or lease on the open market. go to 14

☐ None of the above go to 14

14. Provide details of the proposed use including (if applicable) details of the public purpose and/or public infrastructure to be constructed on the land. go to 15

(If there is insufficient space, please lodge as an attachment)

Continued use of existing farming operations

15. Provide details to support your application including (if applicable) details of the reason you believe it's not appropriate for the land to be offered on the open market). go to 16

(If there is insufficient space, please lodge as an attachment)

refer to the attached letter

16. Provide details of any additional information to support the application. (optional)

go to 17

(If there is insufficient space, please lodge as an attachment)

Attachments

The following will need to be lodged with your application for it to be processed. If all this information is not submitted, your application will be returned or refused.

17. Tick the box to confirm the attachments for part of the application:

- ☐ Application Fee
- ☒ Part A online form – Contact and Land details or Part A – Contact and land details PDF
- ☒ [Part C – Form LA30](#) – Statement in relation to an application under the *Land Act 1994*, required if application is for a lease over a reserve or purchase of a reserve (or part)
- ☒ Property sketch and/or aerial photo overlay, if applicable
- ☐ Evidence of pre-lodgement discussions with the department, if applicable.
- ☒ Provide details of the reason you believe it's not appropriate for the land to be offered on the open market or details of the public infrastructure to be constructed on the land, if applicable.
- ☐ Consent from the chief executive administering the *Nature Conservation Act 1992* if the lease is over an area of State Forest or National Park, if applicable.

It is recommended that any attached plans, sketches or maps be of A4 or A3-size. Your application will not be considered as having been properly made, unless all parts of this application form are completed accurately. In this instance your application may be returned to you for completion.

Declaration

I certify that I have read the information, which forms part of this application and the information I have provided is true and accurate.

Signature of applicant or signature and full name of legal practitioner

Date: / /

An applicant must be eligible under section 142 of the [Land Act 1994](#) which states a person is eligible to apply for, buy or hold land under the *Land Act 1994* if the person is an adult, that is, 18 years of age or over. If the practitioner of the applicant is signing as the applicant then the legal practitioner's full name must be printed immediately below the signature.

CLEAR FORM



Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Current Reserve Search

Title Reference:	49007649
Date Reserve Gazetted:	07/03/1896
Page:	659

Search Date:	22/08/2024 16:54
--------------	------------------

Request No:	49095513
-------------	----------

DETAILS

Opening Ref: RC 2054
Purpose: WATER AND ROAD
Sub-Purpose:
Local Name:
Address:
County (R) No: R237
File Ref: RES 96-175

LAND DESCRIPTION

LOT 336 CROWN PLAN P42413 GAZETTED ON 17/02/1987
Local Government: LIVINGSTONE
Area: 3.637000 Ha. (SURVEYED)

TRUSTEES

LIVINGSTONE SHIRE COUNCIL GAZETTED ON 17/02/1917 PAGE 643

EASEMENTS AND ENCUMBRANCES

NIL

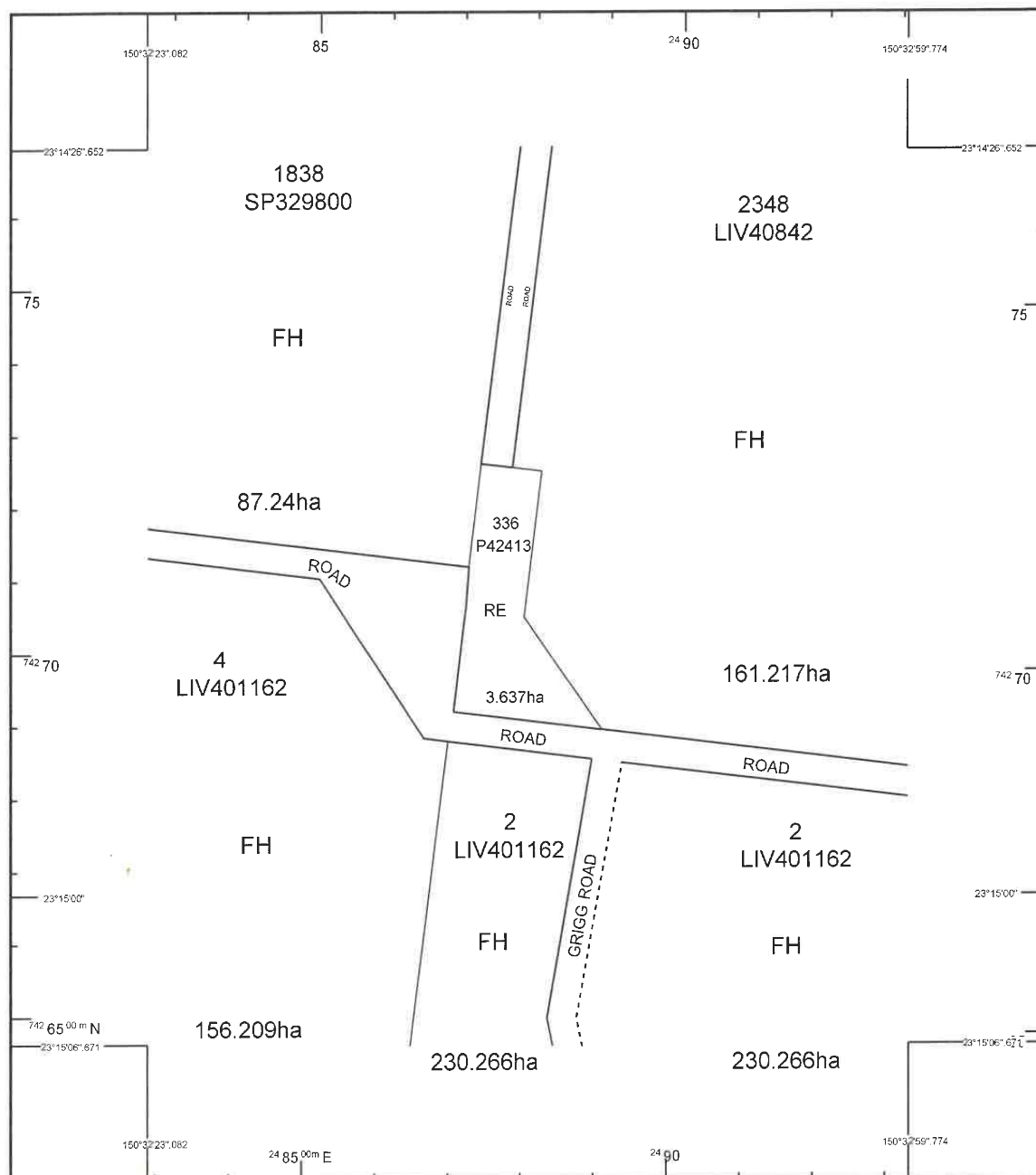
ADMINISTRATIVE ADVICES

Dealing	Type	Lodgement Date	Status
718085597	NT DETERM NATIVE TITLE ACT 1993 (CTH)	14/06/2017 14:25	CURRENT
719328798	ILUA NATIVE TITLE ACT 1993 (CTH)	26/03/2019 16:18	CURRENT

UNREGISTERED DEALINGS

NIL

** End of Current Reserve Search **



STANDARD MAP NUMBER
9051-43323

MAP WINDOW POSITION &
NEAREST LOCATION

150°32'41\"/>



SUBJECT PARCEL DESCRIPTION

DCDB
Lot/Plan 336/P42413
Area/Volume 3.637ha
Tenure RESERVE
Local Government LIVINGSTONE SHIRE
Locality SANDRINGHAM
Segment/Parcel 33706/7

CLIENT SERVICE STANDARDS

PRINTED 23/08/2024

DCDB 22/08/2024

Users of the information recorded in this document (the Information) accept all responsibility and risk associated with the use of the Information and should seek independent professional advice in relation to dealings with property.

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<https://www.oig.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps>

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base



**Queensland
Government**

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(Department of Resources) 2024

**11.2 - APPLICATIONS FOR
PERMANENT ROAD CLOSURE -
ADJACENT TO LOT 2348 LIV40842 &
LOT 2 LIV401162 (GRIGG ROAD
SANDRINGHAM) AND APPLICATION
TO PURCHASE STATE LAND - LOT 336
P42413 (BROWNS ROADS,
SANDRINGHAM)**

**Road Closure Application - adjacent to
Lot 2 LIV401162**

Meeting Date: 1 October 2024

Attachment No: 4



**Queensland
Government**

Department of Resources

You can now lodge your application online via Part A Contact and Land Details.
By July 2023 you will be able to apply for all *Land Act 1994* applications online.

Part A – Form LA00

Contact and Land Details

Land Act 1994

Requirements

1. **Part A:** Contact and land details is required when the applicant is wanting to submit a PDF [Part B form](#) (application specific form). You can apply [online](#) or via Part A – [Contact and land details \(PDF\)](#) and the relevant Part B form (PDF).
2. Payment of the prescribed Application fee for relevant Part B forms is per title reference. A refund of application fees will not be given. Details of fees are available on the [Department of Resources](#) website at <<https://www.resources.qld.gov.au>> or by contacting your nearest [business centre](#) or call 13 QGOV 13 74 68.
3. The appropriate application form Part B must be signed by the applicant or a legal practitioner on behalf of the applicant.
4. For your application to be processed, all parts of this application form must be completed and accurately, otherwise your application may be returned to you to complete or refused.

Important information

5. You are **strongly encouraged** to arrange a pre-lodgement meeting with us before you apply to ensure you have the information you need to apply correctly. You can do this by contacting your nearest business centre.
6. All applications will be processed having regard to the requirements of the [Land Act 1994](#) <<https://www.legislation.qld.gov.au/>> and related legislation, approved policies and procedures and the requirements of all other agencies with an interest in the land.
7. You can lodge your state land application online by completing the Part A online guide, or through the Part A – Contact and land details PDF and relevant Part B application form PDF. If you complete the PDF forms, you can submit the application via:
8. **Email:** SLAMlodgement@resources.qld.gov.au
9. **Post:**
Department of Resources
PO Box 5318
Townsville QLD 4810
10. In terms of the [Right to Information Act 2009](#) interested parties may seek access to the department's records and view relevant documents.
11. Information on this form, and any attachments, is being collected to process and assess your application under the [Land Act 1994](#). If required, we may need to consult with third parties such as relevant local or state agencies and adjoining property owners. Details provided to third parties will generally be limited to type of application, area applied for and intended use. Your personal information will not otherwise be disclosed unless authorised or required by law.
12. Please note that we may wish to contact you to seek your views on our service, to advise you of any legislative changes that might affect you or to seek your participation in surveys or programs relevant to your application type. Any participation will be voluntary and you may email stateland@resources.qld.gov.au if you do not wish for the department to contact you.
13. The department may also compile or analyse statistics and conduct research. Any publication of findings will not involve the publication of identifying personal information.
14. For further privacy information click [Privacy](#) or go to <www.resources.qld.gov.au/home/legal/privacy>.

Contact Details**Lodger Details and Mailing Address**

A lodger is only required when a legal practitioner, or consultant lodges the application on behalf of the applicant.

Full Names		
Title	First Name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Company Name(s)
<input type="text"/>
<input type="text"/>

Contact Details
Postal Address: <input type="text" value="C/- Capricorn Survey Group (CQ) Pty Ltd - PO Box 1391, Rockhampton QLD 4700"/>
Phone Number: <input type="text" value="(07)49275199"/> Mobile Number: <input type="text"/>
Email: <input type="text" value="reception@csgcq.com.au"/>

Applicant(s) Details and Mailing Address

If the Applicant is a Corporation, either the Australian Company number, Australian Registered Body number or the Australian Business number must be shown.

Full Names

Title	First Name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Company Name(s)

<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>

Note: if the applicant is a Corporation, a requirement of the application is providing evidence (as at the date of application), that the Corporation is registered with the [Australian Securities and Investments Commission \(ASIC\)](https://asic.gov.au/online-services/search-asic-s-registers/) at <https://asic.gov.au/online-services/search-asic-s-registers/> ([company summary printout](#)) and if applicable, also registered with the [Australian Business Register \(ABR\)](https://www.abr.business.gov.au) at <https://www.abr.business.gov.au> (ABN lookup record extract).

Contact Details

Postal Address:

C/- Capricorn Survey Group (CQ) Pty Ltd - PO Box 1391, Rockhampton QLD 4700

Phone Number:

(07) 4927 5199

Mobile Number:

Email:

reception@csgcq.com.au

Future correspondence should be sent to: ☐ Lodger ☒

☐ Applicant

1. Are the applicants a foreign acquirer as defined by the Additional Foreign Acquirer Duty (AFAD)?

	<input type="checkbox"/> Yes go to 2
	<input type="checkbox"/> No go to 4

Note: For further information refer to the Queensland Government website to determine if the applicant/s are [a foreign person](#) (acquirer) for AFAD.
 Government website to Types of foreign persons for additional foreign acquirer duty:-
<https://www.business.qld.gov.au/industries/service-industries-professionals/professional-financial-services/transfer-duty/investors/afad/foreign-persons>.

2. Is the application related to the purchase of land, for example a permanent road closure, or conversion of a lease where the land is or will be used solely or primarily for residential purposes as defined for the Additional Foreign Acquirer Duty (AFAD) under the *Duties Act 2001*?

	<input type="checkbox"/> Yes go to 3
	<input type="checkbox"/> No go to 4

Note: Under the *Duties Act 2001* an additional amount of duty applies where the land is residential land and the applicant is [a foreign person](#) (acquirer) for AFAD.
 Government website for Additional Foreign Acquirer Duty:-
<https://www.business.qld.gov.au/industries/service-industries-professionals/professional-financial-services/transfer-duty/investors/afad/foreign-persons>.

