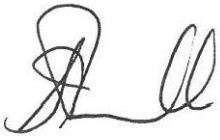
GLADSTONE
REGIONAL COUNCIL

Gladstone Regional Council Adopted Infrastructure Charges Resolution (No. 1) - 2015

This is to certify that this is a true and correct copy of the Adopted Infrastructure Charge Resolution (pages 1-44 + maps) for the Gladstone Regional Council local government area adopted on 3 November 2015 and took effect on 4 November 2015.

Signed:



_____ 4/11/2015

Chief Executive Officer

Part 1 - Introduction

1.1 Sustainable Planning Act 2009

(i) The resolution is made pursuant to Section 630 of the *Sustainable Planning Act 2009*.

(ii) The resolution is to be read in conjunction with the State Planning Regulatory Provision (Adopted Charges) - July 2012 (SPRP).

(iii) The resolution is attached to the Gladstone Regional Planning Scheme 2015, but does not form part of any of the Planning Scheme.

1.2 Effect

The resolution has effect on and from Wednesday 4 November 2015 and applies to development applications lodged on or after this date.

Note: The Adopted Infrastructure Charge Resolution (No. 1) - 2014 applies to development applications lodged prior to Wednesday 4 November 2015.

Part 2 - Application of the Resolution

2.1 Application to the local government area

(i) This resolution declares that an adopted infrastructure charge applies to the entire Gladstone Regional Council *local government* area except as detailed in (ii) - (iv) below.

(ii) The adopted infrastructure charges do not apply to the following areas:

- Work or use of land authorised under the *Greenhouse Gas Storage Act 2009,* the *Mineral Resources Act 1989,* the *Petroleum Act 1923,* or the *Petroleum and Gas (Production and Safety) Act 2004*; or
- Development in a priority development area under the *Economic Development Act 2012*; or
- If a public sector entity that is a department or part of a department proposes or starts development under a designation, the entity is not required to pay any adopted infrastructure charge for the development.

(iii) The adopted infrastructure charges do not apply to Not-for-Profit Organisations (excluding those that have a gaming licence) that develop on Council owned or controlled land.

(iv) The adopted infrastructure charges do not apply for an Educational Establishment for the Flying Start for Queensland Children program.

2.2 Application to particular development

(i) This resolution adopts a charge for particular development that is equal to or less than the *maximum adopted charge* and adopts different charges for particular development in different parts of the *local government area.*

(ii) To enable the *adopted infrastructure charges schedule* identified in the SPRP to be applied to existing development use types, Appendix 1 identifies the relationship between existing planning scheme use types and the classes of development to which the *adopted infrastructure charges schedule* apply.

2.3 Priority Infrastructure Area

The priority infrastructure area (PIA) for Gladstone Regional Council is identified in on the maps listed in Part 8.

2.4 Charge Areas

The charge areas for the calculation of an adopted infrastructure charge are identified on the maps listed in Part 8.

2.5 Residential Zone

For the purposes of calculating an adopted infrastructure charge for reconfiguring a lot, the applicable residential zones are:

Zone	**Zone Category**
Low Density Residential	General Residential
Low-Medium Density Residential	
Medium Density Residential	
Character Residential	
Emerging Community	Other Zones
Rural Residential	
Township	

2.6 Non-Residential Zone

For the purposes of calculating an adopted infrastructure charge for reconfiguring a lot, the applicable non-residential zones are:

Zone	**Zone Category**
Centre	Centre Zones
Principal Centre	
Neighbourhood Centre	
Sport & Recreation	Recreational Zones
Open Space	
Environmental Management	Environmental Zones
Conservation	

Zone	Zone Category
Low Impact Industry	Industry Zones
Medium Impact Industry	
Special Industry	
Industry Investigation	
Major Tourism	Tourism Zones
Minor Tourism	
Community Facilities	Other Zones
Limited Development	
Mixed Use	
Rural	
Special Purpose	
Specialised Centre	

Part 3 - Administration of adopted infrastructure charges

3.1 Development subject to adopted infrastructure charges

(1) The *local government* may levy an adopted infrastructure charge on the following development:-

(i) reconfiguring a lot as stated in Appendix 2, Adopted charge for reconfiguring a lot; and

(ii) a material change of use or building work for:
(a) residential development as stated in Appendix 3, Adopted charge for residential development.
(b) non-residential development other than a specialised use as stated in Appendix 1, as stated in Appendix 4, Adopted charge for non-residential development.

