



## **Adopted Infrastructure Charges Resolution (No. 2) 2015**

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**Commencement date 30 June 2015**

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## 1.0 Introduction

### 1.1 Sustainable Planning Act 2009

- (a) This adopted infrastructure charges resolution is made pursuant to the *Sustainable Planning Act 2009*.
- (b) This adopted infrastructure charges resolution is to be read in conjunction with the following:
  - i. the State planning regulatory provision (adopted charges); and
  - ii. the applicable local planning instrument for the local government area.
  - iii. the applicable statutory guidelines (Local Government Infrastructure Plans and Making and Amending Local Planning Instruments)
- (c) This adopted infrastructure charges resolution is attached to but does not form part of the applicable local planning instrument for the local government area.

### 1.2 Effect

This adopted infrastructure charges resolution has effect on and from 30 June 2015 and applies to development applications submitted on or after this date.

### 1.3 Purpose of the resolution

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

- (a) water supply network;
- (b) sewerage network;
- (c) transport network;
- (d) stormwater network; and
- (e) public parks and land for community facilities.

### 1.4 Interpretation

- (a) **applicable local planning instrument** means the local government planning scheme in effect for the Livingstone Shire Council at the time.
  - (b) **bedroom** means an area of a building or structure which:
    - i. is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or
    - ii. can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.
- dwelling unit** means any part of a building used for residential accommodation of one household which is self-contained.
- (c) **Consumer price index** means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics. The base date is September 2011.

- (d) **Conversion application** means the applicant may apply (a conversion application) to convert non-trunk infrastructure to trunk infrastructure.
  
- (e) **establishment cost** for a provision about trunk infrastructure means the following:
  - i. for existing infrastructure – the value of the infrastructure is the current replacement cost as reflected in the relevant local governments asset register, and the current value of the land acquired for the infrastructure.
  - ii. for proposed infrastructure – all costs of land acquisition, financing and design and construction, for the infrastructure.
  
- (f) **gross floor area (GFA)** means the total floor area of all storeys of the building, including any mezzanines, (measured from the outside of the external walls and the centre of any common walls of the building), other than areas used for:
  - i. building services; or
  - ii. a ground floor public lobby; or
  - iii. a public mall in a shopping complex; or
  - iv. parking, loading or manoeuvring of vehicles; or
  - v. balconies, whether roofed or not.
  
- (g) **impervious area** means an area within a site which does not allow natural infiltration of rain to the underlying soil and the majority of rainfall would become runoff e.g. roadways, car parks, footpaths, roofs, hardstand areas (sealed), compacted areas etcetera.
  
- (h) **local government** means the Livingstone Shire Council.
  
- (i) **local government area** means the Livingstone Shire Council local government area.
  
- (j) **maximum adopted charge** means the charge limit set out in the maximum charging framework established in the *Sustainable Planning Act 2009* and State planning regulatory provision (adopted charges).
  
- (k) **most cost effective option** means, for non-trunk infrastructure to trunk infrastructure conversion, the least cost option based on the life cycle cost of the infrastructure required to meet service future development in the area at the desired standard of service.
  
- (l) **prescribed form** means a form prescribed by the local government.
  
- (m) **priority infrastructure area (PIA)** means the Draft Priority Infrastructure Area Livingstone as identified in the State planning regulatory provision (adopted charges) July 2012.
  
- (n) **State planning regulatory provision (adopted charges)** means the State planning regulatory provision (adopted charges) made under the *Sustainable Planning Act 2009*.
  
- (o) **Sustainable Planning Act 2009** means the Sustainable Planning Act 2009. Any reference to this Act or sections of this Act means the Act or section of the Act that was current at the time of this resolution.

## 2.0 Application of the resolution

### 2.1 Local government area

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

- (a) any work or use of land for which a charge cannot be levied under the *Sustainable Planning Act 2009*, including work or use of land authorised under the *Mineral Resources Act 1989*, the *Petroleum Act 1923*, the *Petroleum and Gas (Production and Safety) Act 2004*, or the *Greenhouse Gas Storage Act 2009*; or
- (b) development in a priority development area under the *Economic Development Act 2012*.

### 2.2 Particular development

- (a) This adopted infrastructure charges resolution adopts different charges for particular development located in different parts of the local government area.
- (b) The use categories shown in Table 1 enable the adopted infrastructure charges schedule identified in the State planning regulatory provision (adopted charges) to be applied to existing development use types under the Livingstone Shire Planning Scheme 2005.

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

Column 1 Use Category	Column 2 Development under the applicable local planning instrument
<b>Residential</b>	
Residential	<ul style="list-style-type: none"> <li>▪ Caretaker’s residence</li> <li>▪ Dual occupancy</li> <li>▪ Dwelling house</li> <li>▪ Annexed apartment</li> <li>▪ Multiple dwelling units</li> </ul>
Accommodation (short term)	<ul style="list-style-type: none"> <li>▪ Hotel (accommodation)</li> <li>▪ Accommodation building (motel)</li> <li>▪ Bed and breakfast</li> <li>▪ Caravan park (tourist)</li> <li>▪ Host farm</li> </ul>
Accommodation (long term)	<ul style="list-style-type: none"> <li>▪ Institutional residence (residential component)</li> <li>▪ Accommodation building (serviced apartments)</li> <li>▪ Caravan park (permanent residential)</li> </ul>

<b>Column 1 Use Category</b>	<b>Column 2 Development under the applicable local planning instrument</b>
	<ul style="list-style-type: none"> <li>▪ Retirement village</li> </ul>
<b>Non-residential</b>	
Places of assembly	<ul style="list-style-type: none"> <li>▪ Indoor entertainment (clubs)</li> <li>▪ Restaurant (conference facility)</li> <li>▪ Funeral parlour</li> <li>▪ Special use (place of worship, religious purposes community hall)</li> </ul>
Commercial (bulk goods)	<ul style="list-style-type: none"> <li>▪ Produce store</li> <li>▪ Landscape supplies</li> <li>▪ Garden centre</li> <li>▪ Retail warehouse</li> <li>▪ Sales or hire premises</li> </ul>
Commercial (retail)	<ul style="list-style-type: none"> <li>▪ Adult products</li> <li>▪ Shop</li> <li>▪ Convenience restaurant</li> <li>▪ Restaurant (not including conference facility)</li> <li>▪ Take-away food store</li> <li>▪ Service station</li> <li>▪ Car wash</li> <li>▪ Arts and crafts centre</li> </ul>
Commercial (office)	<ul style="list-style-type: none"> <li>▪ Office</li> <li>▪ Display home</li> </ul>
Education facility	<ul style="list-style-type: none"> <li>▪ Child care centre</li> <li>▪ Special use (educational purposes)</li> </ul>
Entertainment	<ul style="list-style-type: none"> <li>▪ Hotel (non-residential component)</li> <li>▪ Indoor entertainment (cinemas, theatres, games parlour)</li> </ul>
Indoor sport and recreational facility	<ul style="list-style-type: none"> <li>▪ Indoor sports facility</li> </ul>
Industry	<ul style="list-style-type: none"> <li>▪ Light industry</li> <li>▪ Machinery repair station</li> <li>▪ General industry</li> <li>▪ Rural service industry</li> <li>▪ Storage premises</li> <li>▪ Vehicle depot</li> </ul>
High impact industry	<ul style="list-style-type: none"> <li>▪ Environmentally assessable industry</li> </ul>
Low impact rural	<ul style="list-style-type: none"> <li>▪ Agriculture</li> </ul>
High impact rural	<ul style="list-style-type: none"> <li>▪ Aquaculture</li> </ul>



Column 1 Use Category	Column 2 Development under the applicable local planning instrument
	<ul style="list-style-type: none"> <li>▪ Intensive animal husbandry</li> </ul>
Essential services	<ul style="list-style-type: none"> <li>▪ Special use (health service, emergency services)</li> <li>▪ Medical centre</li> <li>▪ Health care</li> <li>▪ Institutional residence (non-residential component)</li> <li>▪ Veterinary clinic</li> </ul>
Specialised uses	<ul style="list-style-type: none"> <li>▪ Transport station</li> <li>▪ Major utility (airfield, depot)</li> <li>▪ Animal keeping</li> <li>▪ Car park</li> <li>▪ Special use (government purposes)</li> <li>▪ Extractive industry</li> <li>▪ Outdoor recreation</li> <li>▪ Major tourist facility</li> <li>▪ Major utility</li> </ul>
Minor uses	<ul style="list-style-type: none"> <li>▪ Special use (cemetery)</li> <li>▪ Home-based business</li> <li>▪ Market</li> <li>▪ Park</li> <li>▪ Local utility</li> <li>▪ Telecommunications facility</li> <li>▪ On-premises sign</li> <li>▪ Borrow pit</li> <li>▪ Advertising device</li> <li>▪ Clearing</li> <li>▪ Engineering work</li> </ul>

### 2.3 Trunk infrastructure networks

- (a) Until a local government infrastructure plan (LGIP) is adopted, this resolution identifies trunk infrastructure for the priority infrastructure area and the establishment cost of the identified trunk infrastructure.
- (b) Trunk infrastructure is determined by the Livingstone Shire Council with consideration given to the definition in the Sustainable Planning Act and any relevant section of the Local Government Infrastructure Plan Statutory Guideline. Any amendment made to the abovementioned legislation and accompanying statutory guidelines, post the adoption of this charges resolution, will be reflected accordingly via an amendment to this resolution where required.
- (c) Additional details regarding the trunk infrastructure can be found in Part 8.0 – Desired standards of service, Part 9.0 – Schedule of plans for

identified trunk infrastructure, and Part 10.0 – Schedule of works for identified trunk infrastructure.

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

**2.4 Priority infrastructure area**

- (a) A priority infrastructure area is identified and forms part of this adopted infrastructure charges resolution.
- (b) The identified priority infrastructure area includes land intended to accommodate between ten and fifteen years of anticipated growth for urban purposes (residential, retail, commercial, industrial, and any related community and government purposes).
- (c) The priority infrastructure area is identified as the Draft Priority Infrastructure Area Livingstone, which is a priority infrastructure area included in Schedule 2 of the State Planning Regulatory Provision (adopted charges) of July 2012.
- (d) The Draft Priority Infrastructure Area Livingstone has been reproduced and is shown on the maps showing the priority infrastructure area and charge areas for the Livingstone Shire Council local government area (refer to Table 2 for overview mapping showing Priority Infrastructure Areas and Table 27 for details of individual localities and if they are within or outside of the Priority Infrastructure Area).
- (e) The Draft Priority Infrastructure Area Livingstone forms part of this resolution; however, it should be noted that the Draft Priority Infrastructure Area Livingstone will be reviewed and may be subject to change as part of the preparation of a new planning scheme and the associated local government infrastructure plan.
- (f) Livingstone Shire Council's identified Plans for Trunk Infrastructure and maps of each locality, are intended to accommodate at a minimum, the growth identified within the Priority Infrastructure Area for Livingstone Shire Council .