**3. Enter full name/s of the foreign acquirer/s
(If there is insufficient space, please lodge as an attachment)**

Full Names (If a Company, also provide a contact name)	Share Held

go to 4

4. Are the Applicant/s registered for GST and acquiring the land for a creditable purpose?

	<input type="checkbox"/> Yes
	<input type="checkbox"/> No go to 5

Note: Under the [Tax Administrator Act \(Cth\) 1953](#) certain purchasers of new residential premises or potential residential land are required to withhold the Goods and Services Tax (GST) amount from the price of the supply (purchase price) for payment directly to the Australian Taxation Office (ATO) as outlined on the ATO's website. The department is unable to provide further advice on the ATO's requirements. For further information contact the ATO on 13 28 65 or visit the ATO website <https://www.ato.gov.au/business/gst/in-detail/your-industry/property/gst-property-settlement-online-forms-and-instructions/> or seek advice from a financial or legal expert.

Details of land for which the application is being lodged

5. Select the type of land for which the application is being lodged:

- ☐ Permit
☐ Licence
☐ Lease
☐ Unallocated State Land (USL)
☒ Road
☐ Trust Land Reserve/ Deed of Grant in Trust (DOGIT)
☐ Dealing Number (refer to Item 6)
☐ Other

go to 6

6. Enter the description of the land for which the application is being lodged. If this application concerns a road, enter the description of the land adjoining the road.

Schedule 1

You must enter either the Lot on Plan or Title Reference of the land for which the application is being lodged

Lot	Plan	Title Reference
2	LIV401162	30193187

go to 7

The details of the land can be found on a current title. To check this you can purchase a title search by calling (07) 3497 3479, visiting the Titles Queensland website <https://www.titlesqld.com.au/> (and select 'Searches') Lot on Plan details are located on your rates notice or downloading the Queensland Globe <https://www.business.qld.gov.au/business/support-tools-grants/services/mapping-data-imagery/> to help access current Lot on Plan details. If insufficient space, please add additional description as an attachment.

7. Enter additional details of the land

Dealing number: Tenure Type: Tenure Number: Local Government:

Other details of land location (optional)

go to 8

8. Have you participated in a pre-lodgement meeting with the department (strongly encouraged)?

☐ Yes

go to 9

☒ No

Please provide name of officer you spoke with and this department's associated reference.

Department Contact
Officer

Pre-lodgement ID
(eLVAS CI Ref)

9. Provide details of pre-lodgement meeting.

(If there is insufficient space, please lodge as an attachment)

Note: Departmental Officers contact details and any reference number should be included if known.

10. Provide details of any timeframes the department should be aware of when assessing your application (for example, a settlement date)

(If there is insufficient space, please lodge as an attachment)

11. If this application relates to a project, provide an overview and how your application relates to this project.
(If there is insufficient space, please lodge as an attachment)

THIS FORM MUST BE ACCOMPANIED BY THE RELEVANT PART B APPLICATION FORM

CLEAR FORM



**Queensland
Government**

Department of Resources

You can now lodge your application online via Part A Contact and Land Details.

By July 2023 you will be able to apply for all *Land Act 1994* applications online.

Part B – Form LA18

Road Closure Application

Land Act 1994

Requirements

1. This application is for a road closure.
2. Please read the respective [Applying for a road closure guide](#), which includes application restrictions.
3. Payment of the prescribed Application fee (per title reference), if relevant. A refund of application fees will not be given. (Details of fees are available on the [Department of Resources](#) website at <<https://www.resources.qld.gov.au>> or contact your nearest [business centre](#) or call 13 QGOV 13 74 68.
4. Part A online form: [Contact and land details](#) or Part A – [Contact and land details \(PDF\)](#) must be completed and submitted with your application.
5. **Part C – Form 30: [Statement in relation to an application under the Land Act](#)** must be completed and submitted with your application.
6. You must **attach a drawing** showing the required information which is detailed in the [guide](#) under the heading "How to apply".
7. Any additional information to support the application.
8. For your application to be processed, all parts of this application form must be completed and accurately, otherwise your application may be returned to you to complete or refused.

Important information

9. You are **strongly encouraged** to arrange a pre-lodgement meeting with us before you apply to ensure you have the information you need to apply correctly. You can do this by contacting your nearest business centre.
10. A road is any area of land that has been set aside by legislation for the use of the travelling public. Not all roads are currently formed or being used by vehicles or pedestrians, and some may never be developed or used for that purpose.
11. An adjoining owner may apply for a permanent or temporary road closure. An adjoining owner is the registered owner, lessee or trustee of the property that shares a common boundary with the road i.e. contiguous, directly connected; or without interruption.

An adjoining owner can apply for the area of road that immediately adjoins the property boundary and not any part of the road that continues in either direction beyond the property boundary.

If a road is a "dead end" and the property boundary only adjoins on the end and does not extend along the road, the owner is not considered an adjoining owner for a road closure application. To be clear, a person who has limited frontage to the road cannot apply for closure of the entire length of the road.

12. A public utility provider as defined under the [Land Act 1994](#) <<https://www.legislation.qld.gov.au/>> may also apply for a permanent road closure.
13. An application for temporary road closure can be considered for another person (not an adjoining owner) for:
 - pipes for irrigation purposes that cross the road beneath its surface.

- water channels for irrigation purposes that cross the road.
14. A road may be closed "in strata" to provide for works such as:
- connecting overhead viaduct, or underground tunnel for commercial purposes between two buildings.
 - structure which will overhang a road.
 - car park or building under or over a road.
15. You may be required to pay a purchase price for the permanent closure of a road.
16. When a road is closed permanently, its status changes from 'road' to 'unallocated state land'. Depending on how the land is to be allocated, the area of road to be permanently closed may be:
- incorporated into the applicant's adjoining freehold or leasehold land.
 - included in an existing reserve or set apart as a new reserve.
 - retained as a separate parcel of freehold land, although this option is rarely used in view of the planning requirements of local governments.
17. A road may be permanently closed under the [Land Act 1994](#) if the Minister is satisfied the road is not:
- the only dedicated access to a person's land;
 - used regularly by the public as a road or stock route; or
 - providing continuity to a road network.
18. Although the state owns the land in a dedicated road, a local government (section 60 of the [Local Government Act 2009](#)) is responsible for the day to day management of dedicated roads in its area including their construction and maintenance. The [Department of Transport and Main Roads](#) <<https://www.tmr.qld.gov.au/>> is responsible for management of state controlled roads such as a freeway, highway or 'major road connecting cities'.
19. If the local government can authorise the proposed use on a local road under a specific local law for administering the use of local roads, an application for road closure is not required by this department. Contact the relevant local government for authorisation of the proposed use.
20. If the State government department administering state-controlled roads can authorise the proposed use on a state controlled road under the *Transport Infrastructure Act 1994*, an application for road closure is not required by this department. Contact Department of Transport and Main Roads for authorisation of the proposed use.
21. Information on this form, and any attachments, is being collected to process and assess your application under section 99 of the [Land Act 1994](#). If required, we may need to consult with third parties such as relevant local or state agencies and adjoining property owners. Details provided to third parties will generally be limited to type of application, area applied for and intended use. Your personal information will not otherwise be disclosed unless authorised or required by law.
22. Please note that we may wish to contact you to seek your views on our service, to advise you of any legislative changes that might affect you or to seek your participation in surveys or programs relevant to your application type. Any participation will be voluntary and you may email stateland@resources.qld.gov.au if you do not wish for the department to contact you.
23. The department may also compile or analyse statistics and conduct research. Any publication of findings will not involve the publication of identifying personal information.
24. For further privacy information click [Privacy](#) or go to <www.resources.qld.gov.au/home/legal/privacy>.

Office Use Only	Road Closure	 9 311662 185211
	Temporary Road Closure	 9 311662 185228

1.	The application is for: <div style="margin-left: 20px;"> <input checked="" type="checkbox"/> Permanent road closure </div> <div style="margin-left: 20px;"> <input type="checkbox"/> Temporary road closure </div>	<div style="text-align: right;">go to 2</div> <div style="text-align: right;">go to 2</div>
-----------	--	---

2.	If you are not the manager of the road as defined below, have you consulted with the road manager to determine if the road is still required? <div style="margin-left: 20px;"> <input checked="" type="checkbox"/> Yes </div> <div style="margin-left: 20px;"> <input type="checkbox"/> No </div>	<div style="text-align: right;">go to 3</div> <div style="text-align: right;">go to 3</div>
-----------	---	---

Before submitting your application to the department, you should discuss your proposal for closure of a local road with the local government responsible for its management, or the [Department of Transport and Main Roads](#) for a state-controlled road managed under the [Transport Infrastructure Act 1994](#).

This will assist you to plan your project and will help reduce the time required to assess your application. It will also provide you with an opportunity to address in your application any issues identified through discussion with the road manager.

The road manager is:

- For a road that is under the control of a local government—the local government;
- For a state-controlled road, the chief executive of the Queensland Government agency administering the *Transport Infrastructure Act 1994* (Department of Transport and Main Roads).

If the proposed use can be authorised by the road manager an application for road closure is not required.

Note: A road manager has the powers to authorise various uses on roads, however they cannot permanently close the dedicated road and allocate the land for another use.

A signed '[Part C Form LA30 – Statement in relation to an application under the Land Act 1994](#) over State land' from the road manager must accompany this application.

A road may be permanently closed under the *Land Act 1994* if the Minister is satisfied the road is not:

- a) the only dedicated access to a person's land;
- b) used regularly by the public as a road or stock route; or
- c) providing continuity to a road network.

An application must be refused if the road is still needed in accordance with section 101(3) of the [Land Act 1994](#).

3. Are you a public utility provider or the registered owner, lessee or trustee of the land adjoining the area of road subject to this road closure application?		
	<div style="margin-left: 20px;"> <input checked="" type="checkbox"/> Yes </div> <div style="margin-left: 20px;"> <input type="checkbox"/> No </div>	<div style="text-align: right;">go to 4</div> <div style="text-align: right;">Application cannot be considered unless temporary closure is for reasons listed in Question 4</div>

Section 99(1) of the [Land Act 1994](#) states that only a public utility provider or the registered owner, lessee or trustee of the land adjoining a road may apply for a permanent closure of the road.

4.	Is the temporary closure to make structural improvements for: <div style="margin-left: 20px;"> <input type="checkbox"/> Pipes for irrigation purposes that cross the road beneath its surface </div> <div style="margin-left: 20px;"> <input type="checkbox"/> Water channels for irrigation purposes that cross the road </div> <div style="margin-left: 20px;"> <input checked="" type="checkbox"/> Not Applicable </div>	<div style="text-align: right;">go to 5</div> <div style="text-align: right;">go to 5</div> <div style="text-align: right;">go to 5</div>
-----------	---	---

Section 99(3) of the [Land Act 1994](#) limits who can apply for temporary closure of a road to only the registered owner, lessee or trustee of the land adjoining a road or another person for:

- Pipes for irrigation purposes that cross the road beneath its surface; or
- Water channels for irrigation purposes that cross the road.

5. Provide details in Schedule 1 below, of any land you lease from the State or are the registered owner that adjoins or is in the vicinity of the land applied for:

Schedule 1		
You must enter either the Lot on Plan or Title Reference of the land for which the application is being lodged (If insufficient space, please add additional description as an attachment)		
Lot	Plan	Title Reference
2	LIV401162	30193187

go to 6

The description of the land can be found on a current title search or on your rates notice. To check this you can purchase a title search by calling (07) 3497 3479, visiting the Titles Queensland website <https://www.titlesqld.com.au/> (and select 'Searches').

6. Have you made a previous application for closure of this area of road?

☐ Yes **go to 7**
☒ No **go to 10**

7. Was this application refused?

☐ Yes **go to 8**
☐ No **go to 10**

8. Have there been any change in circumstances from the previous application, which may lead to this application being accepted for further consideration?

☐ Yes **go to 9**
☐ No **go to 10**

If no, the application maybe rejected without further consideration.

9. Provide details of the change in circumstances from the previous application.

go to 10

(If there is insufficient space, please lodge as an attachment)

10. Is any use currently being made of the road area?	
<input checked="" type="checkbox"/> Yes	go to 11
<input type="checkbox"/> No	go to 12

11. Provide details of the current use of road e.g. grazing, encroachment of building or structure.	go to 12
(If there is insufficient space, please lodge as an attachment)	
Cattle grazing, private access track (fenced)	

12. Provide details of the proposed use of the road area and any additional information to support the application.	go to 13
(If there is insufficient space, please lodge as an attachment)	
continued use of existing cattle grazing and private access track	

13. If you have lodged an application to dedicate state land as road, please provide the case reference number or the lot on plan description of the land in which you have applied to open the road.	go to 14

Attachments

The following will need to be lodged with your application for it to be processed. If all this information is not submitted, your application will be returned or refused.

<p>14. Tick the box to confirm the attachments form part of the application:</p> <p><input type="checkbox"/> Application Fee</p> <p><input checked="" type="checkbox"/> Part A online form – Contact and Land details or Part A – Contact and land details PDF</p> <p><input checked="" type="checkbox"/> Part C – Form LA30 – Statement in relation to an application under the Land Act 1994</p> <p><input type="checkbox"/> A copy of a Dial before you dig enquiry detail page for the road area applied for</p> <p><input checked="" type="checkbox"/> A drawing showing the information listed in the 'How to Apply' in the guide</p> <p><input type="checkbox"/> Evidence of pre-lodgement discussions with the department, if applicable.</p> <p><input checked="" type="checkbox"/> Additional information in support of your application such as correspondence from the road manager or current users of the road, if applicable.</p>
<p>It is recommended that any attached drawings be A4 or A3 size. Your application will not be considered as having been properly made, unless all parts of this application form are completed accurately. In this instance your application may be returned to you for completion.</p>

Declaration

I certify that I have read the information, which forms part of this application and the information I have provided is true and accurate.

