
Strategic Road Network

PART 1 - PURPOSE OF THIS POLICY

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

PART 2 - APPLICATION OF THE POLICY

- 2.1 The policy applies to all assessable development¹, except if development is made assessable only because of its location within a special management area.
- 2.2 The policy applies to the whole of the Shire and is applicable to the identified strategic road network at Schedule 1.

PART 3 - PLANNING SCHEME POLICY 13 PREVAILS

- 3.1 This policy is in addition to Planning Scheme Policy 13.
- 3.2 Roads identified under this policy are excluded from application under Policy 13².

PART 4 - CONSTRUCTION

- 4.1 Construction of the Strategic Road Network is preferred over dedication or other procurement referred to in 5.1.
- 4.2 Construction of the Strategic Road Network is to the standard stipulated by this policy and in accordance with the Capricorn Municipal Development Manual³.

PART 5 - DEDICATION IN LIEU OF CONSTRUCTION

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

1 refer to Part 11 - Interpretation

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

3 Including the Capricorn Municipal Development Guidelines.

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

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

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

PART 7 - AMOUNT OF CONTRIBUTION

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

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

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

^{6A} Refer to Part A of the Guidelines, Section 5.4

^{6B} All non-recurrent costs included in the construction of the road

⁷ This would be similar to contributions paid for water supply and sewerage.

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

PART 8 - REVIEW AND INDEXATION OF CONTRIBUTION RATES

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

PART 9 - METHOD AND TIMING OF PAYMENT

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

PART 10 - USE OF CONTRIBUTIONS

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

PART 11 - INTERPRETATION

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

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

Schedules Contents

Schedule 1 - Applicable Strategic Road Network 2004 - 2009	5
Schedule 2 – Strategic Road Network.....	6
SCHEDULE 3 - Calculation of Contribution	7
1.0 Calculation of Contribution	7
2.0 Applicable Contributions.....	7
3.0 For all development	8
4.0 Development not referred to in Table 2.....	8
5.0 Adjustment for medium and long vehicles.....	8

Schedule 1 - Applicable Strategic Road Network 2004 - 2009

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

⁹ As a consequence of the “demeaning agreement” between the State of Queensland (Department of Main Roads) and the Council for the Shire of Livingstone.

SCHEDULE 3 - Calculation of Contribution

1.0 Calculation of Contribution

The Strategic Road Network Contribution = DM x DMC

where,

DM = Destination Movement = vpd/2

DMC = destination movement charge

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

The DMC is \$410.00 for 2004 – 2009.

2.0 Applicable Contributions

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

Table 2: Contribution applicable for 2004 – 2009

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

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

NOTES

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

FOOTNOTES IN TABLE 2:

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

3.0 For all development

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

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

4.0 Development not referred to in Table 2

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

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

5.0 Adjustment for medium and long vehicles

Vpd relates to Short vehicles¹⁰.

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

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

¹⁰ Short Vehicle with first axle spacing ≤3.1 m, according to AUSTRROADS Vehicle Classification System.

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

Table 3: Equivalent Standard Axle (ESA) Value.

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

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

Strategic Road Network Contribution =

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

Where,

DM = Destination Movement in Table 2.

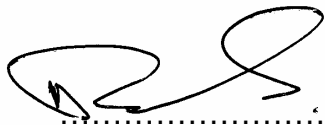
ESA = Equivalent Standard Axle in Table 3.

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

ADOPTED: SPECIAL MEETING 11TH OCTOBER, 2005 (Page 15)
Effective as from Monday, 17th October, 2005.

AMENDED GENERAL MEETING 26TH APRIL, 2006 (Page 7)
**Recommendation of Works & Infrastructure
Committee Meeting 18th April, 2006** (Page 39)
Effective as from Wednesday, 26th April, 2006.

Signed



7 / 6 / 2006

CHIEF EXECUTIVE OFFICER.

¹² AUSTRROADS Vehicle Classification System

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

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

GUIDELINES Accompanying the policy

The guidelines are divided into two parts.

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

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

PART A – STRATEGIC ROAD NETWORK 2004 - 2009

1.0 STRATEGIC ROAD NETWORK

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

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

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

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

2.0 RECORDING OF STRATEGIC ROAD NETWORK

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

3.0 STANDARD OF CONSTRUCTION

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

4.0 DEDICATION IN LIEU OF CONSTRUCTION

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

4.2 *Council’s preference is for construction.*



¹⁴ Including the Capricorn Municipal Development Guidelines

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

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

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

5.0 CURRENT DEVELOPMENT AND FUTURE STRATEGIC ROAD NETWORK

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

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

5.3 *In all cases the cost of road construction of additional pavement width (capital cost¹⁵) will be offset against the contribution required for the development at the time the application is made; and the assessment of capital cost is to be made by the applicant to the satisfaction of Council.*

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

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

6. CAPITAL WORKS REQUIRED

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

Table 2 shows how the DMC has been calculated.

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

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

¹⁵ *All non-recurrent costs included in the construction of the road.*

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

6.2 Calculation of Destination Movement Charge (DMC)

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

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

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

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

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

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

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

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

¹⁶http://www.dlqp.qld.gov.au/docs/corporate/publications/planning/demographics/profiles/demographic_and_housing/livingstone.pdf accessed July 2004.

¹⁷ Standard rate.