**2.5 Charge areas**

- (a) There are two different charge areas that form part of this resolution.
- (b) Both charge areas are located within the priority infrastructure area and they are shown on the overview maps and on the map of the localities having land within the priority infrastructure area from the list in Tables 2 and 27 respectively.

**Table 2 – Maps<sup>1</sup> showing the priority infrastructure area and charge areas for the Livingstone Shire Council government area**

Map Description	Map Series Number
<a href="#">Capricorn Coast Priority Infrastructure Area</a>	A

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

Map Description	Map Series Number
<a href="#">Yeppoon and surrounds Priority Infrastructure Area</a>	B
<a href="#">Emu Park and surrounds Priority Infrastructure Area</a>	C

## 3.0 Adopted infrastructure charges

### 3.1 Purpose

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

### 3.2 Development subject to infrastructure charges under this resolution

- (a) Adopted infrastructure charges are levied by the Livingstone Shire Council on the following development:
- i. reconfiguring a lot
  - ii. a material change of use of premises
  - iii. carrying out building works.
- (b) If a development is subject to more than one use, the Livingstone Shire Council may levy an adopted infrastructure charge for the development on the basis of the use resulting in the highest potential demand on trunk infrastructure.
- (c) For an existing lawful use to which a development application is seeking to expand the gross floor area of the facility, the adopted infrastructure charge is only to be applied on the part of the development which is subject to intensification or extension.

#### 3.2.1 Development located within the priority infrastructure area

- (a) Where development is located within the priority infrastructure area:
- i. A total infrastructure charge will be calculated on approved development.
  - ii. The total infrastructure charge will be calculated in accordance with the formula stated in section 3.3 at the time the decision is made, and will be recalculated at the time of payment.
  - iii. The total infrastructure charge will be proportionally split and will be allocated to each applicable trunk infrastructure network in accordance with section 3.10 of this resolution.
  - iv. The adopted charge to be used for calculating the total infrastructure charge for reconfiguring a lot is stated in Table 4 – Adopted charge for reconfiguration of a lot within the priority infrastructure area.
  - v. The adopted charge to be used for calculating the total infrastructure charge for a material change of use or carrying out building work is stated:

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

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

- (a) Where development is located partly outside or entirely outside the identified priority infrastructure area:
  - i. Council may at its discretion impose a condition requiring the payment of additional trunk infrastructure costs in accordance with the *Sustainable Planning Act 2009*, Chapter 8, Infrastructure.
  - ii. Where Council chooses to impose a condition requiring the payment of additional infrastructure costs, Council shall undertake an infrastructure cost assessment to determine the infrastructure charge to be imposed on the development.
  - iii. The infrastructure cost assessment shall take into account the following:
    1. the scale and intensity, use type(s), nature, timing and location of the development;
    2. the trunk infrastructure networks and desired standard of service required for the development under the planning scheme and this adopted infrastructure resolution;
    3. the demand imposed by the development on trunk infrastructure networks.

Table 3 below outlines examples of applying charges for development approvals issues outside the priority infrastructure area.
  - iv. Where Council chooses not to apply the *Sustainable Planning Act 2009*, Chapter 8 as indicated in (a)(i) above, Council shall apply an adopted infrastructure charge in accordance with section 3.4.2.
  - v. The total minimum charge calculated is a combination of the trunk infrastructure networks accessed.
    1. The adopted charge will be calculated on the approved development in accordance with section 3.3 at the time the decision is made, and will be recalculated at the time of payment.
    2. The total adopted charge will be proportionally split and will be allocated to each applicable trunk infrastructure network required

for the development in accordance with section 3.10 of this resolution.

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

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

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

### 3.3 Calculation of total infrastructure charge

#### 3.3.1 Development located within the priority infrastructure area

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

$$\text{TIC} = [(\text{AIC} \times \text{U}) - (\text{C})] \times \text{I}$$

Where:

- TIC is the total infrastructure charge that may be levied by the Livingstone Shire Council;
- AIC is the adopted infrastructure charge as identified in tables 4 to 8 inclusive;
- U is the unit of measure as identified in tables 4 to 8 inclusive;
- C is the agreed credit as set out in Part 4.0; and
- I is the indexation rate that Livingstone Shire Council may apply as outlined in Section 3.5.

However, the total infrastructure charge shall not exceed the maximum adopted charge that the Livingstone Shire Council could have levied for the development as set out in the maximum charging framework established in the *Sustainable Planning Act 2009* and State planning regulatory provision (adopted charges).

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

- (a) Where Council chooses to impose a condition requiring the payment of additional infrastructure costs under the *Sustainable Planning Act 2009* Chapter 8, Council shall undertake an infrastructure cost assessment to determine the infrastructure charge to be imposed on the development (refer section 3.2.2).
- (b) Where Council chooses not to apply (a) above, Council may calculate the charge using the formula as outlined in section 3.3.1. However the calculated infrastructure charge may not be the total charge is it the minimum charge.

### 3.4 Adopted infrastructure charge for development

#### 3.4.1 Development located within the priority infrastructure area

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

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

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

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

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge (\$)		Column 4 Unit
		1 or 2 bedroom	3 or more bedroom	
Residential uses:	Charge area 1	15,000.00	21,000.00	per dwelling
* Caretaker's residence	Charge Area 2	8,500.00	12,000.00	per dwelling
* Dual occupancy				
* Dwelling house				
* Annexed apartment				
* Multiple dwelling units				

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

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge (\$)		Column 4 Unit
		1 or 2 bedrooms, tent, caravan or relocatable home sites	3 or more bedrooms, tent, caravan or relocatable home sites	
Accommodation (Short Term)	Charge Areas 1 and 2	8,500.00	12,000.00	per dwelling, site, cabin, or suite
* Hotel (accommodation)				
* Accommodation building (motel)				
* Bed and breakfast				

* Caravan park (tourist) * Host farm				
Accommodation (Long Term) * Institutional residence (residential component) * Accommodation building (serviced apartments) * Caravan park (permanent residential) * Retirement village	Charge Areas 1 and 2	15,000.00	21,000.00	per dwelling, relocatable dwelling site or suite

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

Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge <sup>2</sup>		Column 4 Adopted infrastructure charge for stormwater network	
		(\$)	Unit	(\$)	Unit
Places of Assembly	Charge Areas 1 and 2	50.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Bulk Goods)	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Retail)	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Commercial (Office)	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Education Facility	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area

<sup>2</sup> This charge rate is based on all four charge networks being accessed: roads, water, sewer and community parks.



Column 1 Use category	Column 2 Charge area	Column 3 Adopted infrastructure charge <sup>2</sup>		Column 4 Adopted infrastructure charge for stormwater network	
		(\$)	Unit	(\$)	Unit
			area		area
Entertainment	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Indoor Sport and Recreational Facility	Charge Areas 1 and 2	70.00, court areas 20.00	per square metre of gross floor area	10.00	per square metre of impervious area
Industry	Charge Areas 1 and 2	50.00	per square metre of gross floor area	10.00	per square metre of impervious area
High Impact Industry	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Low Impact Rural	All Areas	Nil Charge			
High Impact Rural	All Areas	20.00	per square metre of gross floor area	Nil Charge	
Essential Services	Charge Areas 1 and 2	70.00	per square metre of gross floor area	10.00	per square metre of impervious area
Minor Uses	All Areas	Nil Charge			
Specialised Uses	All Areas	Decided by the Livingstone Shire Council at time of assessment as per section 3.2.			

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

The following specifies the *minimum adopted infrastructure charge* for development (if approved) where located partly outside or entirely outside the priority infrastructure area. The *minimum infrastructure charges* apply only where Council considers that there is no need to impose conditions for additional trunk infrastructure costs for any trunk infrastructure network brought forward or required for the approved development. Such additional costs may well involve an agreement between Livingstone Shire Council and the developer/proponent.

The figures are specified so as to provide a minor level of certainty to the developer when considering the feasibility of a project. The charges specified do not remove the ability of Council to impose a condition requiring the payment of additional trunk infrastructure costs in accordance with the *Sustainable Planning Act 2009*, Chapter 8.

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

Reconfiguring a lot

For reconfiguring a lot (if approved) partly outside or entirely outside the priority infrastructure area, the *minimum infrastructure charge payable* (based on the nature of the development and the requirements of the planning scheme for infrastructure provision) are outlined in Table 8 below, plus any additional charges. Essentially the minimum charge is calculated based on access to the relevant trunk network. With five trunk networks Table 8 sets out the scenarios for various forms of development from fully serviced urban developments to subdivision of rural lands.

**Table 8 – Minimum infrastructure charge for reconfiguring a lot partly outside or entirely outside the priority infrastructure area**

Development scenario	Minimum Total Charge	Unit of measurement
Development that is to be connected to <b>all</b> of Council's infrastructure networks	\$21,000.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is to be connected to <b><u>all of Council's networks, but not the sewerage network</u></b> in Livingstone Shire	\$17,430.00	per lot, dwelling, dwelling site, cabin, or suite
Development connected to <b><u>all the networks but not the sewerage or stormwater network</u></b> in Livingstone Shire	\$15,330.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is to be connected to <b><u>all of Council's networks, but not water supply and sewerage networks</u></b> in Livingstone Shire	\$11,340.00	per lot, dwelling, dwelling site, cabin, or suite
Development that is <b><u>only paying a transport and park contribution</u></b>	\$9,240.00	per lot, dwelling, dwelling site, cabin, or suite
<p>Note:</p> <ul style="list-style-type: none"> <li>This table specifies the 'minimum' charges that Council may apply to development located partly outside or entirely outside the priority infrastructure area.</li> </ul>		

Residential development, short term accommodation and long term accommodation

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

The charges identified in table 5 and table 6 are applicable where the development is to be connected to all of Council’s infrastructure networks. Should the development not be connecting to all of the networks then a reduction in the contribution may be applicable and will be calculated by Council. The proportional splits will be utilised for the calculation per Table 9 below.

Non-Residential development

For non-residential development, established partly outside or entirely outside the priority infrastructure area, the minimum infrastructure charge payable (based on the use and the requirements of the planning scheme for infrastructure provision), are set out in table 7 and is at a minimum the charge nominated for “charge area 1” or “all areas” plus any relevant additional charges.

The charges identified are applicable where the development is to be connected to all of Council’s infrastructure networks. Should the development not be connecting to all of the networks then a reduction in the contribution may be applicable and will be calculated by Council. The proportional splits will be utilised for the calculation per Table 10 below.

**3.5 Indexation of charges**

- (a) The adopted infrastructure charges may be levied by the Livingstone Shire Council indexed to inflation from the date a charge is levied to the time the charge is paid using the consumer price index.
- (b) Where within the priority infrastructure area, the adopted infrastructure charge payable is not to exceed the maximum adopted charge that the Livingstone Shire Council could have levied for the development at the time the charge is paid.