Signature of applicant (or their legal practitioner)

Date: / /

If applicant, section 142 of the [Land Act 1994](#) states a person is eligible to apply for, buy or hold land under the *Land Act 1994* if the person is an adult, that is, 18 years of age or over. If the legal practitioner of the applicant is signing as the applicant then the legal practitioner's full name must be printed immediately below the signature.

CLEAR FORM

**11.2 - APPLICATIONS FOR
PERMANENT ROAD CLOSURE -
ADJACENT TO LOT 2348 LIV40842 &
LOT 2 LIV401162 (GRIGG ROAD
SANDRINGHAM) AND APPLICATION
TO PURCHASE STATE LAND - LOT 336
P42413 (BROWNS ROADS,
SANDRINGHAM)**

**Road Closure Application - adjacent to
Lot 2348 LIV40842**

Meeting Date: 1 October 2024

Attachment No: 5



**Queensland
Government**

Department of Resources

You can now lodge your application online via Part A Contact and Land Details.
By July 2023 you will be able to apply for all *Land Act 1994* applications online.

Part A – Form LA00

Contact and Land Details

Land Act 1994

Requirements

1. **Part A:** Contact and land details is required when the applicant is wanting to submit a PDF [Part B form](#) (application specific form). You can apply [online](#) or via Part A – [Contact and land details \(PDF\)](#) and the relevant Part B form (PDF).
2. Payment of the prescribed Application fee for relevant Part B forms is per title reference. A refund of application fees will not be given. Details of fees are available on the [Department of Resources](#) website at <<https://www.resources.qld.gov.au>> or by contacting your nearest [business centre](#) or call 13 QGOV 13 74 68.
3. The appropriate application form Part B must be signed by the applicant or a legal practitioner on behalf of the applicant.
4. For your application to be processed, all parts of this application form must be completed and accurately, otherwise your application may be returned to you to complete or refused.

Important information

5. You are **strongly encouraged** to arrange a pre-lodgement meeting with us before you apply to ensure you have the information you need to apply correctly. You can do this by contacting your nearest business centre.
6. All applications will be processed having regard to the requirements of the [Land Act 1994](#) <<https://www.legislation.qld.gov.au/>> and related legislation, approved policies and procedures and the requirements of all other agencies with an interest in the land.
7. You can lodge your state land application online by completing the Part A online guide, or through the Part A – Contact and land details PDF and relevant Part B application form PDF. If you complete the PDF forms, you can submit the application via:
8. **Email:** SLAMlodgement@resources.qld.gov.au
9. **Post:**
Department of Resources
PO Box 5318
Townsville QLD 4810
10. In terms of the [Right to Information Act 2009](#) interested parties may seek access to the department's records and view relevant documents.
11. Information on this form, and any attachments, is being collected to process and assess your application under the [Land Act 1994](#). If required, we may need to consult with third parties such as relevant local or state agencies and adjoining property owners. Details provided to third parties will generally be limited to type of application, area applied for and intended use. Your personal information will not otherwise be disclosed unless authorised or required by law.
12. Please note that we may wish to contact you to seek your views on our service, to advise you of any legislative changes that might affect you or to seek your participation in surveys or programs relevant to your application type. Any participation will be voluntary and you may email stateland@resources.qld.gov.au if you do not wish for the department to contact you.
13. The department may also compile or analyse statistics and conduct research. Any publication of findings will not involve the publication of identifying personal information.
14. For further privacy information click [Privacy](#) or go to <www.resources.qld.gov.au/home/legal/privacy>.

Contact Details**Lodger Details and Mailing Address**

A lodger is only required when a legal practitioner, or consultant lodges the application on behalf of the applicant.

Full Names

Title	First Name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Company Name(s)**Contact Details****Postal Address:**

C/- Capricorn Survey Group (CQ) Pty Ltd - PO Box 1391, Rockhampton QLD 4700

Phone Number:

(07)49275199

Mobile Number:**Email:**

reception@csgcq.com.au

Applicant(s) Details and Mailing Address

If the Applicant is a Corporation, either the Australian Company number, Australian Registered Body number or the Australian Business number must be shown.

Full Names

Title	First Name	Surname
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>

Company Name(s)

Note: if the applicant is a Corporation, a requirement of the application is providing evidence (as at the date of application), that the Corporation is registered with the [Australian Securities and Investments Commission](https://asic.gov.au/online-services/search-asic-s-registers/) (ASIC) at <https://asic.gov.au/online-services/search-asic-s-registers/> ([company summary printout](#)) and if applicable, also registered with the [Australian Business Register](https://www.abr.business.gov.au) (ABR) at <https://www.abr.business.gov.au> (ABN lookup record extract).

Contact Details

Postal Address:

C/- Capricorn Survey Group (CQ) Pty Ltd - PO Box 1391, Rockhampton QLD 4700

Phone Number:

(07) 4927 5199

Mobile Number:

Email:

reception@csgcq.com.au

Future correspondence should be sent to: ☐ Lodger ☒

☐ Applicant

1. Are the applicants a foreign acquirer as defined by the Additional Foreign Acquirer Duty (AFAD)?

☐

go to 2

go to 4

Note: For further information refer to the Queensland Government website to determine if the applicant/s are [a foreign person](#) (acquirer) for AFAD.

Government website to Types of foreign persons for additional foreign acquirer duty:-

<<https://www.business.qld.gov.au/industries/service-industries-professionals/professional-financial-services/transfer-duty/investors/afad/foreign-persons>>.

2. Is the application related to the purchase of land, for example a permanent road closure, or conversion of a lease where the land is or will be used solely or primarily for residential purposes as defined for the Additional Foreign Acquirer Duty (AFAD) under the *Duties Act 2001*?

☐ Yes

go to 3

☐ No

go to 4

Note: Under the *Duties Act 2001* an additional amount of duty applies where the land is residential land and the applicant is [a foreign person](#) (acquirer) for AFAD.

Government website for Additional Foreign Acquirer Duty:-

<<https://www.business.qld.gov.au/industries/service-industries-professionals/professional-financial-services/transfer-duty/investors/afad/foreign-persons>>.

**3. Enter full name/s of the foreign acquirer/s
(If there is insufficient space, please lodge as an attachment)**

Full Names
(If a Company, also provide a contact name)

Share Held

go to 4

4. Are the Applicant/s registered for GST and acquiring the land for a creditable purpose?

☐ Yes

☐ No

go to 5

Note: Under the [Tax Administrator Act \(Cth\) 1953](#) certain purchasers of new residential premises or potential residential land are required to withhold the Goods and Services Tax (GST) amount from the price of the supply (purchase price) for payment directly to the Australian Taxation Office (ATO) as outlined on the ATO's website. The department is unable to provide further advice on the ATO's requirements. For further information contact the ATO on 13 28 65 or visit the ATO website <<https://www.ato.gov.au/business/gst/in-detail/your-industry/property/gst-property-settlement-online-forms-and-instructions/>> or seek advice from a financial or legal expert.

Details of land for which the application is being lodged

5. Select the type of land for which the application is being lodged:

- ☐ Permit
☐ Licence
☐ Lease
☐ Unallocated State Land (USL)
☒ Road
☐ Trust Land Reserve/ Deed of Grant in Trust (DOGIT)
☐ Dealing Number (refer to Item 6)
☐ Other

go to 6

6. Enter the description of the land for which the application is being lodged. If this application concerns a road, enter the description of the land adjoining the road.

Schedule 1

You must enter either the Lot on Plan or Title Reference of the land for which the application is being lodged

Lot	Plan	Title Reference
2348	LIV40842	30111071

go to 7

The details of the land can be found on a current title. To check this you can purchase a title search by calling (07) 3497 3479, visiting the Titles Queensland website <https://www.titlesqld.com.au/> (and select 'Searches') Lot on Plan details are located on your rates notice or downloading the Queensland Globe <https://www.business.qld.gov.au/business/support-tools-grants/services/mapping-data-imagery/> to help access current Lot on Plan details. If insufficient space, please add additional description as an attachment.

7. Enter additional details of the land

Dealing number: Tenure Type: Tenure Number: Local Government:

Other details of land location (optional)

go to 8

8. Have you participated in a pre-lodgement meeting with the department (strongly encouraged)?

☐ Yes

go to 9

☒ No

Please provide name of officer you spoke with and this department's associated reference.

Department Contact
Officer

Pre-lodgement ID
(eLVAS CI Ref)

9. Provide details of pre-lodgement meeting.

(If there is insufficient space, please lodge as an attachment)

Note: Departmental Officers contact details and any reference number should be included if known.

10. Provide details of any timeframes the department should be aware of when assessing your application (for example, a settlement date)

(If there is insufficient space, please lodge as an attachment)

11. If this application relates to a project, provide an overview and how your application relates to this project.
(If there is insufficient space, please lodge as an attachment)

THIS FORM MUST BE ACCOMPANIED BY THE RELEVANT PART B APPLICATION FORM

CLEAR FORM



**Queensland
Government**

Department of Resources

You can now lodge your application online via Part A Contact and Land Details.
By July 2023 you will be able to apply for all *Land Act 1994* applications online.

Part B – Form LA18

Road Closure Application

Land Act 1994

Requirements

1. This application is for a road closure.
2. Please read the respective [Applying for a road closure guide](#), which includes application restrictions.
3. Payment of the prescribed Application fee (per title reference), if relevant. A refund of application fees will not be given. (Details of fees are available on the [Department of Resources](#) website at <<https://www.resources.qld.gov.au>> or contact your nearest [business centre](#) or call 13 QGOV 13 74 68.
4. Part A online form: [Contact and land details](#) or Part A – [Contact and land details \(PDF\)](#) must be completed and submitted with your application.
5. **Part C – Form 30: [Statement in relation to an application under the Land Act](#)** must be completed and submitted with your application.
6. You must **attach a drawing** showing the required information which is detailed in the [guide](#) under the heading "How to apply".
7. Any additional information to support the application.
8. For your application to be processed, all parts of this application form must be completed and accurately, otherwise your application may be returned to you to complete or refused.

Important information

9. You are **strongly encouraged** to arrange a pre-lodgement meeting with us before you apply to ensure you have the information you need to apply correctly. You can do this by contacting your nearest business centre.
10. A road is any area of land that has been set aside by legislation for the use of the travelling public. Not all roads are currently formed or being used by vehicles or pedestrians, and some may never be developed or used for that purpose.
11. An adjoining owner may apply for a permanent or temporary road closure. An adjoining owner is the registered owner, lessee or trustee of the property that shares a common boundary with the road i.e. contiguous, directly connected; or without interruption.

An adjoining owner can apply for the area of road that immediately adjoins the property boundary and not any part of the road that continues in either direction beyond the property boundary.

If a road is a "dead end" and the property boundary only adjoins on the end and does not extend along the road, the owner is not considered an adjoining owner for a road closure application. To be clear, a person who has limited frontage to the road cannot apply for closure of the entire length of the road.
12. A public utility provider as defined under the [Land Act 1994](#) <<https://www.legislation.qld.gov.au/>> may also apply for a permanent road closure.
13. An application for temporary road closure can be considered for another person (not an adjoining owner) for:
 - pipes for irrigation purposes that cross the road beneath its surface.

- water channels for irrigation purposes that cross the road.
14. A road may be closed "in strata" to provide for works such as:
- connecting overhead viaduct, or underground tunnel for commercial purposes between two buildings.
 - structure which will overhang a road.
 - car park or building under or over a road.
15. You may be required to pay a purchase price for the permanent closure of a road.
16. When a road is closed permanently, its status changes from 'road' to 'unallocated state land'. Depending on how the land is to be allocated, the area of road to be permanently closed may be:
- incorporated into the applicant's adjoining freehold or leasehold land.
 - included in an existing reserve or set apart as a new reserve.
 - retained as a separate parcel of freehold land, although this option is rarely used in view of the planning requirements of local governments.
17. A road may be permanently closed under the [Land Act 1994](#) if the Minister is satisfied the road is not:
- the only dedicated access to a person's land;
 - used regularly by the public as a road or stock route; or
 - providing continuity to a road network.
18. Although the state owns the land in a dedicated road, a local government (section 60 of the [Local Government Act 2009](#)) is responsible for the day to day management of dedicated roads in its area including their construction and maintenance. The [Department of Transport and Main Roads](#) <<https://www.tmr.qld.gov.au/>> is responsible for management of state controlled roads such as a freeway, highway or 'major road connecting cities'.
19. If the local government can authorise the proposed use on a local road under a specific local law for administering the use of local roads, an application for road closure is not required by this department. Contact the relevant local government for authorisation of the proposed use.
20. If the State government department administering state-controlled roads can authorise the proposed use on a state controlled road under the *Transport Infrastructure Act 1994*, an application for road closure is not required by this department. Contact Department of Transport and Main Roads for authorisation of the proposed use.
21. Information on this form, and any attachments, is being collected to process and assess your application under section 99 of the [Land Act 1994](#). If required, we may need to consult with third parties such as relevant local or state agencies and adjoining property owners. Details provided to third parties will generally be limited to type of application, area applied for and intended use. Your personal information will not otherwise be disclosed unless authorised or required by law.
22. Please note that we may wish to contact you to seek your views on our service, to advise you of any legislative changes that might affect you or to seek your participation in surveys or programs relevant to your application type. Any participation will be voluntary and you may email stateland@resources.qld.gov.au if you do not wish for the department to contact you.
23. The department may also compile or analyse statistics and conduct research. Any publication of findings will not involve the publication of identifying personal information.
24. For further privacy information click [Privacy](#) or go to <www.resources.qld.gov.au/home/legal/privacy>.