(2) Specialised uses or other development not otherwise identified in Appendix 1 are to be determined by resolution of the *local government* utilising the charging categories in Appendix 4.

(3) If a development is subject to more than one use, the *local government* will levy an adopted infrastructure charge on each approved use type.

(4) For an existing lawful use to which a development application is seeking to expand the gross floor area of the existing lawful use, the adopted infrastructure charge is only to be applied on the part of the development which is the subject of the intensification or extension.

(5) The adopted infrastructure charge will be calculated on the approved use and at the time the decision is made, and may be recalculated at the time of payment.

Note: Council may apply an Adopted Infrastructure Charge for Assessable and Self Assessable development that require a Material Change of Use, Reconfiguring a Lot and/or Building Works approval.

3.2 Additional Demand

Section 636 of the *Sustainable Planning Act 2009* provides that an adopted infrastructure charge may be only for additional demand placed upon trunk infrastructure that will be generated by the development. In working out additional demand, the demand on trunk infrastructure must not include:-

(a) an existing use on the premises if the use is lawful and already taking place on the premises;

(b) a previous use that is no longer taking place on the premises if the use was lawful at the time it was carried out;

(c) other development on the premises if the development may be lawfully carried out without the need for a further development permit.

3.3 Calculation

An adopted infrastructure charge that may be levied by the *local government* is calculated as follows:-

TAIC = [(AIC x U) - (C)] x I

TAIC is the total adopted infrastructure charge that may be levied by the *local government*

AIC is the adopted infrastructure charge as identified in Appendix 2, 3 & 4.

U is the unit of calculation as identified in Appendix 2, 3 & 4.

C is the credit as set out in Part 4.

I is the indexation rate as stated in Section 3.4.

3.4 Indexation

(i) Gladstone Regional Council does not apply indexation (*automated increase provision*) to the adopted infrastructure charge.

(ii) Under section 629 of the *Sustainable Planning Act 2009*, the Minister may, by gazette notice, change the amount of the *maximum adopted charge*. The change must be no more than the *maximum adopted charge* at the start of the financial year multiplied by the three year moving average annual percentage increase in the PPI index for the period of three years ending at the start of the financial year.

(iii) The change to the *maximum adopted charge* will be published in the Government Gazette and take effect the day the notice is gazetted.

3.5 Method of notification of an adopted infrastructure charge

(i) The *local government* is required to issue an adopted infrastructure charge notice in accordance with Section 637 of the *Sustainable Planning Act 2009*.

(ii) The adopted infrastructure charge notice may be given only in relation to a development approval or compliance permit.

3.6 Time of payment of an adopted infrastructure charge

An adopted infrastructure charge is payable at the following time:

(i) if the charge applies to reconfiguring a lot - when the *local government* approves the plan of subdivision for the reconfiguration; or

(ii) if the charge applies to building work - when the certificate of classification or final inspection certificate for the building work is given; or

(iii) if the charge applies to a material change of use - when the change happens**; or

(iv) if the charge applies to other development - on the day stated in the adopted infrastructure charge notice; or

(v) As agreed in an Infrastructure Agreement in Section 3.7 below.

** Note: Gladstone Regional Council considers the "change happens" when 1 or more of the following occurs (not limited to):-

(a) Building and/or Plumbing final issued.
(b) On-site inspection.
(c) Check of Council's internal mapping system and/or Google earth.

3.7 Agreement about paying an adopted infrastructure charge or provision of infrastructure instead of payment

(i) The *local government* may enter into a written agreement about:

(a) whether the charge may be paid at a different time from that stated in the adopted infrastructure charge notice;
(b) whether the charge may be paid by instalments;
(c) whether infrastructure may be provided instead of paying all or part of the charge.

3.8 Recording adopted infrastructure charges

The l*ocal government* must record all levied adopted infrastructure charges in a publicly available adopted infrastructure charges register.

3.9 Possible Exemptions

(i) The parks component of the per lot residential charge may be credited for development approvals that meet the following criteria:

(a) Had a Preliminary Approval (PA) issued prior to 1 July 2011;

(b) As part of the PA, had an approved parks 'on-ground' contribution that complied with the Planning Policy in place at the time the PA was issued;

(c) That the parks 'on-ground' contribution that is currently proposed matches the one approved under the PA or exceeds it. Note: Documentation must be produced showing the previous and current parks contributions; and

(d) Has a residential reconfiguring a lot approval issued after the date the adopted infrastructure charge resolution took effect.

Note: Parks Credit (Cp) is calculated as per Section 4.3.