**3.6 Method of notification of an adopted infrastructure charge**

- (a) The Livingstone Shire Council shall issue an infrastructure charge notice stating:
  - i. the amount of the charge;
  - ii. the land to which the charge applies;
  - iii. the person to whom the charge must be paid;
  - iv. when the charge is payable
- (b) The infrastructure charge notice may be given only in relation to a development approval or compliance permit.

### **3.7 Time of payment of an adopted infrastructure charge**

An infrastructure charge is payable at the following time:

- (a) if the charge applies to reconfiguring a lot that is assessable development or development requiring compliance assessment – before the Livingstone Shire Council approves the plan of subdivision (“a survey plan”) for the reconfiguration; or
- (b) if the charge applies to building work that is assessable development or development requiring compliance assessment – before the certificate of classification for the building work is issued; or
- (c) if the charge applies to a material change of use – before the change of use happens; or
- (d) otherwise – on the day stated in the infrastructure charges notice or negotiated infrastructure charges notice.

### **3.8 Alternatives to paying an adopted infrastructure charge**

- (a) The Livingstone Shire Council may enter into a written agreement about:
  - i. whether the charge may be paid at a different time from that stated in the adopted infrastructure charges notice or negotiated adopted infrastructure charges notice;
  - ii. whether the charge may be paid by instalments;
  - iii. whether infrastructure may be supplied instead of paying all or part of the charge.
- (b) For development infrastructure that is land, the Livingstone Shire Council may give a notice in addition to, or instead of an adopted infrastructure charges notice, requiring:
  - i. part of the land subject of the development application or compliance assessment, to be given to the Livingstone Shire Council in fee simple; or
  - ii. part of the land subject of the development application or compliance assessment, to be given to the Livingstone Shire Council in fee simple and part of an adopted infrastructure charge.

### **3.9 Recording adopted infrastructure charges**

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

### **3.10 Proportional split of infrastructure charges for trunk infrastructure networks**

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

#### **3.10.1 Development located within the priority infrastructure area**

The proportional splits for development within the priority infrastructure area are as stated in Table 9 and Table 10.

**Table 9 – Reconfiguring a lot, residential development, and accommodation (short term and long term) proportional split of adopted infrastructure charge for trunk infrastructure networks within the priority infrastructure area**

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

**Table 10 – Non-residential proportional split of adopted infrastructure charge for trunk infrastructure networks within the priority infrastructure area**

<b>Network charge</b>	<b>Column 2</b>				
	<b>Proportional split of adopted infrastructure charge for trunk infrastructure networks (percentage)</b>				
	<b>Water</b>	<b>Sewer</b>	<b>Transport</b>	<b>Parks</b>	<b>Stormwater</b>
Total infrastructure charge from column 3 of Table 7	32.00	19.00	43.00	6.00	0
Total infrastructure charge from column 4 of Table 7	0	0	0	0	100.00

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

- (a) The proportional splits for development partly outside or entirely outside the priority infrastructure area are to be determined utilising Table 9 and Table 10 in section 3.10.1 above. These splits are relevant where Council determines that the minimum total charge is considered to be appropriate and where there is no need to impose a condition for additional trunk infrastructure costs for any network.
- (b) For reconfiguring a lot, residential development and accommodation (short term and long term), the total charge for each network is determined utilising the percentages in Table 9 firstly by assuming that all five networks are required, and then subtracting the total charge of any specific network if that specific network is not required (as determined by Council).
- (c) For non-residential development, the total charge for each network is determined utilising the percentages in Table 10 firstly by assuming that all five networks are required, and then subtracting the total charge of any

specific network if that specific network is not required (as determined by Council).

## 4.0 Credits

### 4.1 Definition of a credit

- (a) A credit means the amount to be applied for the purpose of calculating an adopted infrastructure charge which takes into account existing lawful land usage of the premises/site.
- (b) The maximum value of a credit for each site will not exceed the adopted infrastructure charge for the approved land use of the existing site.

### 4.2 Application of a credit

- (a) A credit will only be applied in respect of an existing lawful use in existence at the time the development application is made. This means an existing lawful use has to be established (up and running) at the time the development application is made.
- (b) A credit will not be applied under any circumstance for unapproved use of the land.
- (c) For any use, if a credit is higher than the adopted infrastructure charge of the approved use a refund will not occur.

## 5.0 Offsets

### 5.1 Purpose

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

### 5.2 Application of section

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

- (a) *required the following* (trunk infrastructure contribution):
  - i. the supply of work for trunk infrastructure in a condition of a development approval;
  - ii. the giving of part of the land the subject of a development application or request for compliance assessment in a notice and
- (b) *levied* an adopted infrastructure charge in an adopted infrastructure charges notice or negotiated infrastructure charges notice for the same premises.

### 5.3 Claim for an infrastructure offset

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

- ii. that the claimant seeks an offset or refund for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (infrastructure offset);
  - iii. the claimants estimate of the establishment cost of the trunk infrastructure for an offset or refund
- (b) The Livingstone Shire Council is to give a notice in the prescribed form to the claimant which states the following:
- i. whether an infrastructure offset is applicable or not;
  - ii. if an infrastructure offset is not applicable, the reason;
  - iii. if an infrastructure offset is applicable, the value of the infrastructure offset.
  - iv. If a refund is applicable following the offset of the trunk works establishment cost against the infrastructure charges notice (ICN)

#### 5.4 Application of an infrastructure offset

The Livingstone Shire Council is to offset the amount of the value of the trunk infrastructure against the total amount as identified on the Infrastructure Charges Notice. Where the establishment cost of the trunk infrastructure item is greater than the total amount on the infrastructure charges notice, Livingstone Shire Council must refund the applicant an amount equal to the difference between the two or alternatively applying a credit. Refer to section 649 of the *Sustainable Planning Act 2009*.

A number of scenarios are provided below to demonstrate the implementation of section 649 of the *Sustainable Planning Act 2009*. It is noted that the infrastructure charges notice will provide details on the Establishment Costs for any trunk works required, Infrastructure Charges payable and any refund that maybe applicable.

**Table 11 – Example scenarios for offset of establishment cost against total infrastructure charge and refund where applicable**

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

Scenario	Development
	<i>The establishment cost for the trunk water supply infrastructure is offset against the total charge identified on the infrastructure charges notice. Therefore an infrastructure charge in the amount of \$300,000 must be paid by the applicant in this instance, plus the provision of the trunk water supply asset to Council.</i>

## 6.0 Determining the Establishment Cost

### 6.1 Purpose

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

### 6.2 Establishment Cost Provisions

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

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

- (a) A bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works;
- (b) A first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities.

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

- (a) A valuation of the specified land undertaken by a certified valuer using the before and after method of valuation.

### 6.3 Cost Estimation / Valuation Accepted or Not Accepted

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

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

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

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

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



- (b) Determine whether the cost estimate is consistent with current market costs calculated by applying first principles estimating approach to the bill of quantities;
- (c) Providing a new cost estimate using a first principles estimating approach;
- (d) Providing a new land valuation using the before and after land valuation method.

#### **6.4 Cost Estimation / Valuation Agreement Cannot be Reached**

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

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

The independent assessor or valuer will be required to :

- (a) Assess whether the bill of quantities is in accordance with the scope of works;
- (b) Assess whether the cost estimate is consistent with current market costs calculated by applying first principles estimating approach to the bill of quantities;
- (c) Provide an amended cost estimate using a first principles estimating approach;
- (d) Assess the previous land valuation and provide an amended valuation where appropriate.

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

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

#### **6.5 Amended Infrastructure Charges Notice**

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

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

## **7.0 Conversions**

### **7.1 Purpose**

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

### **7.2 Conversion Application**

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

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

Construction of the non-trunk infrastructure has not commenced;

- (b) The Local Government has provided a development approval inclusive of a condition for the provision of non-trunk infrastructure in accordance with section 665 of the *Sustainable Planning Act 2009*.
- (c) Where the condition is a development approval condition, the conversion application will be made to Livingstone Shire Council in accordance with section 659 of the *Sustainable Planning Act 2009*.

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

### **7.3 Deciding an Application**

Where a conversion application has been made, Livingstone Shire Council will consider the criteria identified in item 6.4 below as a basis for the decision making. The conversion application decision process must be undertaken in accordance with section 660 of the *Sustainable Planning Act 2009*.

Where Livingstone Shire Council requires additional information to assist with the assessment of the conversion application, written notice will be provided in accordance with section 660 of the *Sustainable Planning Act 2009*.

### **7.4 Conversion Criteria**

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

- (a) The infrastructure has the capacity to serve other developments in the area;
- (b) The function and purpose of the infrastructure is consistent with other trunk infrastructure identified in this charges resolution and is consistent with the desired standards of service outlined in part 8.0 below;
- (c) The infrastructure is not consistent with non-trunk infrastructure for which conditions may be imposed in accordance with section 665 of the *Sustainable Planning Act*.
- (d) The type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area.

## 7.5 Conversion Application Decision

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

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

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

## 8.0 Desired standards of service

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

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

### 8.1 Water supply network desired standards of service

- (a) The desired standards of service for the water supply system are detailed in Table 13.
- (b) Livingstone Shire Council aims to provide reticulated potable water supply to the consumer to meet the demands imposed upon it by both the consumers and the fire fighting requirements.
- (c) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, water supply trunk infrastructure aims to meet the standards to the greatest degree practicable.