Office Use Only	Road Closure	 9 311662 185211
	Temporary Road Closure	 9 311662 185228

1.	The application is for: <div style="margin-left: 20px;"> <input checked="" type="checkbox"/> Permanent road closure go to 2 <input type="checkbox"/> Temporary road closure go to 2 </div>
-----------	---

2.	If you are not the manager of the road as defined below, have you consulted with the road manager to determine if the road is still required? <div style="margin-left: 20px;"> <input checked="" type="checkbox"/> Yes go to 3 <input type="checkbox"/> No go to 3 </div>
-----------	--

Before submitting your application to the department, you should discuss your proposal for closure of a local road with the local government responsible for its management, or the [Department of Transport and Main Roads](#) for a state-controlled road managed under the [Transport Infrastructure Act 1994](#).

This will assist you to plan your project and will help reduce the time required to assess your application. It will also provide you with an opportunity to address in your application any issues identified through discussion with the road manager.

The road manager is:

- For a road that is under the control of a local government—the local government;
- For a state-controlled road, the chief executive of the Queensland Government agency administering the *Transport Infrastructure Act 1994* (Department of Transport and Main Roads).

If the proposed use can be authorised by the road manager an application for road closure is not required.

Note: A road manager has the powers to authorise various uses on roads, however they cannot permanently close the dedicated road and allocate the land for another use.

A signed '[Part C Form LA30 – Statement in relation to an application under the Land Act 1994](#) over State land' from the road manager must accompany this application.

A road may be permanently closed under the *Land Act 1994* if the Minister is satisfied the road is not:

- a) the only dedicated access to a person's land;
- b) used regularly by the public as a road or stock route; or
- c) providing continuity to a road network.

An application must be refused if the road is still needed in accordance with section 101(3) of the [Land Act 1994](#).

3.	Are you a public utility provider or the registered owner, lessee or trustee of the land adjoining the area of road subject to this road closure application?
<input checked="" type="checkbox"/> Yes go to 4 <input type="checkbox"/> No	Application cannot be considered unless temporary closure is for reasons listed in Question 4

Section 99(1) of the [Land Act 1994](#) states that only a public utility provider or the registered owner, lessee or trustee of the land adjoining a road may apply for a permanent closure of the road.

4.	Is the temporary closure to make structural improvements for: <div style="margin-left: 20px;"> <input type="checkbox"/> Pipes for irrigation purposes that cross the road beneath its surface go to 5 <input type="checkbox"/> Water channels for irrigation purposes that cross the road go to 5 <input checked="" type="checkbox"/> Not Applicable go to 5 </div>
-----------	--

Section 99(3) of the [Land Act 1994](#) limits who can apply for temporary closure of a road to only the registered owner, lessee or trustee of the land adjoining a road or another person for:

- Pipes for irrigation purposes that cross the road beneath its surface; or
- Water channels for irrigation purposes that cross the road.

5. Provide details in Schedule 1 below, of any land you lease from the State or are the registered owner that adjoins or is in the vicinity of the land applied for:

Schedule 1		
You must enter either the Lot on Plan or Title Reference of the land for which the application is being lodged (If insufficient space, please add additional description as an attachment)		
Lot	Plan	Title Reference
2348	LIV40842	30111071

go to 6

The description of the land can be found on a current title search or on your rates notice. To check this you can purchase a title search by calling (07) 3497 3479, visiting the Titles Queensland website <https://www.titlesqld.com.au/> (and select 'Searches').

6. Have you made a previous application for closure of this area of road?

<input type="checkbox"/> Yes	go to 7
<input checked="" type="checkbox"/> No	go to 10

7. Was this application refused?

<input type="checkbox"/> Yes	go to 8
<input type="checkbox"/> No	go to 10

8. Have there been any change in circumstances from the previous application, which may lead to this application being accepted for further consideration?

<input type="checkbox"/> Yes	go to 9
<input type="checkbox"/> No	go to 10

If no, the application maybe rejected without further consideration.

9. Provide details of the change in circumstances from the previous application.
(If there is insufficient space, please lodge as an attachment)

go to 10

10. Is any use currently being made of the road area?

☒ Yes

go to 11

☐ No

go to 12

11. Provide details of the current use of road e.g. grazing, encroachment of building or structure.

go to 12

(If there is insufficient space, please lodge as an attachment)

Cattle grazing, private access track (fenced)

12. Provide details of the proposed use of the road area and any additional information to support the application. go to 13

(If there is insufficient space, please lodge as an attachment)

continued use of existing cattle grazing and private access track

13. If you have lodged an application to dedicate state land as road, please provide the case reference number or the lot on plan description of the land in which you have applied to open the road. go to 14

Attachments

The following will need to be lodged with your application for it to be processed. If all this information is not submitted, your application will be returned or refused.

14. Tick the box to confirm the attachments form part of the application:

☐ Application Fee

☒ Part A online form – Contact and Land details or Part A – Contact and land details PDF

☒ Part C – Form LA30 – Statement in relation to an application under the Land Act 1994

☐ A copy of a [Dial before you dig](#) enquiry detail page for the road area applied for

☒ A drawing showing the information listed in the 'How to Apply' in the [guide](#)

☐ Evidence of pre-lodgement discussions with the department, if applicable.

☒ Additional information in support of your application such as correspondence from the road manager or current users of the road, if applicable.

It is recommended that any attached drawings be A4 or A3 size. Your application will not be considered as having been properly made, unless all parts of this application form are completed accurately. In this instance your application may be returned to you for completion.

Declaration

I certify that I have read the information, which forms part of this application and the information I have provided is true and accurate.

Signature of applicant (or their legal practitioner)

Date: / /

If applicant, section 142 of the [Land Act 1994](#) states a person is eligible to apply for, buy or hold land under the *Land Act 1994* if the person is an adult, that is, 18 years of age or over. If the legal practitioner of the applicant is signing as the applicant then the legal practitioner's full name must be printed immediately below the signature.

CLEAR FORM

11.3 OCEAN PARK AVENUE TRAFFIC MATTERS

File No:	fa39714
Attachments:	<ol style="list-style-type: none">6 February 2024 Briefing Session Presentation↓Fact Sheet - Speed Humps↓Fact Sheet - One-Lane Slow Points↓
Responsible Officer:	Michael Kriedemann - General Manager Infrastructure
Author:	Michael Kriedemann - General Manager Infrastructure
Previous Items:	8.1 - NOM - Mayor Ireland - Ocean Park Avenue Road Safety - Ordinary Council - 06 Feb 2024 12:00pm (Special) 11.3 - Ocean Park Avenue Traffic Matters - Standing Committee - Infrastructure - 02 Jul 2024 8:30 AM

SUMMARY

This report provides an update on the traffic matters along Ocean Park Avenue and the proposed next steps.

OFFICER'S RECOMMENDATION

THAT the committee recommends Council resolves to:

- Notes the results of the resident survey;
- Install Load Limit signs at the eastern and western ends of Ocean Park Avenue to restrict large heavy vehicles from the street;
- Allocate \$15,000 in the 2024/2025 capital budget to install two interactive signs i.e. smiley face speed advisory signs; and
- Request the Queensland Police in Yeppoon undertake random speed enforcement campaigns to support the road safety strategy.

BACKGROUND

In 2022, Council Officers were approached by some residents in Ocean Park Avenue concerned about the volume of traffic, vehicles speeding, the number of commercial vehicles on the road and the general safety of residents and road users. These residents believed this issue posed a significant risk to children, their personal safety, elderly residents, pedestrians, their property, cyclists, and e-scooter users. Council Officers completed a traffic review (in November 2022 and in June 2023) to understand and quantify these concerns.

In November 2023, Officers undertook community engagement to survey the residents in Ocean Park Avenue to gauge their views on traffic speed and volume within the street and asked if they supported a trial mid-block road closure. More than 80% of respondents supported a trial and this was enacted in January 2024.

On 6 February 2024, prior to the Special Council Meeting (refer to attachment 1) Officers briefed Council on this matter. During this briefing, it was articulated that the objective of any potential actions was to *improve safety and reduce road noise by: reducing vehicle speeds and reduce volume by eliminating 'non-local' traffic including trucks.*

Additionally, Officers briefed Council on 10 April 2024 on the history of traffic issues and effectiveness of the temporary one-way slow points.

On 27 May 2024, resident representatives from Ocean Park Avenue and Central Park Estate met with Council to discuss their lived experiences and advocate for a new temporary road closure trial.

At the Infrastructure Standing Committee meeting held on 2 July 2024, the Committee used its delegation to resolve to remove the three temporary one-lane slow points and implement a temporary road closure trial at the western end of Ocean Park Avenue for a period of 8 weeks.

COMMENTARY

Officers completed a traffic review (in November 2022 and in June 2023) to understand and quantify the resident's concerns and found that:

- The **highest traffic volume** recorded was 2,542 vehicles per day at the Tabone Street end of the road.
- The **highest actual speed** recorded was between 120 - 130 Km/hr, outside #33 Ocean Park Avenue
- The **highest average** speed recorded was 51km/hr, outside #50 Ocean Park Avenue
- The **mean exceeding speed** (average of a data set for those vehicles exceeding the speed limit) was 64.3 km/hr outside #50 Ocean Park Avenue
- The **highest actual speed** recorded by a heavy vehicle was between 80-90 km/hr outside #33 Ocean Park Avenue
- The **highest actual speed** of a Heavy Articulated vehicle (semi-trailer) was between 60-70 km/hr at #33 Ocean Park Avenue

Road Opened (adjacent to Number 26 Ocean Park Avenue) – 17 November to 8 December 2022

- Average number of vehicles per day – 1,753
- Average speed – 47km/hr
- Heavy Vehicles – 12% (210 trucks per day)
- 85th percentile speed – 55km/hr

Road Opened (adjacent to Number 33 Ocean Park Avenue) – 18 May to 6 July 2023

- Average number of vehicles per day – 1,710
- Average speed – 48km/hr
- Heavy Vehicles – 12% (205 trucks per day)
- 85th percentile speed – 56km/hr

Officers have also placed traffic counters at the eastern and western end of the street, at various times over the past 2 years, to compare traffic parameters to the mid-point in the road. The average number of vehicles per day is higher at the extremities of the street (2,542) however the 85th percentile speed is higher at the mid-point in the street.

Considering this information, and through discussions with resident representatives, Council officers compiled a survey to gauge the level of concern from residents in Ocean Park Avenue and to understand their appetite to try and reduce speed and volume i.e. Local Area Traffic Management. Below in the Engagement & Consultation section is the survey responses from the November 2023 survey.

Based on the survey results from November 2023, the General Manager Infrastructure used their delegation to temporarily close the road at the mid-point to understand the impact and future planning considerations. This closure was enacted on 24 January 2024 and was in place until 23 February 2024, when it was removed and replaced with three temporary one-lane slow points.

Mid-block road closure (adjacent to Number 1 Ocean Park Avenue) - 19 to 23 February 2024

- Average number of vehicles per day – 550
- Average speed – 38km/hr

- Heavy Vehicles – 7.2% (30 trucks per day)
- 85th percentile speed – 46km/hr

Mid-block road closure (adjacent to Number 50 Ocean Park Avenue) - 19 to 23 February 2024

- Average number of vehicles per day – 700
- Average speed – 47km/hr
- Heavy Vehicles – 8.0% (56 trucks per day)
- 85th percentile speed – 55km/hr

The above mid-block data shows that the traffic volumes reduced substantially due to external through traffic not being able to use this road. All other measures reduced from previous 'road open' statistics.

At the Special Council Meeting held 6 February 2024, Council recognised the concerns of some residents of Ocean Park Avenue about road safety caused by non-resident traffic "rat running" increasing traffic volume and speed and vehicle size on a road not intended for such purpose. However, it also acknowledged that a road closure was not it's preferred method of managing this issue and resolved to reopen the road and in the interim install temporary one-lane slow points. Below is the data collected during the first month of the 3 x one-lane slow point traffic management period.

3 x one lane slow points (adjacent to Number 33 Ocean Park Avenue) - 24 February to 22 March 2024

- Average number of vehicles per day – 1,274
- Average Speed – 40km/hr
- Heavy vehicles – 7.5% (95 trucks per day)
- 85% speed – 48km/hr

The above one-lane slow point data shows that the traffic volumes reduced substantially. Residents within the Central Park Estate were able to enter and exit from the east and west, thus splitting the traffic. All other measures reduced from previous 'free flow' conditions.

After the Special Council Meeting in February, Officers received a number of customer requests (feedback) from Ocean Park Avenue road users, including:

- disappointed the temporary road closure was being removed;
- disappointed that LATM's were being considered;
- disappointed a permanent road closure was 'off the table';
- trucks and speeding vehicles have returned since the one-lane slow points were installed; and
- some have noticed that the street seems quieter with lower speeds and volumes.

On 19 March 2024, one of the residents of Ocean Park Avenue emailed the CEO and General Manager Infrastructure voicing concerns that additional relevant information has not been distributed to Councillors and requested an opportunity to present Ocean Park Avenue and Central Park Estate resident's concerns.

Due to the timing of the Local Government election, the delay in the election being declared and busy schedule of the newly sworn in Council, a deputation with resident representatives was not able to be scheduled until Monday 27 May 2024.

At the deputation, the resident representatives spoke about their concerns regarding safety of residents, speed & volume of vehicles, high numbers of commercial vehicle traffic, driver behaviour (aggression), future development growth and potential for Ocean Park Avenue to become an even more desirable route for an ever increasing residential area. Their observations regarding the three temporary one-lane slow points is that they are not effective in slowing traffic, reducing volume and are dangerous due to motorists ignoring Give Way signage.

Their request to Council is that a new temporary road closure be trialed for 8 weeks at the western end of Ocean Park Avenue (at the roundabout), that new traffic survey data is obtained during the trial to quantify the effect of the trial and the three one-lane slow points are removed.