3.10 Outstanding Adopted Infrastructure Charges

(i) Should it be determined by the *local government* that the adopted infrastructure charge is outstanding due to non-compliance with Section 3.6, the *local government* may commence Compliance Action to recover the outstanding charge.

(ii) As per Section 664 of the *Sustainable Planning Act* 2009, an adopted infrastructure charge (levied charge) is, for the purpose of its recovery, taken to be rates of the *local government* that levied it and recoverable as per the requirements of the *Local Government Act 2009*.

Part 4 - Credits

4.1 Definition of a Credit

(i) A credit means the amount to be applied for the purpose of calculating an adopted infrastructure charge which takes into account existing land usage of the premises/site.

(ii) 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

(i) A credit will be calculated based on the same methodology that the adopted infrastructure charges are calculated.

(ii) For mixed use developments, the total credit will be calculated on each use that meets (i) (a)-(c) above and added together.

(iii) If a credit is calculated to be higher than the Adopted Infrastructure Charge a Nil charge will result.

4.3 Calculation of a Credit

(i) Parks Credit (Cp) = AIC (Residential lot) x Calculated Parks Percentage (Cpp)

(ii) Credit (C) = AIC (Existing Lawful Use)

Part 5 - Trunk Infrastructure Networks

5.1 Trunk Infrastructure Identification and Establishment Cost

Until a Local Government Infrastructure Plan is adopted:

(i) the trunk infrastructure networks to which the adopted infrastructure charge applies are:

(a) water supply;
(b) sewerage;
(c) transport; and
(d) parks and land for community facilities

(ii) the trunk infrastructure shown in the Maps listed in Part 9 identifies the priority trunk infrastructure for the *local government* area; and

(iii) the establishment cost of trunk infrastructure items is the cost shown in the schedules in Part 10.

Note: For clarification, trunk infrastructure does not include local parks, open space or reserves or similar land types.

Part 6 - Offsets

6.1 Application of section

This section applies if:-

(i) The *local government* has applied a necessary infrastructure condition under sections 646 and 647 of the *Sustainable Planning Act 2009*;

(ii) The *local government* has levied an adopted infrastructure charge; and

(iii) The person bound to provide the necessary trunk infrastructure contribution has given notice in the prescribed form to the *local government* which states:

(a) That the claimant proposes to supply the necessary infrastructure contribution; and

(b) That the claimant seeks an offset for the necessary infrastructure contribution (infrastructure offset)

6.2 Methodology for determining the infrastructure offset

(i) Where the relevant infrastructure and its associated establishment cost have been identified in the schedules contained in Part 10, this is taken to be the applicable cost.

(ii) If the applicant is of the opinion that the cost identified in the schedules does not reflect the actual cost of the infrastructure, a new cost may be determined, as per Sections 6.3 or 6.4.

6.3 Determination of Trunk Infrastructure Cost - Works

1. Application Requirements

The applicant is to provide (at their cost) the following:

(i) A succinct statement of the basis of the claim;

(ii) A detailed "bill of quantities" outlining the scope of trunk infrastructure subject to the claim (the scope of works). The scope of works must reflect infrastructure which will provide the desired standard of service. The location of such works must be agreed with the *local government*; and

(iii) A first principles assessment of the applicant's estimate of cost of each item of infrastructure contained in the bill of quantities. This estimate is to be developed in a manner consistent with the requirements of Section 3.5 of Appendix C of Statutory Guideline 03/14 including:

(a) A market estimate of the direct cost of construction including any "site allowance", contingency and commissioning costs.
(b) A clearly defined estimate of indirect costs including:
- Cost of planning and designing the work;
- Cost of survey and site investigation;
- Cost of insurance for the works; and
- Any inspection fees for the project.

(c) The assumed margin (including corporate overhead); and
(d) All elements of the estimate must be supported by up to date and relevant data;

(iv) The following items cannot be included in the calculation of cost for offset and refund:

(a) Cost of construction of temporary infrastructures,
(b) Non trunk infrastructure;
(c) Cost of decommissioning, removal and rehabilitation of infrastructure; and
(d) Project owners cost (such as Councils cost of construction supervision, project management).

2. Local government assessment

(i) The *local government* may review the submission and adopt or challenge either the basis of the claim (i.e. need), scope (as defined in the bill of quantities) or estimate. If the *local government* accepts the basis of the claim, scope and estimate, the estimate shall be the establishment cost of the infrastructure.