**Table 12 - Water supply network design criteria**

Design criteria	Measure
Average Day (AD) Demand	500 litres per equivalent person per day (L/EP/Day)
Maximum Day (MD) Demand	1.9 x average day (AD)
Maximum Hour (MH) Demand	1/12 x maximum day (MD)
One (1) equivalent tenement (ET)	2.7 equivalent persons (EP)
Minimum service pressure	22 metres head at the centroid of the residential lot during normal diurnal flow
Maximum service pressure	50 metres head
Fire fighting network pressure	12 metres minimum in the water supply

Design criteria	Measure
	network
Fire flow for residential area	15 litres per second for a duration of two (2) hours at minimum pressure of 120 kilopascals (kPa)
Fire flow for industrial/commercial area	30 litres per second for a duration of four (4) hours at minimum pressure of 120 kilopascals (kPa)
Pipeline design maximum velocity	two (2) metres per second
Reservoir emergency capacity	one (1) maximum day for the supply zone

**Table 13 – Water supply network desired standards of service**

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability/continuity of supply	The water supply system has been designed to provide water twenty-four (24) hours a day seven (7) days a week, but under certain circumstances, Livingstone Shire Council may need to interrupt or limit this service so that essential repair and maintenance work can be carried out.	<ul style="list-style-type: none"> <li>• Schedule 4 of the Livingstone Shire Planning Scheme 2005.</li> <li>• Section 3 and table 3.1 FRW Strategic Asset Management Plan 22/11/2012.</li> <li>• <i>Water Supply (Safety and Reliability) Act.</i></li> <li>• Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region.</li> <li>• Capricorn Municipal Development Guidelines.</li> </ul>
Adequacy of supply	The objective of the water supply system is to provide to the consumer a reticulated potable water supply to meet the demands imposed upon it by both the consumer and fire fighting requirements.	<ul style="list-style-type: none"> <li>• Schedule 4 of the Livingstone Shire Planning Scheme 2005.</li> <li>• Water Development Code and Planning Scheme Policy – Livingstone Shire Planning Scheme.</li> <li>• Capricorn Municipal Development Guidelines</li> <li>• <i>Water Supply (Safety</i></li> </ul>

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		<p><i>and Reliability) Act</i></p> <ul style="list-style-type: none"> <li>• Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region.</li> </ul>
Quality of supply	Livingstone Shire Council will ensure that the water quality is generally in accordance with recognised standards that safeguards community health.	<ul style="list-style-type: none"> <li>• Australian Drinking Water Quality Guidelines issued by the National Health and Medical Research Council.</li> <li>• Section 3 table 3.2 FRW Strategic Asset Management Plan 22/11/2012.</li> </ul>
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	<ul style="list-style-type: none"> <li>• Schedule 4 of the Livingstone Shire Planning Scheme 2005.</li> <li>• Compliance with the requirements of the <i>Environmental Protection Act 1994</i></li> <li>• <i>Water Supply (Safety and Reliability) Act.</i></li> </ul>
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	<ul style="list-style-type: none"> <li>• Schedule 4 of the Livingstone Shire Planning Scheme 2005.</li> <li>• Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region.</li> <li>• <i>Water Supply (Safety and Reliability) Act.</i></li> </ul>
Infrastructure design/planning standards	Design of the water supply network will comply with established guidelines, codes and standards.	<ul style="list-style-type: none"> <li>• Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings.</li> <li>• Water Reticulation Code of Australia WSA 03-1999.</li> <li>• Department of Natural</li> </ul>

<b>Measure</b>	<b>Planning criteria (qualitative standards)</b>	<b>Design criteria (quantitative standards)</b>
		Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005.

## 8.2 Sewerage network desired standards of service

- (a) The desired standards of service for the sewerage system are detailed in Table 16
- (b) Livingstone Shire Council aims to provide reticulated sewerage to the consumer to meet the demands imposed upon it by the consumers and the Environmental Protection Agency.
- (c) The objective of the sewerage system is to transport sewage from domestic, commercial and industrial properties using gravity flow pipes and where this is uneconomical, by pumping to the treatment plant.
- (d) It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, sewerage trunk infrastructure aims to meet the standards to the greatest degree practicable.

**Table 14 – Sewerage network design criteria**

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

Rising main maximum velocity	Two (2) metres per second
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**Table 15 – Treated water quality**

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

**Table 16 – Sewerage network desired standards of service**

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability	<p>Livingstone Shire Council is to provide prompt, courteous and effective sewerage services to its customers.</p> <p>Staff make every effort to ensure the sewerage system operates adequately and with minimal disruption.</p>	<ul style="list-style-type: none"> <li>• Schedule 4 of the Livingstone Shire Planning Scheme 2005.</li> <li>• Section 3.2 and tables 3.3 to 3.5 Fitzroy River Water Strategic Asset Management Plan 22/11/2012.</li> </ul>
Quality of treatment	<p>Livingstone Shire Council uses every effort to continue to operate the sewerage system efficiently and effectively, ensuring the highest value for effluent is received for all sewerage treatment plants.</p> <p>The quality of treatment ensures the health of the community, the safe and appropriate level of treatment and proper disposal of treated effluent.</p>	<ul style="list-style-type: none"> <li>• Compliance with the requirements of the <i>Environmental Protection Act 1994</i>.</li> <li>• Tables 2.15 to 2.18 Fitzroy River Water Strategic Asset Management Plan 22/11/2012.</li> </ul>
Environmental impacts	<p>Livingstone Shire Council uses every effort to continue to operate the sewerage system efficiently and effectively and minimise sewage overflows and interruptions. The environmental impacts of the sewerage network are minimised in accordance with community expectations.</p>	<ul style="list-style-type: none"> <li>• Schedule 4 of the Livingstone Shire Planning Scheme 2005.</li> <li>• Compliance with the requirements of the <i>Environmental Protection Act 1994</i>.</li> </ul>
Effluent reuse	<p>Livingstone Shire Council reuses effluent wherever</p>	<ul style="list-style-type: none"> <li>• Compliance with the requirements of the</li> </ul>

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	possible.	<i>Environmental Protection Act 1994.</i> <ul style="list-style-type: none"> <li>• Queensland Water Recycling Guidelines – December 2005.</li> </ul>
Infrastructure design/planning standards	Design of the sewerage network will comply with the established guidelines, codes and standards.	<ul style="list-style-type: none"> <li>• Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings.</li> <li>• Sewerage Reticulation Code of Australia WSA 03-1999.</li> <li>• Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005.</li> <li>• <i>Water Supply (Safety and Reliability) Act.</i></li> </ul>

### 8.3 Transport network desired standards of service

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

(a) Roads:

- i. The desired standards of service for trunk roads are largely dependent on the road hierarchy classification, lanes, traffic loading, traffic pattern, and level of service (LOS) (shown in Table18);
- ii. The desired standards of service apply to all trunk infrastructure roads within the Livingstone Shire Council area in accordance with Table17.

(b) Public transport:

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

(c) Pedestrian and cycle network:

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

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



**Table 17 – Transport network desired standards of service**

<b>Measure</b>	<b>Planning criteria (qualitative standards)</b>	<b>Design criteria (quantitative standards)</b>
Road network design/planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.</p> <p>Design of the road system aims to meet minimum Level of Service (LOS) D at the Planning Horizon Peak Hour Pattern for the particular site.</p>	<ul style="list-style-type: none"> <li>• Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and</li> <li>• The Queensland Department of Transport and Main Roads Road Planning and Design Manual; and</li> <li>• Australian Standards; and</li> <li>• AUSTROADS guides; and</li> <li>• Maximum acceptable degree of saturation for intersections identified in Table 19 or minimum levels of service (LOS) D in Table 18; and</li> <li>• Level of service (LOS) – Table 18.</li> </ul>
Public Transport design/planning standards	<p>Ensure development accommodates the access to and integration of public transport services.</p> <p>Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council's adopted standards identified in the planning scheme.</p>	<ul style="list-style-type: none"> <li>• Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and</li> <li>• Design accords with the performance criteria set by Department of Transport and Main Roads; and</li> <li>• Queensland Government TRANSLINK Public transport infrastructure manual; and</li> <li>• AUSTROADS guides</li> </ul>

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		for road-based public transport and high-occupancy vehicles.
Cycleway and pathway design/planning standards	Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable travel alternatives. Design of the network will comply with Council's adopted standards identified in the planning scheme.	<ul style="list-style-type: none"> <li>• Local government road design and development manual/standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and</li> <li>• Australian Standards; and</li> <li>• AUSTRROADS Guides; and</li> <li>• Complete Streets.</li> </ul>

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

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

\* Refer to Department of Main Road Planning and Design Manual

**Table 19 – Maximum degree of saturation for road intersections**

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

#### **8.4 Stormwater network desired standards of service**

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

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

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

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

- (a) Major and Minor System Criteria are required.
- (b) Q100 (AEP 1% or ARI 100) for all Major Systems, Q5 for residential and Q10 for industrial Minor Systems.
- (c) Building level freeboard not less than 300 millimetres above DFE level.

**Table 20 – Stormwater network desired standards of service**

<b>Measure</b>	<b>Planning criteria (qualitative standards)</b>	<b>Design criteria (quantitative standards)</b>
Quantity	Collect and convey stormwater in natural and engineered channels, a piped, drainage network and system of overland flow paths to a lawful point of discharge, in a safe manner that minimises the inundation of habitable rooms and protects life.	<ul style="list-style-type: none"> <li>• Local government standards in planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and</li> <li>• Queensland Urban Drainage Manual.</li> </ul>
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	<ul style="list-style-type: none"> <li>• Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy; and</li> <li>• Queensland Water Quality Guidelines 2009 — Environmental Protection Agency (EPA); and</li> <li>• National Water Quality Guidelines — National Water Quality Management Strategy.</li> </ul>
Environmental impacts	Where appropriate, adopt water-sensitive urban design principles and on-site water quality management to achieve Environmental Protection Agency water quality objectives.	<ul style="list-style-type: none"> <li>• Local government standards/codes in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and</li> <li>• Environmental Protection</li> </ul>

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		[Water] Policy 1997.
Infrastructure design / planning standards	Design of the stormwater network will comply with established codes and standards.	<ul style="list-style-type: none"> <li>• Local government standards in the planning scheme, planning scheme policies and Capricorn Municipal Development Guidelines; and</li> <li>• Queensland Urban Drainage Manual; and</li> <li>• Natural Channel Design Guidelines.</li> </ul>

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

The desired standards of service for the public parks and land for community facilities trunk infrastructure are shown in Tables 21-26 – desired standards of service – public parks and land for community facilities, and they should be read in conjunction with Councils adopted technical standards – Capricorn Municipal Development Guidelines.

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

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

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Functional network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.	<ul style="list-style-type: none"> <li>• Parks and community land are provided at a local, district and local government area wide level.</li> <li>• Parks and community land address the needs of both recreation and sport.</li> </ul>
Accessibility	<p>Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access.</p> <p>Co-locate land for multi-purpose community facilities with parks and recreation land and commercial/retail</p>	<ul style="list-style-type: none"> <li>• 2,000 square metres of land for community facilities is to be provided when such land is co-located with a district and regional park.</li> <li>• Accessibility standards are identified in Table 23.</li> </ul>

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	centres.	
<ul style="list-style-type: none"> <li>• Land quality/suitability</li> <li>• Area/1,000 persons</li> <li>• Minimum size</li> <li>• Shape of land</li> <li>• Minimum desired flood immunity</li> <li>• Maximum desired grade</li> <li>• Road frontage and visibility</li> </ul>	Public parks and land for community facilities will be provided to a standard that supports a diverse range of recreational, sporting, community and health–promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	The rate of land provision is identified in Table 22. The minimum size, shape of land, minimum desired flood immunity, maximum desired grade and road frontage and visibility for land is identified in Table 24
Facilities / embellishments	Public parks and land for community facilities contain a range of embellishments to complement the type and purpose of the park.	Indicative embellishments for each type of park, land for community facilities and sports grounds are identified in Table 25 and Table 26.
Infrastructure design / performance standards	Maximise opportunities to collocate recreational parks and land for community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	Local government standards in the planning scheme and planning scheme policies Australian Standards.