Many of the residents in the Central Park Estate did not agree with the mid-point road closure trial as they felt it divided the estate, created animosity between the eastern and western precincts and disrupted local traffic within the estate to efficiently travel to Yeppoon shops. In order to reduce the traffic (exclude external road users) and to promote a 'one estate' social environment, residents suggested a temporary road closure trial at the western end.

At the Infrastructure Standing Committee held 2 July 2024, the Committee resolved to rescind the Council Resolution from the Special Council Meeting held on 6 February 2024, remove the three temporary one-lane slow points, implement a temporary road closure trial at the western end of Ocean Park Avenue for a period of 8 weeks. Below is the traffic data collected during the 8 week trial.

Western end road closure (adjacent to Number 26 Ocean Park Avenue) – 10 July to 4 September 2024

- Average number of vehicles per day – 591
- Average speed – 40km/hr
- Heavy Vehicles – 9% (53 trucks per day)
- 85th percentile speed – 49km/hr

After the trial the road was reopened to traffic. Below is the traffic data for the reopened road.

Road Opened (adjacent to Number 26 Ocean Park Avenue) – 4 September to 20 September 2024

- Average number of vehicles per day – 1,298
- Average speed – 44km/hr
- Heavy Vehicles – 12% (156 trucks per day)
- 85th percentile speed – 51km/hr

Atlantic Drive

During the 8 week trial road closure, residents of Atlantic Drive raised concerns that traffic was now travelling down through their street and the speed and volume had increased. Atlantic Drive is a parallel street connecting Old Rockhampton Road to Tabone Street (via Fred lawn Drive). Council had previous traffic data from 2021 and also placed counters in August 2024. The results are below:

Atlantic Drive (adjacent to Number 3) – 21 May to 31 May 2021

- Average number of vehicles per day – 324
- Average speed – 36km/hr
- Heavy Vehicles – 8.2% (27 trucks per day)
- 85th percentile speed – 47km/hr

Atlantic Drive (adjacent to Number 3) – 6 August to 21 August 2024













- Average number of vehicles per day – 540
- Average speed – 40km/hr
- Heavy Vehicles – 14.9% (80 trucks per day)
- 85th percentile speed – 49km/hr

Atlantic Drive (adjacent to Number 3) – 4 to 12 September 2024 when OPA is reopened

- Average number of vehicles per day – 394
- Average speed – 38km/hr
- Heavy Vehicles – 15% (59 trucks per day)
- 85th percentile speed – 48km/hr

Heavy vehicles

One of the concerns raised by residents in Ocean Park Avenue is the number of heavy vehicles (trucks) using the street, measured at 12% (or about 200 trucks per day). The traffic counters used by Council are common across much of Australia and are calibrated to measure the distance between wheelbases of a range of vehicles in order to classify vehicles into classes. Below is the standard used for vehicles classification.

Axes	Groups	Description	Class	Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3		
2	2	Two axle truck or Bus	TB2	4		2 (Medium)
3	2	Three axle truck or Bus	TB3	5		
>3	2	Four axle truck	T4	6		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10		
>6	4	B-Double or Heavy truck and trailer	BD	11		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12		

During the road closure trial, a resident noticed that the two axle truck/bus parameter was ‘a 2 axle wheelbase greater than 3.2m’, which aligns with the current Australian Standard. The traffic counters can distinguish between motorbikes, cars with a wheelbase less than 3.2m and cars towing trailers, together with longer rigid body trucks and articulated trucks.

A review of new cars in Australia shows that some vehicles used as passenger vehicles have wheelbases longer than 3.2m. For example, Ram utes have a wheelbase between 3.569m –

3.898m. Similarly, Ford Ranger utes have a wheelbase of 3.27m. Ford F150 utes have a wheelbase of 3.694m and Toyota Hiace vans have a wheelbase of 3.86m.

Officers have reviewed the traffic data and have found that in July 2023 (road open) 5% of vehicles countered had a wheelbase of greater than 4m, 10.5% of vehicles countered had a wheelbase of between 3.2m – 4.0m and 84.5% of vehicles countered had a wheelbase less than 3.2m.

Additionally, officers have reviewed the traffic data and have found that in August 2024 (road closed at western end) 2.2% of vehicles countered had a wheelbase of greater than 4m, 7.8% of vehicles countered had a wheelbase of between 3.2m – 4.0m and 90% of vehicles countered had a wheelbase less than 3.2m.

It is difficult to say how many of the vehicles counted in the wheelbase range 3.2m – 4m are larger passenger type vehicles for private use and how many are small rigid trucks used for commercial purposes.

Based on the data above from July 2023, we know that 5% of vehicles countered had a wheelbase of greater than 4m. This could be classes as 'true' heavy vehicles and is less than the general upper limit of 8% used in traffic planning benchmarks.

Options

Local area traffic management (LATM) is concerned with the planning and management of the usage of road space within a local traffic area, often to modify streets which were originally designed in ways that are now no longer considered appropriate to the needs of residents and users of the local area. LATM can be seen as a tool of traffic calming at the local level. It involves the use of physical devices, streetscaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more pleasant streets.

The objective is to lower speeds along the entire length of road through horizontal or vertical deflections. General maximum spacing is 120m between devices to ensure speed reduction. There are about 30 different types of LATMs that perform various functions including speed reduction, traffic volume reduction, crash risk reduction, increased pedestrian safety and increased cyclist safety.

At the February Briefing and Special Meeting of Council, the various types of LATM's were discussed. The Austroads Guide to Traffic Management Part 8 – Local Steet Management was used to compare various options and it became clear that either road humps or one-lane slow points had the theoretical characteristics to influence speed and volume in this street.

The following options are available to Council:

Description	Cost (\$)
1. Do nothing – leave road and continue to monitor speed and volume until thresholds are reached i.e. 3,000 vehicles per day for minor collector OR 85 th percentile speed of 60km/hr	0
2. Install a Load Limit regulatory sign to restrict large heavy vehicles	500
3. Education through 2 x interactive signs i.e. smiley face speed advisory signs	15,000
4. Enforcement by Police on an adhoc or systematic basis	0
5. Raised Platforms or One-Lane slow points	275,000

Below is an alternative resolution if Council was considering installing engineered LATM devices.

THAT the committee recommends Council resolves to:

1. Notes the results of the resident survey;
2. Implement six one-lane slow points along Ocean Park Avenue in order to reduce vehicle speeds and volumes;
3. Allocate \$25,000 in 2024/2025 for design and \$250,000 in 2025/2026 for construction;
4. Immediately install Load Limit signs at the eastern and western ends of Ocean Park Avenue to eliminate large heavy vehicles from the street; and
5. Request the Queensland Police in Yeppoon undertake random speed enforcement campaigns to support the road safety strategy.

PREVIOUS DECISIONS

At the Special Council Meeting held 6 February 2024, Council resolved THAT:

1. Although not necessarily supported by traffic data collected over the past 12 months, Council recognises the concerns of some residents of Ocean Park Avenue about road safety caused by non-resident traffic “rat running” this through-route increasing traffic volume and speed and vehicle size on a road not intended for such purpose.
2. Accordingly, Council directs that:
 - a. A permanent closure of the road is not an acceptable outcome.
 - b. Council prefers other Local Area Traffic Management solutions such as vertical deflection (eg. speed humps) and will consult further on the preferred solution once detailed design has been completed.
 - c. The outcome of the consultation, along with previous options analysis will be presented to as recommendations to Council.
3. While the latest review and consultation is undertaken, other traffic calming (temporary one lane slow point) will be installed along Ocean Park Avenue to enable the trial road closure to be discontinued.

At the Infrastructure Standing Committee held 2 July 2024, the Committee resolved THAT the committee exercises its delegation under s257c of *Local Government Act 2009* and resolves to:

1. Rescind the Council Resolution from the Special Council Meeting held on 6 February 2024;
2. Remove the three temporary one-lane slow points currently installed in Ocean Park Avenue;
3. Implement a temporary road closure trial at the western end of Ocean Park Avenue for a period of 8 weeks;
4. Undertake traffic counts during the temporary road closure in order to quantify the outcomes of the trial;
5. Report back to Council at the conclusion of the trial road closure.

ACCESS AND INCLUSION

This report is made publicly available on Council’s website under the Standing Committee Agenda.

ENGAGEMENT AND CONSULTATION

In November 2023, council sought feedback through an online survey following ongoing concerns from residents of Ocean Park Avenue regarding increased vehicle traffic and

pedestrian safety. The survey was open to residents of Ocean Park Avenue for two weeks, with results as follows:

Survey respondents: 59 (64 dwellings in the street)

Do you believe there is an issue with traffic speeds in Ocean Park Avenue?

- Yes – 100% (59)
- No – 0% (0)

If yes, what time of day does this approximately occur?

Morning - 1, Afternoon - 4, Evening - 2, Always - 52.

Do you believe there is an issue with traffic volumes in Ocean Park Avenue?

- Yes – 100% (59)
- No – 0% (0)

If yes, what time of day is the traffic volume highest?

Morning - 5, Afternoon - 7, Evening - 0, Always - 47.

Do you think council needs to take action to reduce the speed of vehicles or, the volume of traffic and the heavy vehicles using Ocean Park Avenue?

- Yes – 100% (59)
- No – 0% (0)

If yes, which of the below options would you support? Please rank the options below in order of preference with your first choice at top of the box.

Results in order of preference:

- Road Closure - 5.09.
- Load limits - 4.42.
- Speed limit reduction - 4.42.
- Traffic islands (chicanes) - 2.68
- Raised platforms - 2.68.
- Signage - 1.44.
- Line marking - 1.39.

Would you support the trial of a temporary road closure for 8 weeks around the mid-point of the road? (For example, a temporary road closure at approximately mid-way point of #33/ #26 Ocean Park Avenue to enable Council to understand any potential impacts and future planning)

- Yes – 83% (49)
- No – 17% (10)

Based on the survey feedback from November 2023, the General Manager Infrastructure used their delegation to temporarily close the road at the mid-point to understand the impact and future planning considerations. This closure was enacted on 24 January 2024 and was in place until 23 February 2024, when it was removed and replaced with three temporary one-lane slow points.

At the Special Council Meeting held on 6 February 2024, Councillor Mather tabled a petition received from Leigh Murphy (Chief Petitioner) regarding the closure of Ocean Park Avenue Yeppoon:

“This petition aims to express our opposition to the closure of Ocean Park Avenue, Yeppoon. While acknowledging the need to address speed related issues, completely shutting down the road to all users is an extreme measure that requires a careful examination of alternative solutions. We oppose Council’s approach and insist on transparency before any changes or trials are approved and implemented”. In accordance with the Meeting Procedures Policy, section 2.9 Petitions, Mrs Murphy’s petition was ‘received’.

On 19 March 2024, one of the residents of Ocean Park Avenue emailed the CEO and General Manager Infrastructure voicing concerns that additional relevant information has not been distributed to Councillors and requested an opportunity to present Ocean Park resident’s concerns.

On 27 May 2024 resident representatives from Ocean Park Avenue and Central Park Estate met with Council to discuss their lived experiences and advocated for a trial road closure at the western end of Ocean Park Avenue.

On 29 July 2024 Council launched a ‘get Involved’ webpage to provide a single source of up to date information and serve as a central hub where residents can access the latest updates on the trial, ask questions, and receive responses directly from Council staff.

Between 28 August and 11 September 2024 Council conducted a survey of residents to help inform the traffic issue. The overall results of the survey are as follows:

- Responses – 269
 - 66% from Yeppoon
 - 18% from Barmaryee
 - 16% other
 - 67 live on Ocean Park Avenue (OPA)
 - 110 live in Central Park estate
 - 92 live in greater Livingstone Shire
- Primary purpose for travelling along Ocean Park Avenue
 - 81 live on OPA
 - 107 travel to school/work
 - 104 travel to sport/leisure
 - 79 ‘other’
- Do you think Council needs to take action to reduce speed or volume along OPA?
 - Yes – 63% (169)
 - No – 37% (100)
- Do you believe the trial one-lane slow points reduced volume along OPA?
 - Yes – 55% (147)

- No – 45% (122)
- Do you believe the trial one-lane slow points reduced the speeds along OPA?
 - Yes – 68% (182)
 - No – 32% (87)
- Do you believe the recent road closure reduced the volumes along OPA?
 - Yes – 55% (149)
 - No – 45% (120)
- Do you believe the recent road closure reduced the speeds along OPA?
 - Yes – 42% (114)
 - No – 58% (155)

The results from 67 responses *who live on Ocean Park Avenue* are as follows:

- Do you think Council needs to take action to reduce speed or volume along OPA?
 - Yes – 91% (61)
 - No – 9% (6)
- Do you believe the trial one-lane slow points reduced volume along OPA?
 - Yes – 25% (17)
 - No – 75% (50)
- Do you believe the trial one-lane slow points reduced the speeds along OPA?
 - Yes – 30% (20)
 - No – 70% (47)
- Do you believe the recent road closure reduced the volumes along OPA?
 - Yes – 88% (59)
 - No – 12% (8)
- Do you believe the recent road closure reduced the speeds along OPA?
 - Yes – 78% (52)
 - No – 22% (15)

The results from 110 responses *who live on a street that connects to Ocean Park Avenue or within Central Park Estate* are as follows:

- Do you think Council needs to take action to reduce speed or volume along OPA?
 - Yes – 63% (69)
 - No – 37% (41)
- Do you believe the trial one-lane slow points reduced volume along OPA?
 - Yes – 62% (68)
 - No – 38% (42)
- Do you believe the trial one-lane slow points reduced the speeds along OPA?
 - Yes – 80% (88)
 - No – 20% (22)

- Do you believe the recent road closure reduced the volumes along OPA?
 - Yes – 38% (42)
 - No – 62% (68)
- Do you believe the recent road closure reduced the speeds along OPA?
 - Yes – 26% (29)
 - No – 74% (81)

The results from 92 responses *who live in the greater Livingstone Shire* are as follows:

- Do you think Council needs to take action to reduce speed or volume along OPA?
 - Yes – 42% (39)
 - No – 58% (53)
- Do you believe the trial one-lane slow points reduced volume along OPA?
 - Yes – 67% (62)
 - No – 33% (30)
- Do you believe the trial one-lane slow points reduced the speeds along OPA?
 - Yes – 80% (74)
 - No – 20% (18)
- Do you believe the recent road closure reduced the volumes along OPA?
 - Yes – 52% (48)
 - No – 48% (44)
- Do you believe the recent road closure reduced the speeds along OPA?
 - Yes – 36% (33)
 - No – 64% (59)

Additionally, feedback on the road closure trial was received from local emergency services.