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

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



PART B – STRATEGIC ROAD NETWORK 2009 - 2024

1.0 STRATEGIC ROAD NETWORK

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

2.0 RECORDING OF STRATEGIC ROAD NETWORK

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

3.0 STANDARD OF CONSTRUCTION

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

4.0 DEDICATION IN LIEU OF CONSTRUCTION

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

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

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

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

5.0 CURRENT DEVELOPMENT AND FUTURE STRATEGIC ROAD NETWORK

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

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

5.3 *In all cases the cost of road construction of additional pavement width (capital cost¹⁵) will be offset against the contribution required for the development at the time the application is made, and the assessment of capital cost is to be made by the applicant to the satisfaction of Council.²¹*

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

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

²⁰ Including the Capricorn Municipal Development Guidelines

²¹ All non-recurrent costs included in the construction of the road.

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

5.6 *The following table describes the roads.*

Guidelines for PSP. 18/1

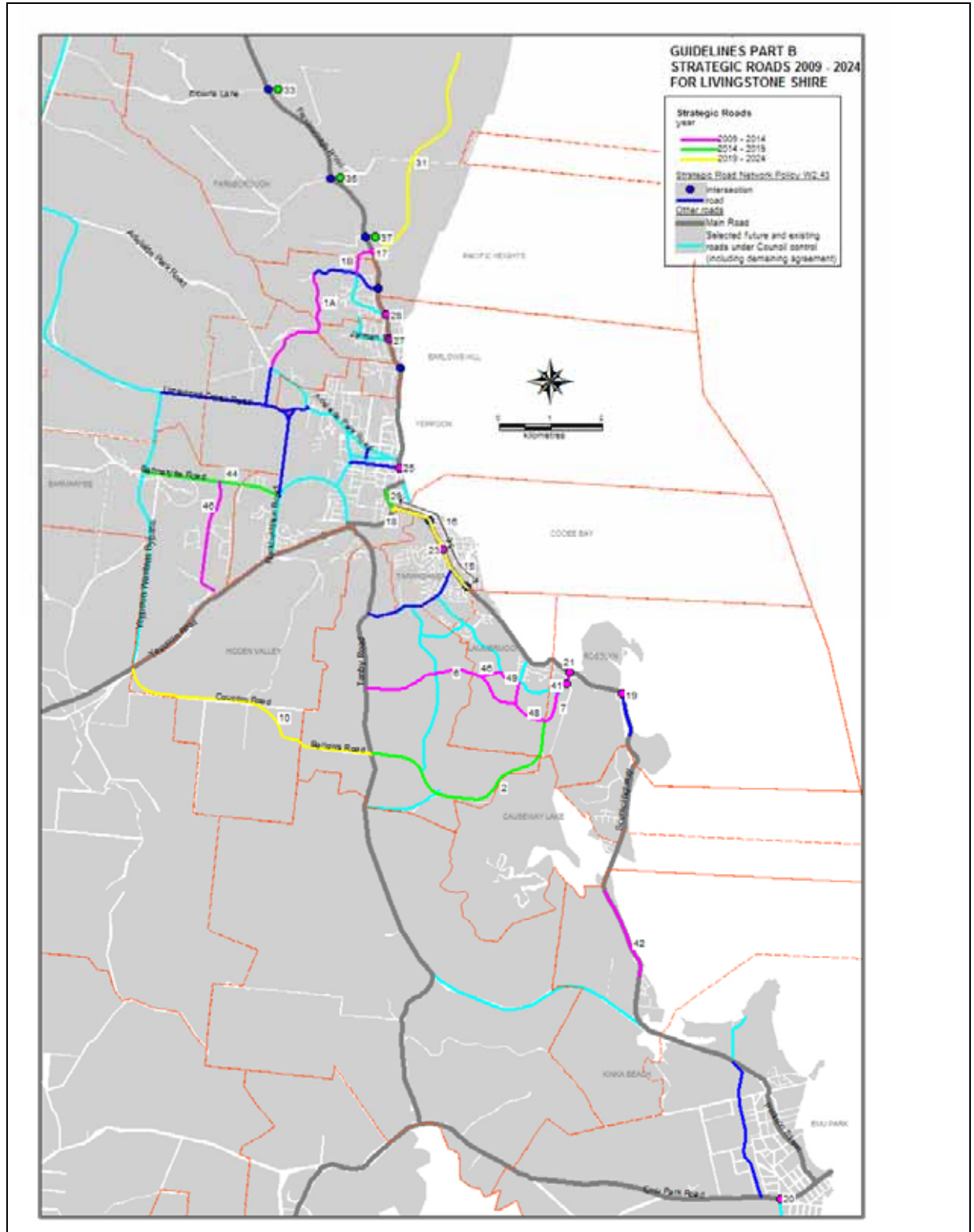


Table 3 - Description of Strategic roads 2009 -2024

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

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

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

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

Council for the Shire of Livingstone

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

EXPLANATORY STATEMENT **In support of the policy**

1.0 PURPOSE OF THE POLICY

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

2.0 OPERATIONAL RELATIONSHIP

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

Infrastructure

Provide for a transportation network servicing the needs of residents and visitors to the shire
Define the road hierarchy
Strengthen strategic links

Development

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

Corporate Plan

Objective 5 and 8.

3.0 BACKGROUND

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

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

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

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

4.0 HOW THE STRATEGIC ROAD NETWORK WILL BE ACHIEVED

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



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

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

Where the site contains a strategic road network then construction will be required. *The cost of construction will offset any contribution payable.* The standard of construction will be in accordance with the Capricorn Municipal Development Manual²⁴. Capital works are staged in 5 year increments consistent with forward works programs and an infrastructure charges regime.

Where construction cannot be met a contribution is payable.

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

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

5.0 COMPLIANCE WITH LEGISLATION

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



²⁴ Including the Capricorn Municipal Development Guidelines