**Table 22 – Rate of land provision**

Infrastructure type	Rate of provision (Hectare per 1000 people)	
	District	Local government-wide
Recreation park	0.8	0.5
Sports ground	2.5	2.5
Land for Community Facilities	Rate of provision to be determined by minimum land sizes and at least one (1) district facility per the following planning sectors: <ul style="list-style-type: none"> <li>• Yeppoon</li> <li>• Emu Park</li> </ul>	Rate of provision to be determined by minimum land sizes and at least one (1) regional facility per the following planning sectors: <ul style="list-style-type: none"> <li>- Yeppoon</li> </ul>

**Table 23 – Accessibility standard**

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

**Table 24 – Public parks and land for community facilities characteristics**

Characteristic	Recreation Parks and Land for Community Facilities		Sports Grounds	
	District	Regional	District	Regional
Minimum size of open space (hectares)	Two (2) hectares of usable space for parkland	Six (6) hectares of usable space for parkland	A minimum of three (3) hectares, sufficient to boast two (2) fields per one (1) oval collocating and room for ancillary facilities (club house, toilets, car parking)	A minimum of four (4) hectares, sufficient to boast three (3) fields per two (2) ovals collocating and room for ancillary facilities (club house, toilets, car parking)
	One (1) hectare of usable space for land for community facilities	1.5 hectares of usable space for land for community facilities		
Shape of land	The preferred shape for a park/land for community facilities is square to rectangular with the sides no greater than 2:1		To maximise the area available for playing fields, a square or rectangular shape is considered most efficient	
Minimum desired flood immunity for parks	At least twenty-five (25) per cent of total area above Q50 with main activity area/s above Q100	At least fifty (50) per cent of total area above Q50 with main activity area/s above Q100 and free of hazards	Free of hazards. Ninety per cent of land above Q20. Fields/courts above Q50. Built facilities above Q100	

Characteristic	Recreation Parks and Land for Community Facilities		Sports Grounds	
	District	Regional	District	Regional
Maximum desired grade	<p>Recreation parks — average grade of 1:14 for eighty (80) per cent of the area of the park to facilitate wheelchair access to parks. Variable topography is satisfactory for the remaining area</p> <p>No area of the park will have a grade greater than 1:6</p> <p>Community facilities — a maximum grade of no more than six (6) per cent for the entirety of the site or ten (10) per cent for the footprint of the community facility</p>	<p>Recreation parks — average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder</p> <p>No area of the park will have a grade greater than 1:6</p> <p>Community facilities — a maximum grade of no more than six (6) per cent for the entirety of the site or ten (10) per cent for the footprint of the community facility</p>	<p>Laser levelling to a maximum gradient of playing surface 1:100</p>	
Road frontage and visibility	<p>Twenty-five (25) per cent of park perimeter to have direct road frontage, preferably on a collector road.</p>	<p>Fifty (50) per cent of park perimeter to have direct road frontage, preferably on a collector road.</p>	<p>Twenty-five (25) per cent of the ground perimeter to have direct road frontage.</p>	

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

Embellishment	Recreation parks	
	District	Local government-wide
Internal roads	None.	As required to service car parking and access requirements.
Car parking	Forty (40) sealed car parks.	Minimum of 120 sealed car parks.
Fencing/bollards, lock rail	Fencing/bollards along road frontages and including a lock rail.	Fencing/bollards along road frontages and including a lock rail.
Lighting	Lighting to all roadways, parking, picnic nodes and primary pedestrian paths.	Lighting to all roadways, parking, picnic nodes and primary pedestrian paths.
Toilets/public amenities	One (1) toilet (location to be determined in consultation with Council).	Two (2) toilets (location to be determined in consultation with Council).
Pedestrian pathway access network	2.2 metre wide concrete shared pedestrian and cycle path through and around park connecting to adjacent pathways.	Entrance and access paths. Concrete shared pedestrian and cycle path (minimum 2.2 metre wide generally and minimum 3.5 metre wide in key, high use areas) connecting to adjacent pathways.
Bench seating	Minimum of four (4), located for supervision of any play area (if not otherwise serviced by sheltered tables), and/or along recreation corridors/pedestrian pathways to provide rest stops.	As determined in consultation with Council. Located for: <ul style="list-style-type: none"> <li>• supervision of any play area (if not otherwise serviced by sheltered tables); and</li> <li>• along recreation corridors/pedestrian pathways to provide rest stops; and/or</li> <li>• enjoyment of views/amenity.</li> </ul>
Shade structures or trees (over playgrounds)	Yes.	Yes.
Shelters/gazebo with tables and seating and bins	Minimum of six (6) shaded tables, seating and bins.	Minimum of fifteen (15) shaded tables, seating and bins (further provision to be determined in consultation with Council).
Tap/bubbler	Three (3) drinking fountain/bubbler and taps.	Ten (10) drinking fountain/bubbler and taps.
Barbeques	Three (3) barbeques.	Ten (10) barbeques (to be



<b>Embellishment</b>	<b>Recreation parks</b>	
	<b>District</b>	<b>Local government-wide</b>
		determined in consultation with Council – provision may consist of multiple double barbecues located to service picnic nodes for individuals, families and large groups).
Rubbish bins	As required to service activity areas, picnic nodes, key access/egress areas and pathway systems.	As required to service activity areas, picnic nodes, key access/egress areas and pathway systems.
Landscaping and turfing	Shade trees, landscaping and turfing to enhance amenity (determined in consultation with Council).	Shade trees, landscaping and turfing to enhance amenity (determined in consultation with Council).
Signage	Park identification and way finding signage, located at key entrances. Optional — interpretive signage (for nature appreciation areas) or trail signage (for example distance markers on recreation corridors).	Park identification and way finding signage, located at key entrances. Optional — interpretive signage and/or trail signage (for example distance markers on recreation corridors). Signage theme reflecting key features of the park.
Recreation activity areas	Mix of ten (10) recreation activity areas, clustered in two or more nodes (for example mix of toddlers, children, youth, picnic and barbecue area, dog off-leash, skate park, meeting area, older adults, pathway systems).	Mix of fifteen (15) recreation activity areas dispersed across well-defined nodes of activity focus (for example a mix of toddlers, children, youth, older adults, major picnic and barbecue area, dog off-leash, skate park, meeting areas, trail network, event area, nature appreciation area).
Irrigation	In identified high use areas.	In identified high use areas.
Bike racks	Three (3) bike racks for a minimum of fifteen (15) bikes.	Bike racks for a minimum of thirty (30) bikes.
Bus pull-through	No.	Yes (location to be determined in consultation with Council).
Bus parking	No.	Yes (location to be determined in consultation with Council).

**Table 26– Indicative embellishments for the hierarchy of sport parks**

Park element	Embellishment details	
	District	Local government-wide
Courts/fields	As a minimum, two (2) rectangular fields and capacity for additional facilities/courts (as determined in consultation with Council). Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage.	As a minimum, three (3) rectangular fields and capacity for additional facilities/courts (as determined in consultation with Council). Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage.
Goal posts/line marking	According to accepted standards.	According to accepted standards.
Irrigation	Main field as a minimum (to be determined in consultation with Council).	Two (2) main fields as a minimum (to be determined in consultation with Council).
Field/court lighting	Lighting for night sports.	Lighting for night sports.
Spectator seating	100 seats and earth mounds (determined in consultation with Council)	150 seats and earth mounds (determined in consultation with Council)
Tap/bubbler	Four (4) drink bubblers and taps located near activity areas and canteen/clubhouse area.	Eight (8) drink bubblers and taps located near activity areas and canteen/clubhouse area.
Sports clubhouse	Minimum of one (1) (exact provision to be determined in consultation with Council) including a toilet/change room, canteen, storage and administrative/office space.	Minimum of two (2) (exact provision to be determined in consultation with Council) including a toilet/change room, canteen, storage and administrative/office space.
Landscaping and turfing	Trees/shade provision for spectators, landscaping of boundaries to buffer noise/light spill to any surrounding properties.	Trees/shade provision for spectators, landscaping of boundaries to buffer noise/light spill to any surrounding properties.
Feature paving/concrete stencilling	Located at key entry areas or high use zones (to be determined in consultation with Council).	Located at key entry areas or high use zones (to be determined in consultation with Council).
Internal roads	Yes.	Yes.
Bus pull-through	Yes.	Yes.
Bus parking	Yes.	Yes.

Park element	Embellishment details	
	District	Local government-wide
Car parking	Minimum of sixty (60) sealed spaces for a two (2) field complex or twelve (12) per court.	Minimum of 100 sealed spaces for a three (3) field complex or twelve (12) per court.
Bike racks	Bike racks for a minimum of thirty (30) bikes.	Bike racks for a minimum of fifty (50) bikes.
Fencing/bollards, lock rail	Fencing/bollards along road frontages and including a lock rail.	Fencing/bollards along road frontages and including a lock rail.
Security Lighting	Security lighting to all roadways, parking, picnic nodes and primary pedestrian paths.	Security lighting to all roadways, parking, picnic nodes and primary pedestrian paths.
Pedestrian pathway access network	Entrance and access paths, walking/cycling network. Minimum 2.2 metre wide concrete shared pedestrian and cycle path.	Entrance and access paths, walking/cycling network. Minimum 2.2 metre wide concrete shared pedestrian and cycle path.
Public artwork	To be determined in consultation with Council.	To be determined in consultation with Council.
Signage	Park identification and way finding signage, located at key entrances.	Park identification and way finding signage, located at key entrances.
Recreation activity areas (for example play spaces, fitness circuits, hit up walls)	Mix of three (3) recreation activity areas (for example play spaces, fitness circuits, half courts, free to use courts).	Mix of five (5) recreation activity areas (for example play spaces, fitness circuits, half courts, free to use courts).