The Officer in Charge of Ambulance in Yeppoon had the following comments:

- Preference is for the street to remain open;
- OPA is used as a direct route for any emergency that QAS responds to in the Barmaryee, Woodbury and Bungundarra area.
- OPA is also used to respond to the aged care facilities that come off Rockhampton Road.
- Closing OPA has increased the QAS response times to these areas, which can greatly impact the outcome for any patient experiencing a critical emergency.
- QAS response times now to the above suburbs has increased by 3-5 mins.
- In a cardiac arrest and patients experiencing chest pain/shortness of breath, time critical responses are absolutely necessary. This means using the most direct route to get to the address. This cannot occur at the moment with OPA being closed.
- Moving forward, I would like for QAS to be able to utilise OPA for response into the above suburbs.

The Officer in Charge of Police in Yeppoon had the following comments:

- Preference is for the street to remain open;
- Blocking it at the Old Rockhampton Road end, only increases our response times, particularly if we are responding from the Old Rockhampton Road side, as we would

have to drive all the way around to Tabone Street end to access the estate from that side. For time critical incidents, this could be catastrophic to be honest.

- Same concept applies with getting out of the estate, if we had to respond to the Barmaryee area – we would have to drive down to the Tabone Street end and back around.
- The closure pushed all traffic to the Tabone Street end which is already congested at the best of times before & after school. Closing the top end is only adding to this congestion and forcing motorists to Tabone Street, that may not have ordinarily gone that way if they didn't have to.

HUMAN RIGHTS IMPLICATIONS

Section 4(b) of the Human Rights Act 2019 requires public entities such as Council 'to act and make decisions in a way compatible with human rights'.

There are no foreseen human rights implications associated with the adoption of this monthly report.

BUDGET IMPLICATIONS

If Council resolved to install load limit signage this would be \$500.

If Council resolved to install two educational interactive signs this would be \$15,000.

If Council resolves to implement LATM's, the cost would need to be included in a future capital budget. It is estimated that \$275,000 would be required to design and construct road humps.

LEGISLATIVE CONTEXT

Section 60(1) of the Local Government Act gives Council control over all roads in its local government area.

Section 60(2)(b) includes being able to construct, maintain and improve roads.

LEGAL IMPLICATIONS

N/A

STAFFING IMPLICATIONS

If Council resolves to implement LATM's, internal Council resources have the skills and experience to design and construct the devices but do not have the time to program these works in the 24/25 financial year.

If Council's desire was to implement LATM's immediately, officers would need to engage external engineering design and survey and then procure external contractors to complete the work. This would likely take 9 months to complete.

If Council was willing to use internal resources, the design could be finalised in 2024/2025 and construction programmed in 2025/2026. This would likely take 15 months to complete.

RISK ASSESSMENT

Environmental: Residents along Ocean Park Avenue have indicated that road noise, speeding vehicles and high volumes of vehicles (particularly heavy vehicles) from the existing situation is eroding livability for residents.

If a permanent solution was implemented in Ocean Park Avenue, the majority of vehicles using the road will be local traffic, thus increasing livability for residents. On the other hand, if LATM's were installed, one of the negative affects is increased road noise from breaking and accelerating vehicles.

Social: There are a number of road users who have a broad range of views on this matter, evidenced by the petition received at the Special Council Meeting held on 6 February 2024 and the resident survey completed in August 2024. Whatever decision is made, some users will be upset.

Political: Council is empowered under the Local Government Act to manage the local road network. Whether road closure, Local Area traffic Management or 'do nothing' is the final decision, this may lead to some parts of the community feeling their views were overlooked.

Economic: Council has not budgeted for LATM's and there is no allocation to implement any physical treatments. Load limit signage can be accommodated within existing operational budgets however, educational interactive signage would require a capital budget allocation of \$15,000.

CORPORATE PLAN REFERENCE

Leading Livingstone

Community Plan Goal 4.3 - Engagement with the community as advisors and partners

4.3.3 Take actions to enable the use of meaningful tools to engage the community on diverse issues so that the community is well informed and can contribute to decision making.

CONCLUSION

Local traffic management is a combination of traffic engineering (science), human behaviour, education and enforcement. This issue has been ongoing for a number of years and Council has a number of options to influence traffic speeds, volume and truck usage in this street.

The traffic data does not suggest the environmental capacity of the minor collector has been exceeded (3,000 vehicles per day is the capacity), the 85th percentile speed is slightly less than the trigger for action. With the adjustment for commercial vehicle wheelbase increases in passenger/utes currently in our community, the commercial vehicle volumes are arguably slightly less than the trigger for a minor collector.

The officer's recommendation is to take a measured approach at this time and for Council to consider some educational interactive signs, implement load limits and request police enforcement of speed zone.

11.3 - OCEAN PARK AVENUE TRAFFIC MATTERS

6 February 2024 Briefing Session Presentation

Meeting Date: 1 October 2024

Attachment No: 1



Issues – residents in Ocean Park Avenue concerned about traffic (speed, volume & noise), high number of trucks and safety.

- 64 dwellings in the street
- 59 responses to survey
- 49 responses supported a trial road closure

Objective – improve safety and reduce road noise by: reducing vehicle speeds and reduce volume by eliminating ‘non-local’ traffic including trucks.

Questions

- Do we continue trial closure?
- Do we look for an alternative traffic management approach?

Local Area Traffic Management

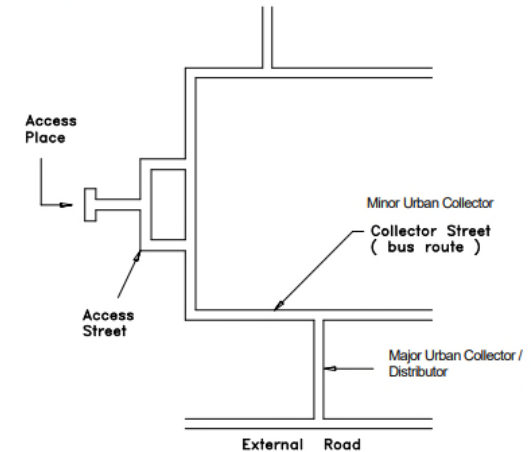


- Local area traffic management is concerned with the planning and management of the usage of road space within a local traffic area, often to modify streets which were originally designed in ways that are now no longer considered appropriate to the needs of residents and users of the local area.
- LATM can be seen as a tool of traffic calming at the local level
- It involves the use of physical devices, streetscaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more pleasant streets.

Road Hierarchy

Figure D01. 07.1 - Typical Road Hierarchy

Road Type	Vehicles Per Day	Speed Environment
Access Place	0 - 250	50km/hr
Access Street	251 - 750	50km/hr
Minor Collector	751 – 3,000	50km/hr
Major Collector	3,001 – 6,000	60km/hr
Sub Arterial	6,000 – 10,000	60-80km/hr
Arterial	<10,000	60-100km/hr



- Ocean Park Avenue is a Minor Collector
- Barmaryee Road is a Major Collector
- Tabone & McBean Streets are Minor Collectors
- Old Rockhampton Road is a Sub Arterial
- Tanby Road is a Sub Arterial



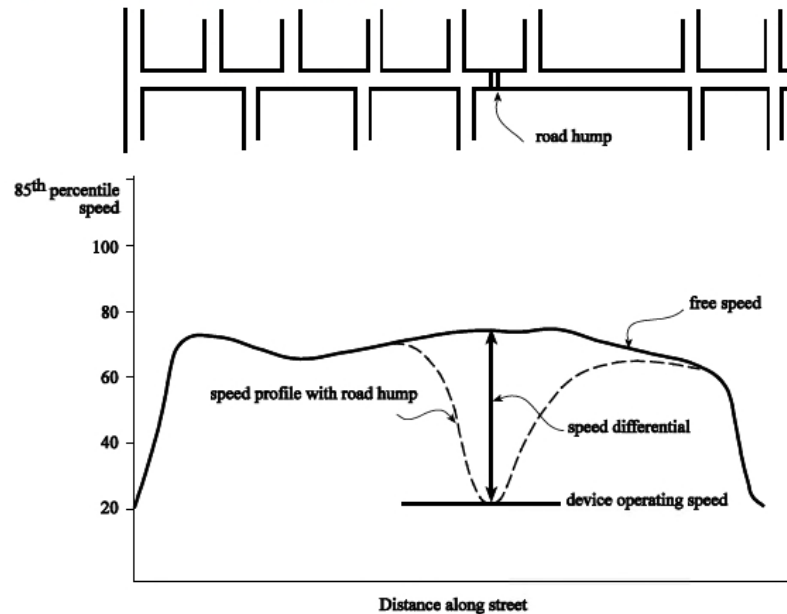
Key Statistics

- Average speed = 51km/hr
- 85% percentile speed = 56km/hr
- Average volume = 2,170
- Max volume = 2,540
- Heavy Vehicle % = 12% at mid point or 200 trucks per day

How do LATM's work?

- Objective is to lower speeds along the entire length of road through horizontal or vertical deflection
- General max spacing is 120m to ensure speed reduction

Figure C14 1: Definition of speed differential





Negative Effects of LATM's

- increased travel time for drivers
- frustration for frontage owners (noise, signs, streetlighting etc.)
- Deliberate abuse of devices through driver behaviour (challenge!)
- excessive acceleration and deceleration and associated noise
- effects on parking supply
- restricted access to properties adjacent to devices
- appearance
- possible increased response times for emergency and service vehicles
- transfer of traffic from one street to another
- increase in delays at adjoining arterial roads
- additional cost burdens in terms of maintenance and enforcement.

















LATM Alternatives

- Vertical deflections
- Horizontal deflections
- Diversions
- Linemarking & signage

Vertical devices are considered to be more effective in speed control and crash reduction than horizontal devices and, despite their lower popularity in the community, appeared to be more acceptable than might have been assumed

Alternatives

Table 8.1: Description and use of LATM devices

Measure		Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
Vertical deflection devices (Section 8.2)	 Road humps	✓	✓	✓	–	–
	 Road cushions	✓	✓	✓	–	✓
	Flat-top road humps	✓	✓	✓	–	✓
	 Wombat crossings	✓	✓	✓	✓	✓
	 Raised pavements	✓	✓	✓	–	✓
Horizontal deflection devices (Section 8.3)	Lane narrowings/kerb extensions	✓	–	–	✓	–
	 Slow points	✓	✓	–	–	–
	Centre blister islands	✓	✓	–	✓	–
	Driveway links	✓	✓	–	✓	✓
	Mid-block median treatments	✓	–	✓	✓	✓
	 Roundabouts			✓	–	–
Diversion devices (Section 8.4)	 Full road closure	–	✓	✓	✓	✓
	Half road closure	–	✓	✓	✓	✓
	 Diagonal road closure	–	✓	✓	✓	✓
	Modified T-intersection	✓	✓	✓	✓	✓
	Left-in/left-out islands	–	✓	✓	✓	–
Signs, linemarking and other treatments (Section 8.5)	Speed limit signs	✓	–	✓	✓	✓
	Prohibited traffic movement signs	–	✓	✓	–	✓
	 One-way (street) signs	–	✓	✓	✓	–
	 Give-way signs	✓	✓	✓	✓	✓
	 Stop signs	✓	✓	✓	✓	✓
	Shared zones	✓	✓	–	✓	✓
	 School zones	✓	–	✓	✓	✓
	Threshold treatments	✓	✓	✓	–	✓
	Tactile surface treatments	✓	–	–	–	–
	Bicycle facilities	–	–	✓	–	✓

Yellow = suitable in OPA

Green = not suitable in OPA



LATM Alternatives

Table C21 1: Speed and safety benefits of different LATM devices

Treatment type	Studies	Change in 85 th percentile speeds		Crash reduction, scheme-wide
		At treatment	Scheme-wide	
Raised tables (best defined as flat-top road humps)	Brindle et al. (1997), Smith et al. (2002), Webster and Layfield (1996)	–24%	–	71%
Road humps	Evans (1994), Corkle et al. (2001), Huffine (2005), Petruccelli (2000), Ponnaluri and Groce (2005), Smith et al. (2002), Webster (1993), Webster and Layfield (1996), Zito and Taylor (1996)	–45%	–21%	71%
Road cushions	Layfield and Parry (1998), Wheeler et al. (1996, 1998)	–27%	–	60%
Kerb extensions	Corkle et al. (2001), Parham and Fitzpatrick (1998), Fehr and Peers (2015), WSROC (1993)	–7%	–	–
Slow points – two-lane	Cusack et al. (1998), Sayer et al. (1998), Tucker (2006)	–27%	–15%	51%



LATM Alternatives

Treatment type	Studies	Change in 85 th percentile speeds		Crash reduction, scheme-wide
		At treatment	Scheme-wide	
Slow points – one-lane	Corkle et al. (2001), Sayer et al. (1998)	–34%	–32%	61%
Centre blisters	Cusack et al. (1998), Tucker (2006), WSROC (1993)	–24%	–	–
Midblock median treatments	Parham and Fitzpatrick (1998), Fehr and Peers (2015), WSROC (1993), Austroads (2007)	15%	–	15 – 20% for painted 45% for constructed
Roundabouts (local road)	Corkle et al. (2001), Parham and Fitzpatrick (1998), Petruccelli (2000), Fehr and Peers (2015), Tucker (2006), Zito and Taylor (1996)	–46%	–15%	55%
Modified T-intersections	Tucker (2006)	–56%	–	–
Tactile surface treatments	Watts et al. (2002)	–2.5%	–1.5%	60%

Source: Austroads (2009).