## 9.0 Schedule of plans for identified trunk infrastructure

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

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

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

Locality	Map Series Reference	Locality	Map Series Reference	Locality	Map Series Reference
<a href="#">Adelaide Park</a>	1	<a href="#">Green Lake</a>	23	<a href="#">Pacific Heights</a>	45
<a href="#">Bangalee</a>	2	<a href="#">Hidden Valley</a>	24	<a href="#">Rockyview</a>	46
<a href="#">Barlows Hill</a>	3	<a href="#">Inverness</a>	25	<a href="#">Rosslyn</a>	47
<a href="#">Barmaryee</a>	4	<a href="#">Iron Pot</a>	26	<a href="#">Rossmoya</a>	48
<a href="#">Barmoya</a>	5	<a href="#">Jardine</a>	27	<a href="#">Sandringham</a>	49
<a href="#">Bondoola</a>	6	<a href="#">Joskeleigh</a>	28	<a href="#">Shoalwater</a>	50
<a href="#">Bungundarra</a>	7	<a href="#">Keppel Sands</a>	29	<a href="#">Stanage</a>	51
<a href="#">Byfield</a>	8	<a href="#">Kinka Beach</a>	30	<a href="#">Stockyard</a>	52
<a href="#">Canal Creek</a>	9	<a href="#">Kunwarara</a>	31	<a href="#">Tanby</a>	53
<a href="#">Canoona</a>	10	<a href="#">Lake Mary</a>	32	<a href="#">Taranganba</a>	54
<a href="#">Causeway Lake</a>	11	<a href="#">Lammermoor</a>	33	<a href="#">Taroomball</a>	55
<a href="#">Cawarral</a>	12	<a href="#">Marlborough</a>	34	<a href="#">The Caves</a>	56
<a href="#">Cobraball</a>	13	<a href="#">Maryvale</a>	35	<a href="#">The Keppels</a>	57
<a href="#">Cooee Bay</a>	14	<a href="#">Meikleville Hill</a>	36	<a href="#">Thompson Point</a>	58
<a href="#">Coorooman</a>	15	<a href="#">Milman</a>	37	<a href="#">Tungamull</a>	59
<a href="#">Coowonga</a>	16	<a href="#">Mount Chalmers</a>	38	<a href="#">Wattlebank</a>	60
<a href="#">Coral Sea</a>	17	<a href="#">Mount Gardiner</a>	39	<a href="#">Weeriba</a>	61
<a href="#">Emu Park</a>	18	<a href="#">Mulambin</a>	40	<a href="#">Woodbury</a>	62
<a href="#">Etna Creek</a>	19	<a href="#">Mulara</a>	41	<a href="#">Yaamba</a>	63
<a href="#">Farnborough</a>	20	<a href="#">Nankin</a>	42	<a href="#">Yeppoon</a>	64
<a href="#">Glendale</a>	21	<a href="#">Nerimbera</a>	43	<a href="#">Zilzie</a>	65
<a href="#">Glenlee</a>	22	<a href="#">Ogmore</a>	44		

**Table 28 – Locality plans for trunk infrastructure networks**

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

## 10.0 Schedule of works for identified trunk infrastructure

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

**Table 29 – Identified water supply network trunk infrastructure works**

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2015\$)	Estimated Year of Completion
64-1	Water	WAT-6	CCW Yeppoon West HZ	CCW 300 Rockhampton Rd	\$433,411	2021
01-1	Water	WAT-7	CCW Inverness HZ	CCW 300 Adelaide Park Rd	\$371,173	2026
64-1	Water	WAT-8	CCW Woodwind LZ	CCW 200 Farnborough Rd	\$140,844	2026
55-1	Water	WAT-9	CCW Tanby Sth	CCW 375 Carige Blv	\$975,579	2031
55-1	Water	WAT-10	CCW Taranganba LZ	CCW 375 Tanby Rd to sth	\$986,568	2021
40-1	Water	WAT-11	CCW Mulambin & Causeway	CCW 375 Mulambin Res Inlet	\$258,242	2021
40-1	Water	WAT-12	CCW Mulambin & Causeway	CCW 375 Mulambin Res Outlet	\$214,286	2021
53-1	Water	WAT-13	CCW Kinka West LZ	CCW 375 to Kinka West Res	\$267,285	Constructed
53-1	Water	WAT-14	CCW Kinka West LZ	CCW 200 Kinka West LZ	\$53,457	Constructed
53-1	Water	WAT-15	CCW Kinka West HZ	CCW 200 Kinka West HZ	\$242,612	Constructed

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65-1	Water	WAT-16	CCW Zilzie LZ	CCW 375 Hartley St / Svendsen Rd	\$1,562,880	2021
30-1	Water	WAT-18	CCW West Emu Park LZ	CCW 375 Albermarle St to West EP Res	\$908,767	Constructed
18-1	Water	WAT-19	CCW West Emu Park LZ	CCW 375 Rtn Rd-Fountain to West EP Res	\$3,581,613	Constructed
30-1	Water	WAT-20	CCW West Emu Park HZ	CCW 200 East	\$272,250	2026
30-1	Water	WAT-21	CCW West Emu Park HZ	CCW 200 West	\$250,833	2026
65-1	Water	WAT-23	CCW GBRR LZ	CCW MD Great Barrier Reef Resort Res	\$1,500,000	2031
53-1	Water	WAT-24	CCW Kinka West	CCW MD Kinka West Res	\$1,500,000	2026
40-1	Water	WAT-25	CCW Mulambin & Causeway	CCW MD Mulambin Res (Scenic Hwy)	\$1,500,000	2021
18-1	Water	WAT-26	CCW West Emu Park	CCW MD West Emu Park Res	\$1,500,000	2016
18-1	Water	WAT-28	CCW Emu Park HZ	CCW MH Emu Park HZ BPS (Hawke St)	\$280,000	2021
65-1	Water	WAT-29	CCW GBRR HZ	CCW MH GBRR HZ BPS	\$280,000	2031
01-1	Water	WAT-30	CCW Inverness HZ	CCW MH Inverness HZ BPS	\$280,000	2021
65-1	Water	WAT-31	CCW Keppel Sands HZ	CCW MH Keppel Sands HZ BPS	\$280,000	2026
53-1	Water	WAT-32	CCW Kinka West HZ	CCW MH Kinka West HZ BPS	\$220,190	Constructed

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45-1	Water	WAT-33	CCW Pacific Hts HZ	CCW MH Pacific Hts HZ BPS	\$220,190	Constructed
18-1	Water	WAT-34	CCW West Emu Park HZ	CCW MH West Emu Park HZ BPS	\$280,000	2026
55-1	Water	WAT-46	CCW Taroombal LZ	CCW MD Taroombal Res	\$1,500,000	2016
55-1	Water	WAT-47	CCW Taroombal HZ	CCW MH Taroombal HZ BPS	\$280,000	2016
55-1	Water	WAT-52	CCW Taroombal HZ	CCW 200 Taroombal HZ South	\$97,647	2016
55-1	Water	WAT-53	CCW Taroombal HZ	CCW 200 Taroombal HZ North	\$93,291	2016
55-1	Water	WAT-54	CCW Taroombal	CCW 375 Taroombal Distribution Chandler and Clayton Rd	\$919,413	2016
53-1	Water	WAT-59	CCW Kinka West LZ	CCW 375 Kinka Beach Rd to Tanby Rd	\$258,242	2026
64-1	Water	WAT-60	CCW Yeppoon West LZ	CCW MD Yeppoon West Reservoir	\$1,500,000	2031
64-1	Water	WAT-61	CCW Yeppoon West HZ	CCW MH Yeppoon West HZ BPS	\$280,000	2031
64-1	Water	WAT-62	CCW Yeppoon West LZ	CCW 300 Yeppoon West LZ Distribution East	\$577,731	2031



**Table 30 – Identified sewerage network trunk infrastructure works**

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2015\$)	Estimated Year of Completion
18-2	Sewerage	SEW-31	CCSEP Emu Pk West	CCEP EP STP	\$12,026,740	Constructed
4-2	Sewerage	SEW-33	CCSY STP	CCSY Yeppoon STP augmentation	\$16,526,524	2016
18-2	Sewerage	SEW-49	CCSEP Emu Park West	CCEP 225 GM Brown St	\$224,498	2021
18-2	Sewerage	SEW-50	CCSEP Emu Park Rd SPS to EPSTP	CCEP 300 RM Emu Park Rd	\$470,611	2021
18-2	Sewerage	SEW-51	CCSEP Hill Street TGM	CCEP 225 GM Hill St	\$719,361	2026
18-2	Sewerage	SEW-52	CCSEP Emu Park Rd TRM	CCEP 150 RM Emu Park Rd	\$518,310	2026
18-2	Sewerage	SEW-53	CCSEP Hill St TRM	CCEP 150 RM Hill Street	\$194,664	2016
18-2	Sewerage	SEW-55	CCSEP Hartley St TRM	CCEP 150 RM mudflats (Hartley St)	\$230,118	2016
65-2	Sewerage	SEW-56	CCSEP Svendsen Rd TRM	CCEP 200 RM (GBRR)	\$1,329,390	2026
65-2	Sewerage	SEW-58	CCSEP Reef St TRM	CCEP 100 RM Reef St	\$292,080	2021
30-2	Sewerage	SEW-59	CCSEP Kinka Beach Stage 3 TRM	CCEP 100 RM Stg 3 SPS	\$29,899	2021

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64-2	Sewerage	SEW-60	CCSY Charles St TRM	CCY 300 RM Charles & Cordingley Sts	\$429,134	2021
64-2	Sewerage	SEW-61	CCSY Whitman St TGM	CCY 450 GM Whitman	\$379,061	2016
64-2	Sewerage	SEW-63	CCSY Tanby Rd Nth TGM	CCY 225 GM Tanby Rd Nth	\$473,472	2021
64-2	Sewerage	SEW-64	CCSY Tanby Rd TRM	CCY 200 RM Tanby Rd SPS	\$272,360	2021
55-2	Sewerage	SEW-65	CCSY Tanby Rd Sth TGM	CCY 375 GM Tanby Rd Sth (Ross Ck)	\$854,531	2016
55-2	Sewerage	SEW-66	CCSY Tanby Sth TRM	CCY 200 RM Tanby Sth SPS	\$740,355	2016
36-2	Sewerage	SEW-67	CCSY Farnborough Rd TGM	CCY 300 GM Farnborough Rd	\$886,466	2016
64-2	Sewerage	SEW-68	CCSY Farnborough Rd TRM	CCY 200 RM Farnborough Rd SPS	\$858,467	2016
3-2	Sewerage	SEW-69	CCSY Smith St TGM	CCY 225 GM Smith St	\$378,734	2021
20-2	Sewerage	SEW-70	CCSY Smith & Farnborough Rd TGM	CCY 300 GM Smith & Farnborough Rd	\$511,921	2021
14-2	Sewerage	SEW-71	CCSY Scenic Highway TGM	CCY 375 GM Scenic Hwy	\$1,016,936	2016
64-2	Sewerage	SEW-72	CCSY Wattle Grove SPS TRM	CCY 250 RM Yeppoon Rd & Scenic Highway	\$1,037,000	2016
18-2	Sewerage	SEW-75	CCSEP Emu Park Rd SPS	CSEP SPS 1 Emu Park Rd	\$450,000	2021