Issues – residents in Ocean Park Avenue concerned about traffic speed, volume, noise, high number of trucks and safety.

Objective – improve safety and reduce road noise by reducing vehicle speeds, reduce volume by eliminating ‘non-local’ traffic including trucks.

Questions

- Do we continue trial closure?
- Do we look for an alternative traffic management approach?

11.3 - OCEAN PARK AVENUE TRAFFIC MATTERS

Fact Sheet - Speed Humps

Meeting Date: 1 October 2024

Attachment No: 2

Ocean Park Avenue Local Area Traffic Management (LATM)

Road Humps

A road hump is a speed reduction device in the form of a raised curved profile extending across the roadway. Road humps are typically 70 to 120mm high with a total length of 3 to 4m.



Vehicle speeds can be significantly reduced when they are correctly placed and designed. Road humps should be clearly visible to approaching drivers, illuminated by adequate street lighting, and enhanced by the use of signs, pavement markings, and other delineation.

Road humps are a whole-of-street treatment and more than one road hump may be needed where speed reduction is required over the entire length of the street. The spacing of further road humps should be as uniform as possible allowing for side roads and vehicle crossings. Spacing of devices should not be less than 80m and generally not more than 150m.

Industry Standard – *Austrroads Guide to Local Street Management* suggests that road humps produce an 85th percentile speed reduction of 45% at the device and 21% at the midpoint between devices. Therefore, in Ocean Park Avenue it is reasonably expected that road humps may reduce the 85th percentile speed from 56km/hr to 38km/hr at the device and 46km/hr at the midpoint between devices.

The advantages of road humps include:

- a significant reduction in vehicle speeds in the vicinity of the device
- a significant reduction in road crashes
- low cost to install and maintain
- they discourage through traffic and commercial vehicles
- on-road parking is not affected
- when used in a series, they regulate speeds over the entire length of the street
- they can be designed to limit discomfort to cyclists.

The disadvantages of road humps include:

- traffic noise level may increase just before and after the device due to braking, acceleration and the vertical displacement of vehicles
- they may divert traffic to nearby streets without LATM measures
- they are uncomfortable for vehicle passengers and cyclists
- possible increase in delays at adjoining arterial roads
- additional cost burdens in terms of maintenance
- possible increased response times for emergency and service vehicles.

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11.3 - OCEAN PARK AVENUE TRAFFIC MATTERS

Fact Sheet - One-Lane Slow Points

Meeting Date: 1 October 2024

Attachment No: 3

Ocean Park Avenue Local Area Traffic Management

One-lane slow points

A slow point is a series of kerb extensions on alternating or opposite sides of a roadway, which narrow and/or angle the roadway. Slow points are intended to reduce vehicle speeds. Slow points can be either one or two lanes wide and can be angled. Two-lane slow points are usually less effective than one-lane slow points in controlling speeds and providing an adequate visual obstruction.



It is appropriate to use slow points on local streets where vehicle speeds are considered excessive and there is a high proportion of through traffic. It is inappropriate to use slow points on bus routes, at locations where the resulting sight distance to the device will be inadequate, on streets with a high connective role in the local street network, on streets where on-street parking is in short supply and its removal will significantly impact on adjacent properties, routes leading to emergency facilities, streets where there is a high number of commercial vehicles (unless the aim is to divert this type of traffic).

Industry Standard – *Austroads Guide to Local Street Management* suggests slow points produce an 85th percentile speed reduction of up to 34% at the device and 32% at the midpoint between devices. Therefore, in Ocean Park Avenue it is reasonably expected that slow points may reduce the 85th percentile speed from 56km/hr to 41km/hr at the device and 42km/hr at the midpoint between devices.

The advantages of slow points include:

- a reduction in vehicle speeds in the vicinity of the device and when used in a series, speeds are reduced over the length of the street
- a significant reduction in road crashes
- they may provide pedestrians with a shorter distance to cross the street
- they discourage through traffic and commercial vehicles
- they impose minimal inconvenience on local residents
- they can provide a landscaping opportunity.

The disadvantages of slow points include:

- increased travel time for drivers
- restricted access to properties adjacent to devices
- frustration for frontage owners (noise, signs, streetlighting etc.)
- deliberate abuse of devices through driver behaviour (challenge!)
- possible increase in traffic noise through excessive acceleration and deceleration
- possible increased response times for emergency and service vehicles
- possible transfer of traffic from one street to another
- possible increase in delays at adjoining arterial roads
- additional cost burdens in terms of maintenance
- with one-lane devices, confrontations between opposing drivers may occur when arriving simultaneously and it may be unclear who should give way.

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11.4 MONTHLY PROGRESS REPORT - CAPITAL PROJECTS

File No: FM12.14.01

Attachments: 1. Capital Projects Progress Report to 31 August 2024 [↓](#)

Responsible Officer: Richard Mills - Coordinator Project Management Office
Andrea Ellis - Chief Financial Officer
Michael Kriedemann - General Manager Infrastructure

Author: Richard Mills - Coordinator Project Management Office
Erin Heath - Project Accountant

SUMMARY

Presentation of the capital works progress report for projects delivered by the Infrastructure Portfolio to the end of August 2024.

OFFICER'S RECOMMENDATION

THAT the Committee recommends Council receive and note the progress of the capital works program delivered by the Infrastructure Portfolio to 31 August 2024.

BACKGROUND

Delivery of a capital works program within budget, time and quality metrics is essential to ensure that Council is financially sustainable, and that Council's assets are maintained and enhanced to meet the needs of communities within Livingstone Shire. Additionally, Council has a statutory obligation as a service provider to ensure it can provide water and wastewater services to customers. Council's reputation and the community livability would suffer if it were unable to maintain assets and service levels at necessary standards. The consequence of inadequate maintenance and upgrade of capital assets will be increased costs in the future.

Previously detailed capital expenditure reports were included in the monthly financial report and will now be reported to the appropriate standing committee. This new approach aims to align the responsibility of each committee for overseeing policy and performance with specific capital projects that are delivered by the respective areas. The monthly financial report will only provide a high level overview of budget performance.

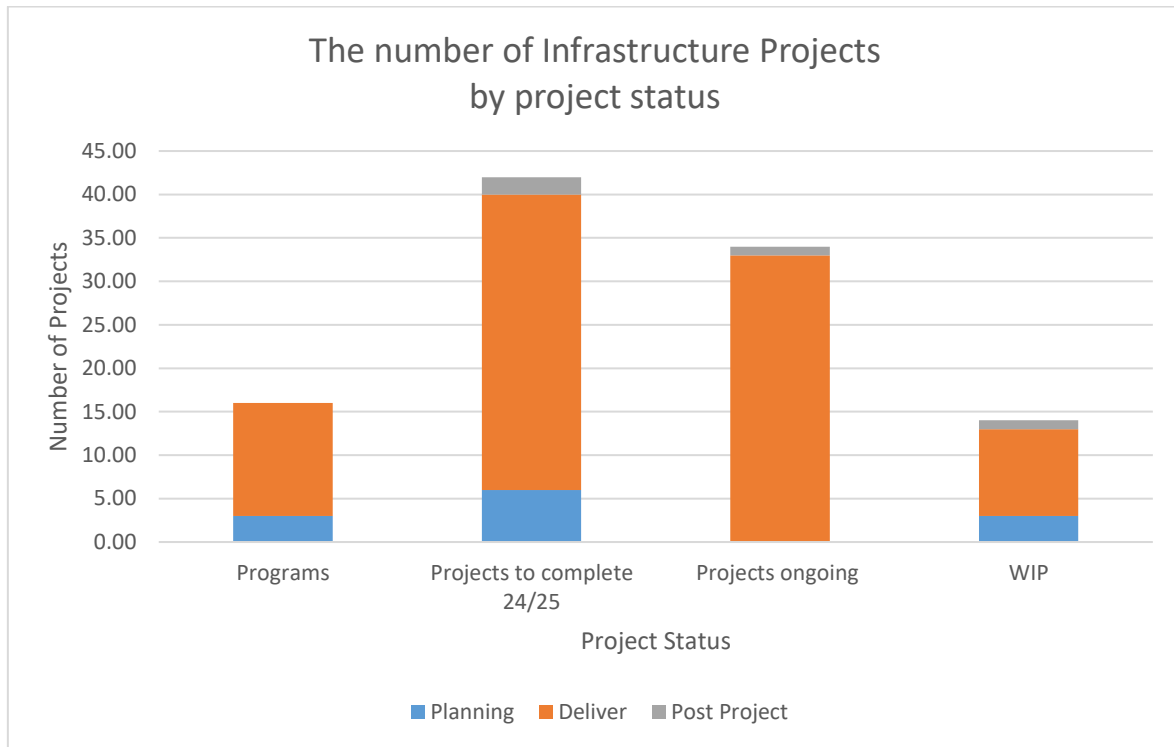
COMMENTARY

The attached capital projects progress report to 31 August 2024, details the 106 programs and projects to be delivered by the Infrastructure Portfolio. The projects have been reported against the following three categories:

1. 16 Programs to be delivered in 2024/2025
 - \$6.249M with actual expenditure to 31 August of 9.49%
2. 42 Projects to be delivered in 2024/2025
 - \$15.918M with actual expenditure to 31 August of 7.98%
3. 34 Projects to be delivered over multiple financial years
 - \$18.294M with actual expenditure to 31 August of 3.44%

A further 14 projects are recorded as work-in-progress (WIP) and are generally reflective of late costs incurred for completed and capitalized projects.

The total for projects under management by Infrastructure Officers is \$40.461M with actual expenditure of 6%.



The above graph shows the number of projects across the program in various project stages. There are 90 projects that are reported in the delivery phase.

PREVIOUS DECISIONS

Council adopted the capital budget at the Special Council Meeting held 23 July 2024.

ACCESS AND INCLUSION

This report is made publicly available on Council's website under the Standing Committee Agenda.

ENGAGEMENT AND CONSULTATION

This report and the attached project progress report has been drafted with input from Project Managers, Coordinators, Managers and Finance Business Partners.

HUMAN RIGHTS IMPLICATIONS

Section 4(b) of the Human Rights Act 2019 requires public entities such as Council 'to act and make decisions in a way compatible with human rights'.

There are no foreseen human rights implications associated with the adoption of this monthly report.

BUDGET IMPLICATIONS

The delivery of the capital program is a fundamental component of Council's annual budget. Monitoring of project delivery will ensure financial arrangements (i.e. draw-down from reserves, external grants or loans) is predicted in advance and actioned as required.

LEGISLATIVE CONTEXT

Whilst not prescribed, monthly reporting on the capital program will supplement the legislative requirement to present a financial report to Council on a monthly basis.

LEGAL IMPLICATIONS

There are no anticipated legal implications because of this report. Any legal matters are managed on an individual project basis.

STAFFING IMPLICATIONS

Managers have reviewed their resourcing needs required to deliver the projects they are responsible for.

The Infrastructure Projects Team are currently recruiting for two Project Managers to join the team. Additionally, an external Project Manager has been appointed to manage the community infrastructure projects (boardwalk, arrivals plaza and way-finding signage) on Great Keppel Island.

As priorities change, management will review and change resourcing needs to ensure project delivery.

RISK ASSESSMENT

Regular robust reporting of Council's capital works program assists in creating a framework of financial responsibility within the Council and provides sound long-term financial management of Council's operations.

In recent times, the main constraints on the delivery of the capital program has been the availability of project managers, supply chain delays for materials and scarcity of external contractors.

CORPORATE PLAN REFERENCE

Leading Livingstone

Community Plan Goal 4.1 - Innovative and accountable leadership to achieve a shared future

4.1.2 Council produces and delivers against sustainable financial forecasts as a result of best practice Capital and Asset Management Plans which guide project planning and service delivery across the Shire.

CONCLUSION

Officers continuously review the progress of capital projects to ensure scope, cost and time metrics are understood for each of the projects in the capital program. At the beginning of the new financial year many of the projects are in the planning and pre-delivery phase. Over the coming months, more projects will be in the execution phase and this will be reflected in the actual spend and percent complete.