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18-2	Sewerage	SEW-76	CCSEP Bell Park SPS	CSEP SPS 2 Bell Park Augmentation	\$225,000	2016
18-2	Sewerage	SEW-77	CCSEP Hartley St SPS	CSEP SPS 7 Hartley St Augmentation	\$225,000	2016
65-2	Sewerage	SEW-78	CCSEP Reef St SPS	CSEP SPS 13 Reef St	\$330,000	2021
30-2	Sewerage	SEW-79	CCSEP Kinka Beach Stage 4 SPS	CSEP SPS Behind Big Whale	\$450,000	2021
30-2	Sewerage	SEW-80	CCSEP Kinka Beach Stage 3 SPS	CSEP SPS Stg 3 Behind Island View	\$450,000	2021
64-2	Sewerage	SEW-81	CCSY Farnborough Rd SPS	CSY SPS 2 Farnborough Rd	\$550,000	2016
24-2	Sewerage	SEW-82	CCSY Tanby Road North SPS	CSY SPS Tanby Rd (Yeppoon Cr)	\$450,000	2021
54-2	Sewerage	SEW-83	CCSY Shaw Avenue SPS	CSY SPS Shaw Ave Augmentation	\$900,000	2021
47-2	Sewerage	SEW-84	CCSY Rosslyn St SPS	CSY SPS 15 Rosslyn St Augmentation	\$225,000	2016
55-2	Sewerage	SEW-86	CCSY Tanby South SPS	CSY SPS Tanby Rd (Ross Cr)	\$450,000	2016
30-2	Sewerage	SEW-96	CCSEP Kinka Beach Stage 4 TRM	CCEP 100 RM Stg 4 SPS	\$46,525	2021
4-2	Sewerage	SEW-97	CCSY Millroy Drive TRM	CCY 200 RM Millroy Dr SPS	\$68,486	Constructed
4-2	Sewerage	SEW-98	CCSY Millroy Drive SPS	CSY SPS Millroy Drive	\$523,041	Constructed

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18-2	Sewerage	SEW-102	CCSEP Emu Park West SPS	CCEP SPS Emu Park Rd	\$450,000	2026
64-2	Sewerage	SEW-105	CCSY Charles St SPS	CCY Charles St SPS	\$930,000	2016
24-2	Sewerage	SEW-120	CCSY Millroy Drive TGM	CCSY 225 GM Millroy Drive	\$531,319	Constructed
55-2	Sewerage	SEW-121	CCSY Carige Boulevard TGM	CCY 300 TGM Carige Boulevard	\$662,904	2021
55-2	Sewerage	SEW-122	CCSY Taroomball TGM	CCY 300 TGM Taroomball	\$1,092,960	2021
55-2	Sewerage	SEW-123	CCSY Tanby Road South TGM	CCY 225 TGM Tanby Road South	\$286,209	2021
18-2	Sewerage	SEW-124	CCSEP Emu Park Rd TGM	CCEP 750 TGM Emu Park Rd	\$98,670	2026
18-2	Sewerage	SEW-125	CCSEP Hartley Street TGM	CCEP 450 TGM Hartley Street Emu Park	\$350,020	2026
64-2	Sewerage	SEW-126	CCSY Arthur Street TGM	CCY 300 Gravity Main Arthur Street	\$577,617	2016
64-2	Sewerage	SEW-127	CCSY Arthur Street TGM	CCY 375 Gravity Main Arthur Street	\$263,237	2016
64-2	Sewerage	SEW-128	CCSY Arthur Street TGM	CCY 600 Gravity Main Arthur Street	\$660,350	2016
64-2	Sewerage	SEW-129	CCSY James St TGM	CCY 300 Gravity Main James Street	\$619,735	2016
45-2	Sewerage	SEW-130	CCSY Pacific Heights Road TGM	CCY 225 Gravity Main Pacific Heights Road	\$57,748	Constructed

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24-2	Sewerage	SEW-131	CCSY Hidden Valley TGM	CCY 375 Gravity Main Hidden Valley	\$1,191,027	2021
18-2	Sewerage	SEW-132	CCSEP EPSTP Augmentation	CCEP EPSTP Augmentation with Third SBR	\$4,000,000	2026

**Table 31 – Identified transport network trunk infrastructure works**

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2015\$)	Estimated Year of Completion
33-3	Transport	T-11	Clayton Road.	Construct Major Urban Collector road link to Mulambin Road/ Clayton Road intersection.	\$1,154,757	2016
25-3	Transport	T-12	Condon Drive	Construct Major Urban Collector road from Adelaide Park Road to Rockhampton Road to service northern localities.	\$8,490,047	2016
45-3	Transport	T-13	Pacific Heights Road upgrade.	Upgrade to Major Urban Collector to link with subsequent road linkages	\$1,133,271	2026

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				at Pacific Heights.		
54-3	Transport	T-25	Taranganba Road (Stage 1)	Construct intersection improvements at Carige Boulevard to increase capacity and operational efficiency.	\$1,908,867	2016
54-3	Transport	T-26	Taranganba Road (Stage 2)	Construct new intersection east of Tarangaba School (frontage of Lot 1 on RP612720).	\$1,142,835	2026
54-3	Transport	T-27	Taranganba Road (Stage 3)	Upgrade Tarangaba Road to Urban Sub-arterial Road standard between Carige Boulevard and Cedar Avenue.	\$2,984,892	2026

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54-3	Transport	T-28	Taranganba Road (Stage 4)	Construct new bridge over Ross Creek.	\$7,603,200	2031
54-3	Transport	T-29	Taranganba Road (Stage 5)	Upgrade Tarangaba Road to Major Urban Collector Road standard between Carige Boulevard and Tanby Road.	\$2,797,663	2031
14-3	Transport	T-30	Scenic Highway/ Matthew Flinders Drive/ Ivey Street intersection.	Major intersection upgrade and associated works.	\$1,397,509	2016
45-3	Transport	T-31	Pacific Heights Road/ Farnborough Road intersection	Major intersection upgrade and associated works.	\$1,466,700	2031
45-3	Transport	T-32	Farnborough Road/ Jarman Street/ Smith Street intersection.	Major intersection upgrade and associated works.	\$2,956,790	2021
47-3	Transport	T-33	Mulambin Road/ Scenic Highway intersection.	Major intersection	\$1,164,665	2031



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				upgrade and associated works.		
55-3	Transport	T-37	Rosslyn – Tanby Link.	Construct Major Urban Collector to link commuter traffic from Scenic Highway to Tanby Road.	\$12,724,207	2031
25-3	Transport	T-38	Limestone Creek Road (Condon Drive connection)	Construct new Major Rural Collector road link connecting Limestone Creek Road to Condon Drive	\$2,407,921	2021
25-3	Transport	T-39	Limestone Creek Road	Upgrade existing road to Major Rural Collector to ultimately connect Condon Drive and Adelaide Park Road to Neils Road.	\$6,230,705	2021

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64-3	Transport	T-41	Arthur Street, Yeppoon.	Major Urban Collector between Normanby Street and James Street to improve traffic circulation in Yeppoon Central Business District.	\$497,979	2021
64-3	Transport	T-42	Queen Street	Upgrade to Urban Sub-arterial to enable full use as a major commuter route.	\$2,501,890	2021
45-3	Transport	T-43	Panorama Drive (Pacific Heights Road to Adelaide Park Road).	Construct Major Rural Collector road between Pacific Heights Road and Adelaide Park Road.	\$4,775,486	2031

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4-3	Transport	T-44	Barmaryee Road (Stage 1).	Upgrade to Major Urban Collector standard between Rockhampton Road and rail corridor.	\$1,682,209	2021
4-3	Transport	T-45	Barmaryee Road (Stage 2).	Upgrade to Major Rural Collector standard between rail corridor and Neils Road.	\$4,654,672	2026
64-3	Transport	T-65	Queen Street/ Anzac Parade intersection.	Major intersection upgrade and associated works.	\$735,346	2026
24-3	Transport	T-70	Coucum Road.	Construct Major Rural Collector road to link commuter and district level traffic from Rockhampton –Yeppoon Road, Neils	\$17,647,568	2031

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				Road and Tanby Road through to Rosslyn.		
18-3	Transport	T-71	Emu Park Bypass	Construct new link as Major Rural Collector.	\$9,180,270	2031
55-3	Transport	T-78	Mulambin Road (Tanby Road to Clayton Road).	Construct Major Rural Collector road between Tanby Road and Clayton Road.	\$14,055,681	2031
64-3	Transport	T-79	James Street / Arthur Street intersection	Major Intersection Upgrade and associated works	\$1,045,646	2016
45-3	Transport	T-93	Western End of Pacific Heights Road	New Collector off Panorama Drive at western end Pacific Heights Road	\$2,118,090.44	2021
64-3	Transport	T-94	Yeppoon Central	Rail Trail Stage 1	\$761,921.47	2021

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6-3	Transport	T-95	Yeppoon Central	Rail Trail Stage 2	\$1,303,310.86	2031
54-3	Transport	T-96	Taranganba	Frangipani Drive extension to Taranganba Road at PFTI T-26 intersection. Major Urban Collector (intersection relocated )	\$2,386,387.25	2026
24-3	Transport	T-97	Hoskyn Drive Extension	Construct Major Urban Collector Road to extend Hoskyn Drive to Hidden Valley Road	\$1,320,353.67	2021
25-3	Transport	T-98	Condon Drive - Limestone Creek Road intersection	Construct T-intersection at Condon Drive and Limestone Creek Road	\$1,045,645.81	2026
64-3	Transport	T-99	Condon Drive - Adelaide Park Road Intersection	Construct T-intersection at Condon Drive and Adelaide Park Road	\$1,067,810.25	2016

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55-3	Transport	T-100	Rosslyn Tanby Link - Tanby Road intersection	Construct T-intersection at Rosslyn Tanby Link and Tanby Road	\$1,067,810.25	2031
33-3	Transport	T-101	Rosslyn Tanby Link - Clayton Road intersection	Major intersection upgrade and associated works.	\$1,067,810.25	2031
25-3	Transport	T-102	Condon Drive connection - Limestone Creek Road	Construct T-intersection at Condon Drive extension and Limestone Creek Road	\$1,323,629.97	2021
1-3	Transport	T-103	Limestone Creek Road - Neils Road intersection	Construct signalised T-intersection at Limestone Creek Road and Neil's Road	\$1,323,629.97	2021
64-3	Transport	T-104	Arthur Street - Normanby Street intersection	Major Intersection Upgrade and associated works	\$964,066.03	2021

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64-3	Transport	T-105	Queen Street - Mary Street intersection	Major Intersection Upgrade and associated works	\$1,253,921.50	2021
45-3	Transport	T-106	Parorama Drive - Pacific Heights Road intersection	Construct T-intersection at Panorama Drive and Pacific Heights Road	\$676,773.04	2026
25-3	Transport	T-107	Parorama Drive - Adelaide Road intersection	Major Intersection Upgrade and associated works	\$1,550,000.00	2031
4-3	Transport	T-108	Barmaryee Road - Neils Road intersection	Major Intersection Upgrade and associated works	\$1,353,546.07	2026
6-3	Transport	T-109	Yeppoon Road - Neils Road - Coucom Road intersection	Major Intersection Upgrade and associated works	\$2,636,165.36	2031
55-3	Transport	T-110	Coucum Road - Tanby Road intersection	Major Intersection Upgrade and associated	\$1,067,810.25	2031