11.4 - MONTHLY PROGRESS REPORT - CAPITAL PROJECTS

Capital Projects Progress Report to 31 August 2024

Meeting Date: 1 October 2024

Attachment No: 1

Capital Project Expenditure for the Period Ending 31/08/2024										
Business Units	Project Status	Expenditure			Revenue			YTD % Budget (16.7% of year)	ACTUAL Life To Date \$'000	BUDGET Project Life \$'000
		ACTUAL YTD \$'000	BUDGET FY \$'000	Variance	ACTUAL YTD \$'000	BUDGET FY \$'000	Variance			
Construction & Maintenance Programs										
(R)-RC-PR-Etna Creek Road	Deliver	297	800	(503)	0	553	(553)	37%	560	1,200
(R)-UC-SW-Renewal Program-S305K	Deliver	0	150	(150)	0	0	0	0%	148	0
(U)-UC-SL-Street Lighting Program 124-25	Planning	0	75	(75)	0	0	0	0%	0	0
(N)-UC-NC -Guardrail Program 2324 - \$60K	Deliver	2	60	(58)	0	0	0	4%	2	0
(U)-UC-SW-8-10 Industrial Ave drainage upgrade 23-139	Deliver	0	50	(50)	0	0	0	0%	0	0
(R)-UC-IN-Inlet Renewal Program 2425 25-016	Deliver	0	50	(50)	0	0	0	0%	0	0
CP422 CAPITAL CONTROL RURAL GRAVEL RESHEETS	Deliver	161	2,250	(2,089)	0	332	(332)	7%	161	2,250
CP423 CAPITAL CONTROL BEACH ACCESS RENEWAL PROGRAM	Planning	0	100	(100)	0	0	0	0%	10	0
CP423 CAPITAL CONTROL FLOODWAY RENEWAL PROGRAM	Deliver	1	250	(249)	0	0	0	1%	0	0
CP428 CAPITAL CONTROL URBAN RESEAL PROGRAM	Deliver	9	1,630	(1,621)	0	0	0	1%	854	0
Projects to complete 24/25										
(R)- PR Pavement rehab Daniel Park to Scenic Highway	Deliver	1	775	(774)	0	0	0	0%	32	1,450
(N)-DESIGN-UC-Yeppoon State HS carpark	Deliver	6	680	(674)	0	475	(475)	1%	24	0
(N)-UC-NC Scenic Hwy 22-166 Blackspot 23	Deliver	9	516	(507)	26	516	(491)	2%	27	0
(N)-UC-PW Clayton Rd-Lyndall Dr Lammemoor Stg1 22-111	Deliver	0	425	(425)	0	0	0	0%	0	0
(N)-UC-NC-Jabiru Drive Extension T-130	Deliver	293	400	(107)	39	0	39	73%	1,792	2,108
(N)-UC-NC-VinEJones Drv Car Parking 17-0	Deliver	4	330	(326)	0	0	0	1%	4	0
(N)-BS- Clayton Rd and Keppel Dve bus stops TMR/Tranzlink funding	Deliver	7	285	(278)	0	285	(285)	3%	17	0
(N)-RC-NC-Farnborough Rd 19-013 Blackspot 2324 \$255K	Deliver	1	242	(241)	0	242	(242)	0%	8	0
(N)-UC-NC Arthur St carpark and stormwater	Deliver	198	236	(38)	0	0	0	84%	1,366	1,287
(N)-UC PW Yeppoon State PS footpath 23-121 STIP	Deliver	1	205	(204)	0	205	(205)	1%	24	0
(N)-UC-NC Found St Cul de sac 22-049 \$85	Deliver	0	85	(85)	0	0	0	0%	1	0
(R) Cordingley St Works Depot reseal access rds through depot	Deliver	0	80	(80)	0	0	0	0%	8	0
(N)-UC PW Farnborough State footpath 22-117 STIP	Deliver	0	74	(74)	0	72	(72)	0%	4	0
(N)-UC-SL Reef Guardian Solar Retrofit purchase	Planning	0	54	(54)	0	0	0	0%	66	0
(N)-UC-SW-Statue Bay table Drain 21-155	Deliver	0	50	(50)	0	0	0	0%	0	0
(N)-UC-SW-Whitman St Stormwater Sump	Deliver	0	40	(40)	0	0	0	0%	0	0
Ongoing Projects										
(U) RC-Normanby St 22-020 est \$7.339m Upgrade	Deliver	30	2,110	(2,080)	31	515	(484)	1%	307	8,904
(N)-RC-FW-Artillery Rd FW1 Ch1775-Ch2217	Deliver	66	233	(167)	247	155	92	28%	1,917	7,800
(R) WC-WMR Rosslyn Bay Trunk 17-114	Deliver	6	210	(204)	0	0	0	3%	34	1,233
(N)-UC-RF - bicycle racks \$56.5K	Deliver	0	38	(38)	0	19	(19)	0%	0	0
WIP										
(N)-UC-NC Percy Ford 23-122 Blackspot 2	Deliver	1	0	1	0	0	0	0%	84	0
(R)-UC-SL-Scenic Hwy-Cedar Av LED upgrade	Planning	3	0	3	0	0	0	0%	28	0
(R)-UC-SL-Scenic Hwy-Tarangamba Rd LED upgrade	Planning	5	0	5	0	0	0	0%	26	0
Subtotal		1,101	12,484	(11,383)	343	3,370	(3,027)	9%	7,506	26,232
Waste Water and Sewer Programs										
(R) SEW-Passive Sewer Renewals \$200K	Deliver	27	200	(173)	0	0	0	13%	50	0
(R)-SP-Active Sewer Renewals \$200K	Planning	55	200	(145)	0	0	0	28%	287	0
(R)-WN-WV&H Valves & Hydrants Annual Program	Deliver	7	172	(165)	0	0	0	4%	17	0
(R) WN-Water Property Service Annual Program	Deliver	25	86	(61)	0	0	0	29%	150	0
(R)-SN-Sewer Jump up priority annual program	Deliver	1	65	(64)	0	0	0	1%	17	0
(R)-WN-WMR - Water Meter Replacement Annual Program	Deliver	9	61	(52)	0	0	0	14%	9	0
Projects to complete 24/25										
(U) SC-SEW-55 SRM-Hartley Street sewer rising main diversion	Deliver	4	270	(266)	0	0	0	1%	4	0
(U)-SEW-71-50M-Scenic Hwy 375 dia gravity main upgrade	Deliver	4	255	(251)	0	0	0	2%	2,456	2,700
(R)-SN-Clayton Road SPS switchboard upgrade	Deliver	0	70	(70)	0	0	0	0%	0	70
(R)-WP-2122-Caves WPS upgrade Active Water Asset Renewals	Deliver	17	40	(23)	0	0	0	44%	53	0
(R) ST-W&P 375mm Sewer Gravity Main ID416055	Post Project	119	0	119	0	0	0	0%	186	0
(R)-WP-Active Water renewals	Post Project	7	0	7	0	0	0	0%	142	0
Ongoing Projects										
(R)-WP-WMR-Farnborough Rd 200mm Water Main Renewal	Deliver	0	650	(650)	0	0	0	0%	50	700
(R)-WP-Brae St Flinders Nth and Elma St	Deliver	81	320	(239)	0	0	0	25%	136	360
(R)-WP-Normanby St (Hill-Ben) AC Mains replacement	Deliver	0	150	(150)	0	0	0	0%	1	0
(U)-SP-SEW-60 450 SRM new SP5 to Shaw Avenue	Deliver	3	100	(97)	0	0	0	3%	73	546
Subtotal		358	2,639	(2,282)	0	0	0	14%	3,631	4,376
Major Projects										
Projects to complete 24/25										
(U)-SP-Emu Pk STP Process Upgrade 19-128	Deliver	389	4,600	(4,211)	232	1,020	(788)	8%	3,328	7,346
(N)-E&P-Gateway Stage 4 est.52.2M	Planning	0	2,200	(2,200)	0	0	0	0%	1	0
(R) RC-BDG-Doomside Rd Canal Ck Ch6325 Timber Bridge Replacement	Deliver	1	625	(623)	0	249	(249)	0%	527	1,105
(R)-RC-BDG-Werrisbee Rd Replace Timber Bridge	Deliver	4	500	(495)	0	163	(163)	1%	478	909
(R) SN-2425 Sewer Relining Program Passive Sewer	Planning	1	500	(499)	0	0	0	0%	1	0
(N)-W&R-Emu Park Transfer Station Upgrade	Deliver	0	490	(490)	0	0	0	0%	1	0
(U)-MC-Wadallah Creek Crossing 24-030	Deliver	0	400	(400)	0	400	(400)	0%	0	0
(R)-Design-UC BDG Adelaide Pk bridge replacement 23-085	Deliver	4	347	(343)	0	0	0	1%	8	0
(U)-DESIGN-FPSLC Reinforcement wall 24-036 \$140K	Planning	0	140	(140)	0	0	0	0%	0	0
(U)-WN-Cathno St to Cathno Lane Road crossing across passive	Planning	0	30	(30)	0	0	0	0%	0	0
(R) SEW-Christiney Connection (23-114) - Passive Sewer Renewals	Planning	0	27	(27)	0	0	0	0%	8	0
Ongoing Projects										
GKI Rejuvenation project	Deliver	180	4,590	(4,410)	303	4,590	(4,287)	4%	408	19,000
(U) FC-Yeppoon Aquatic Centre Upgrade est 13m Funded	Deliver	103	3,800	(3,697)	520	3,800	(3,280)	3%	556	13,000
(N) SEW-65-66-86-121-Tanby Rd South PFTI	Deliver	56	2,110	(2,055)	0	0	0	3%	585	7,589
Artillery Road ROSI works	Deliver	5	2,472	(2,467)	0	926	(926)	0%	196	2,472
(N)-W&R-Yeppoon Landfill Cell extension	Deliver	47	921	(874)	0	500	(500)	5%	740	8,000
WIP										
(N)-MP-Station Quarter Community Recover	Post Project	23	0	23	0	0	0	0%	2,538	2,522
(R)-WP-Melkville Reservoir Roof Replacement	Deliver	70	0	70	0	0	0	0%	865	873
(R)-WP-WWTP clarifier scraper replacement	Deliver	7	0	7	0	0	0	0%	434	0
Subtotal		892	23,751	(22,859)	1,055	11,647	(10,592)	4%	10,674	62,816
Engineering Services										
Projects to complete 24/25										
(N)-DESIGN-PW-Rail Trail to Pines Design Only 24-056 T-95	Deliver	0	322	(322)	0	161	(161)	0%	0	0
(R)-DESIGN-H2-Inverness Reticalation 24-046	Deliver	0	195	(195)	0	0	0	0%	0	0
(N)-DESIGN-Tarangamba State PS Bus Shelters 22-113 STIP	Deliver	42	163	(121)	0	163	(163)	26%	150	277
(R)-WN-WAT-33 Pacific Heights HZ Booster PS upgrade	Deliver	4	150	(146)	0	0	0	3%	28	25
(N)-DESIGN-PW-Minor Access Works Program 24-038	Deliver	0	50	(50)	0	0	0	0%	0	0
(N)-SW-George St Zilzie	Deliver	0	50	(50)	0	0	0	0%	0	0
(R) P&E-RTK Survey equipment 23-084 est \$30K	Deliver	40	30	10	0	0	0	134%	40	0
(U)-DESIGN-Homemaker Stage 2 est\$30K	Deliver	0	20	(20)	0	0	0	0%	0	20
(U)-DESIGN-PW-Mulambin Shared Path 22-091	Deliver	12	18	(6)	0	9	(9)	68%	14	18
Ongoing Projects										
(R) Hinz Ave Upgrade to Seal - 24-053 - \$100K Design Only	Deliver	0	100	(100)	0	0	0	0%	0	0
(N)-DESIGN-NC-Phillips Clements Fountain St 23-009	Deliver	1	100	(99)	0	0	0	1%	1	0
(N)-DESIGN-NC-Bottlebrush Drive Ext 21-137 D-60	Deliver	0	100	(100)	0	0	0	0%	1	0
(R)-DESIGN-SP-SEW-Farnborough Stage 2 SEW-81	Deliver	0	60	(60)	0	0	0	0%	4	0
(N)-DESIGN-SP-SEW-Farnborough Stage 3 SEW-67	Deliver	0	60	(60)	0	0	0	0%	9	0
(R) Barmayree Road upgrade to sealed road - 25-014 Design Only	Deliver	0	50	(50)	0	0	0	0%	0	0
(N)-DESIGN-RES-Lammemoor Water Booster Active	Deliver	0	30	(30)	0	0	0	0%	0	0
(R) (FW) Racecourse Rd floodway upgrades 21-135 Design Only	Deliver	0	20	(20)	0	0	0	0%	0	0
(U)-DESIGN-SW-Wood St Emu Park 22-102	Deliver	0	20	(20)	0	0	0	0%	0	0
(R) DESIGN-SP-SEW-Farnborough Stage 1 SEW-68	Deliver	3	15	(12)	0	0	0	19%	51	15
(N)-RC-PW-Cawarral School Footpath 23-128 STIP	Deliver	0	14	(14)	0	0	0	0%	0	0
(N)-RC-PW-Byfield Footpath	Deliver	0	10	(10)	0	0	0	0%	0	330

(U)-RC-Caves School Carpark 23-129 STIP									
WIP									
(R)-DESIGN-UC-SW-Drain St design	Deliver	0	10	(10)	0	0	0	0%	0
(N)-Design-UC-PW Matthew F Dv shared Pa	Deliver	4	0	4	0	0	0	0%	44
(N)-UC-PW-Yeppoon Precinct East 22-050	Deliver	4	0	4	2	0	2	0%	14
(R)-Design-RC-Mt Chalmers Road upgrade t	Deliver	16	0	16	2	0	2	0%	89
(N)-Design-UC PW Kinka Bch shared path	Deliver	5	0	5	0	0	0	0%	23
(N)-Design-UC PW Adelaide Pk and Braithw	Deliver	6	0	6	0	0	0	0%	74
(R)-DESIGN-SP-SEW-53 Hill St Bell Park P	Deliver	2	0	2	0	0	0	0%	38
(N)-Design-Jeffries St Cuddeasac 24-065	Deliver	1	0	1	0	0	0	0%	26
Subtotal	Planning	0	0	0	0	0	-	100%	672
		142	1,587	(1,445)	3	333	(330)	9%	1,301
									1,381
TOTAL INFRA CAPITAL PROGRAM									
		2,492	40,461	(37,969)	1,401	15,350	(13,949)	6%	23,111
									94,806
Infrastructure Capital Projects									
Programs		583	6,248	(5,666)	0	885	(885)	9.33%	
Projects to complete 24/25		1,291	15,918	(14,627)	297	3,959	(3,662)	8.11%	
Projects ongoing		617	18,294	(17,677)	1,105	10,506	(9,401)	3.37%	
Notes:									
(N) New									
(R) Renewal									
(U) Upgrade									
*for the purpose of this report, capital grants are negative, this reflects money received by the organisation									

12 AUDIT, RISK AND IMPROVEMENT COMMITTEE REPORTS

Nil

13 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting

14 CLOSURE OF MEETING