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				works		
18-3	Transport	T-111	Emu Park Bypass - Ritamada Rd intersection	Major Intersection Upgrade and associated works	\$1,353,546.07	2031
18-3	Transport	T-112	Emu Park Bypass -Emu Park Rd intersection	Major Intersection Upgrade and associated works	\$1,067,810.25	2031
55-3	Transport	T-113	Mulambin Road - Tanby Road intersection	Construct T-intersection at Mulambin Road ext and Tanby Road	\$1,067,810.25	2031
33-3	Transport	T-114	Mulambin Road - Clayton Road intersection	Major Intersection Upgrade and associated works	\$1,067,810.25	2031
45-3	Transport	T-115	Pacific Heights Road intersection	Construct T-intersection at for new road on Pacific Heights Road	\$1,067,810.25	2026



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64-3	Transport	T-116	Rockhampton Road - Condon Drive intersection	Signalised intersection with Condon Drive and Rockhampton Road	\$2,636,165.36	2021
24-3	Transport	T-117	Hoskyn Drive / Hidden Valley Road Intersection	New intersection Hoskyn Drive and Hidden Valley Road	\$1,067,810.25	2021

**Table 32 – Identified stormwater network trunk infrastructure works**

<b>Map No.</b>	<b>Network</b>	<b>Item ID</b>	<b>Project Name</b>	<b>Future Infrastructure Asset Description</b>	<b>Infrastructure Value (2015\$)</b>	<b>Estimated Year of Completion</b>
55-4	Stormwater	D-8	Ross Creek drainage system	Establish major drainage system corridor.	\$308,769	2021
33-4	Stormwater	D-9	Chandler Road, Lammermoor drainage system	Establish major drainage system corridor.	\$77,465	2026
55-4	Stormwater	D-10	Tanby Road drainage system	Establish major drainage system corridor.	\$22,038	2026
24-4	Stormwater	D-11	Yeppoon Creek tributary drainage system A	Establish major drainage system corridor.	\$57,022	2016
24-4	Stormwater	D-12	Yeppoon Creek tributary drainage system B	Establish major drainage system corridor.	\$86,169	2016
24-4	Stormwater	D-13	Yeppoon Creek drainage system	Establish major drainage system corridor.	\$97,309	2016
24-4	Stormwater	D-14	Yeppoon Creek tributary drainage system C	Establish major drainage system corridor.	\$99,710	2016
24-4	Stormwater	D-15	Yeppoon Creek tributary drainage system D	Establish major drainage system corridor.	\$67,954	2016
24-4	Stormwater	D-16	Yeppoon Creek tributary drainage system E	Establish major drainage system corridor.	\$24,542	2016
64-4	Stormwater	D-17	Yeppoon Creek tributary F drainage system	Establish major drainage system corridor.	\$36,873	2021
64-4	Stormwater	D-18	Fig Tree Creek drainage system	Establish major drainage system corridor.	\$119,754	2026

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<b>Map No.</b>	<b>Network</b>	<b>Item ID</b>	<b>Project Name</b>	<b>Future Infrastructure Asset Description</b>	<b>Infrastructure Value (2015\$)</b>	<b>Estimated Year of Completion</b>
64-4	Stormwater	D-19	Fig Tree Creek tributary A drainage system	Establish major drainage system corridor.	\$208,015	2026
64-4	Stormwater	D-20	Fig Tree Creek tributary B drainage system	Establish major drainage system corridor.	\$190,878	2031
3-4	Stormwater	D-21	Meikleville Street to Smith Street drainage system	Establish major drainage system corridor.	\$121,571	2031
64-4	Stormwater	D-22	Jarman Street to Farnborough Road drainage system	Establish major drainage system corridor.	\$25,616	2031
20-4	Stormwater	D-23	Roberts Road to Farnborough Road drainage system	Establish major drainage system corridor.	\$55,545	2016
20-4	Stormwater	D-24	Pacific Heights Road drainage system	Establish major drainage system corridor.	\$185,241	2031
24-4	Stormwater	D-28	Yeppoon Creek - Hidden Valley Rd	Establish major drainage system corridor.	\$316,457	2021
55-4	Stormwater	D-29	Ross Cr drainage system - Tanby Rd	Establish major drainage system corridor.	\$113,340	2021
24-4	Stormwater	D-40	Yeppoon Creek Tributary G Drainage System	Establish major drainage system corridor.	\$100,689	2031
53-4	Stormwater	D-41	Causeway Lake tributary	Establish major drainage system corridor.	\$284,677	2031
45-4	Stormwater	D-42	Roberts Rd to Farnborough Rd	Establish major drainage system corridor.	\$24,448	2026

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<b>Map No.</b>	<b>Network</b>	<b>Item ID</b>	<b>Project Name</b>	<b>Future Infrastructure Asset Description</b>	<b>Infrastructure Value (2015\$)</b>	<b>Estimated Year of Completion</b>
3-4	Stormwater	D-43	Jarman to Farnborough Road	Establish major drainage system corridor.	\$37,547	2026
20-4	Stormwater	D-44	Tributary of Barwells Crk	Establish major drainage system corridor.	\$178,429	2031
25-4	Stormwater	D-45	Fig Tree Creek tributary C drainage system	Establish major drainage system corridor.	\$128,519	2031
25-4	Stormwater	D-46	Fig Tree Crk drainage corridor works	Establish major drainage system corridor.	\$45,971	2021
64-4	Stormwater	D-47	Fig tree Creek tributary D	Establish major drainage system corridor.	\$99,306	2026
4-4	Stormwater	D-48	Corduoy Creek tributary F	Establish major drainage system corridor.	\$41,824	2026
4-4	Stormwater	D-49	Corduoy Creek tributary E	Establish major drainage system corridor.	\$42,085	2026
53-4	Stormwater	D-50	Coorooman Creek tributary	Establish major drainage system corridor.	\$144,424	2031
1-4	Stormwater	D-51	Corduoy Creek	Establish major drainage system corridor.	\$371,990	2031
4-4	Stormwater	D-52	Corduoy Creek tributary A	Establish major drainage system corridor.	\$297,618	2031
1-4	Stormwater	D-53	Corduoy Creek tributary B	Establish major drainage system corridor.	\$232,778	2031

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<b>Map No.</b>	<b>Network</b>	<b>Item ID</b>	<b>Project Name</b>	<b>Future Infrastructure Asset Description</b>	<b>Infrastructure Value (2015\$)</b>	<b>Estimated Year of Completion</b>
4-4	Stormwater	D-54	Corduroy Creek tributary D	Establish major drainage system corridor.	\$148,748	2031
64-4	Stormwater	D-55	Smith to Kean Str	Establish major drainage system corridor.	\$24,084	2031
33-4	Stormwater	D-57	Chandler Road Lammermoor drainage system	Establish major drainage system corridor.	\$12,075	2021
33-4	Stormwater	D-58	Chandler Road Lammermoor drainage system	Establish major drainage system corridor.	\$7,015	2021
33-4	Stormwater	D-59	Chandler Road Lammermoor drainage system	Establish major drainage system corridor.	\$16,713	2021
33-4	Stormwater	D-60	Bottlebrush Drive Lammermoor drainage system	Establish major drainage system corridor.	\$23,567	2026
53-4	Stormwater	D-61	Causeway Lake tributary A	Establish major drainage system corridor.	\$190,577	2031
53-4	Stormwater	D-62	Causeway Lake tributary B	Establish major drainage system corridor.	\$158,908	2031
18-4	Stormwater	D-63	Kinka Creek Tributary A	Establish major drainage system corridor.	\$181,494	2031
18-4	Stormwater	D-64	Kinka Creek	Establish major drainage system corridor.	\$76,073	2031
30-4	Stormwater	D-65	Kinka Creek tributary B	Establish major drainage system corridor.	\$95,243	2031

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<b>Map No.</b>	<b>Network</b>	<b>Item ID</b>	<b>Project Name</b>	<b>Future Infrastructure Asset Description</b>	<b>Infrastructure Value (2015\$)</b>	<b>Estimated Year of Completion</b>
30-4	Stormwater	D-66	Kinka Creek tributary C	Establish major drainage system corridor.	\$31,417	2031
65-4	Stormwater	D-67	Seaspray Zilzie drainage system	Establish major drainage system corridor.	\$30,321	2021
53-4	Stormwater	D-68	Coorooman Creek tributary	Establish major drainage system corridor.	\$234,144	2031
64-4	Stormwater	D-69	Cordingley Street drainage corridor to Yeppoon Creek	Establish major drainage system corridor.	\$55,320	2016
64-4	Stormwater	D-70	Cordingley Street drainage corridor works	Establish major drainage system corridor.	\$23,742	2016
4-4	Stormwater	D-71	Waste Transfer Station Yeppoon	District Treatment Facility	\$500,000	2021
33-4	Stormwater	D-72	Lot 1 RP618801 Lammermoor	District Treatment Facility	\$250,000	2021
4-4	Stormwater	D-73	Corduoy Creek tributary C	Establish major drainage system corridor.	\$160,754	2031
25-4	Stormwater	D-74	Capsize Gully	Establish major drainage system corridor.	\$312,959	2031
18-4	Stormwater	D-75	Thomas to Keppel Drainage Path	Establish drainage corridor.	\$2,250	2021

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

<b>Map No.</b>	<b>Network</b>	<b>Item ID</b>	<b>Project Name</b>	<b>Future Infrastructure Asset Description</b>	<b>Infrastructure Value (2015\$)</b>	<b>Estimated Year of Completion</b>
55-5	Parks & Community	PCL506	Taroomball	District Sports Park	\$3,334,528	2031
55-5	Parks & Community	PCL507	Taroomball	District Community Facility	\$128,556	2031
64-5	Parks & Community	PCL508	Yeppoon (Appleton Park) – upgrade	District Park	\$938,459	2016
04-5	Parks & Community	PCL509	Barmaryee	District Sports Park	\$2,798,878	2016
04-5	Parks & Community	PCL510	Barmaryee	District Community Facility	\$128,556	2026
18-5	Parks & Community	PCL511	Emu Park	District Sports Park	\$2,798,878	2021
18-5	Parks & Community	PCL512	Emu Park	District Community Facility	\$128,556	2021

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64-5	Parks & Community	PCL-526	Yeppoon Beachfront	Yeppoon Beachfront Redevelopment including Wet Play Area, Stage Cover and Terrace Shade Structures	\$5,000,000	2016
64-5	Parks & Community	PCL-527	Yeppoon Foreshore	Yeppoon Foreshore	\$15,000,000	2021
18-5	Parks & Community	PCL-528	Emu Park	Kerr Park	\$800,000	2016
18-5	Parks & Community	PCL-529	Emu Park	Centenary of Anzac Project	\$3,000,000	2016
53-5	Parks & Community	PCL-530	Tanby	Capricorn Coast Memorial Gardens (Tanby Road)	\$1,500,000	2016
14-5	Parks & Community	PCL-531	Yeppoon	Daniel Park Redevelopment	\$1,000,000	2021
64-5	Parks & Community	PCL-532	Emu Park	Yeppoon Cenotaph	\$100,000	Constructed
64-5	Parks & Community	PCL-533	Yeppoon	Yeppoon Carpark	\$5,500,000	2021