(ii) If the *local government* does not accept the basis of the claim, scope or estimate provided by the applicant, then the *local government* must, at its cost, have an assessment undertaken by an appropriately qualified person who will:

(a) Provide an assessment of the basis for the claim;
(b) Determine whether the bill of quantities is in accordance with the scope of works;
(c) Determine whether the estimate is consistent with current market costs. This will include undertaking a first principles assessment in accordance with Section 3.5 of Appendix C of the Statutory Guideline 03/14; and
(d) Provide a succinct statement on the validity of the claim, scope and estimate.

If the *local government* rejects the basis, scope and estimate provided by the applicant, it must provide written notice to the applicant on its assessment (including a copy of the bill of quantities and estimate).

The applicant may negotiate and agree with the *local government* regarding the scope and estimate. If a scope/cost is agreed then the agreed estimate is the establishment cost for the infrastructure.

If agreement cannot be reached, the applicant may request that the *local government* refer the matter to an independent party for assessment (the independent assessor). The independent assessor shall be appointed by agreement between the *local government* and the applicant. The costs of this independent assessment shall be equally shared between the *local government* and the applicant. The independent assessor shall:

- Provide an assessment of the basis for the claim;
- Determine whether the bill of quantities is in accordance with the scope of works; and
- Determine whether the cost estimate is consistent with current market costs. This will include undertaking a first principles assessment in accordance with Section 3.5 of Appendix C of the Statutory Guideline 03/14.

The decision of the independent assessor shall be final. The amended cost estimate determined by the independent assessor shall be the establishment cost of the trunk infrastructure.

3. Notification of Decision

(i) The *local government* shall give notice (in the prescribed form) to the applicant which states the following:

(a) Whether an infrastructure offset is applicable;
(b) If an infrastructure offset is not applicable, the reason.

(ii) If an infrastructure offset is applicable, the value of the offset will be determined as:

(a) The difference between the estimate contained within the Schedules in Part 10 (indexed to the date of the notice for offset); and
(b) the market estimate (as determined by the above process) for these works.

The *local government* may then offset this amount against the adopted infrastructure charge for trunk infrastructure network to which the trunk infrastructure relates.

6.4 Determination of Trunk Infrastructure Cost - Land

1. Application Requirements

The applicant is to provide (at their cost) the following:

(i) A succinct statement of the basis of the claim; and

(ii) A valuation of the specified land undertaken by a certified practicing valuer using the "before and after" (refer Section 6.5) method of valuation.

2. Local government assessment

(i) The *local government* may review the submission and adopt or challenge either the basis of the claim (i.e. need) or valuation. If the *local government* accepts the basis of the claim and valuation, the valuation shall be the establishment cost of the infrastructure.

(ii) If the *local government* does not accept the basis of the claim or valuation provided by the applicant, then the *local government* must, at its cost, have a review undertaken by a certified practicing valuer.

If the *local government* rejects the valuation provided by the applicant, it must provide written notice to the applicant and may propose a new valuation and its reasons for doing so.

Where a written notice of the *local government's* proposed valuation has been given, the applicant may negotiate and agree with the *local government* regarding the valuation. In such a case, the agreed valuation is the establishment cost of the infrastructure.

If agreement cannot be reached, the applicant may request that the *local government* refer the matter to an independent certified practicing valuer for valuation (the independent valuer). The independent valuer is to be appointed by agreement between the *local government* and the applicant. The cost of this independent assessment is to be equally shared between the *local government* and the applicant.

The amended valuation is the establishment cost of the infrastructure.

If the *local government* and the applicant cannot reach agreement on the appointment of an independent valuer, the establishment cost of the infrastructure is determined by calculating the average of the previous two cost estimates prepared on behalf of the applicant and the *local government* respectively.

3. Notification of Decision

(i) The *local government* shall give notice (in the prescribed form) to the applicant which states the following:

(a) Whether an infrastructure offset is applicable;
(b) If an infrastructure offset is not applicable, the reason.

(ii) If an infrastructure offset is applicable, the value of the offset will be determined as:

(a) The difference between the estimate contained within the Schedules in Part 10 (indexed to the date of the notice for offset); and
(b) the market estimate (as determined by the above process) for the land.

The *local government* may then offset this amount against the adopted infrastructure charge for trunk infrastructure network to which the trunk infrastructure relates.

6.5 Before and After Valuation

When determining the value of the land using the before and after method of valuation, two valuations of the subject land are undertaken. In the first instance, the value of the original land is determined before any land is transferred to a *local government*, using the direct comparison method at the site specific level. This will include those portions of the land which are able to be developed to the yield approved in a development application and the value of those portions of the land which will be used for trunk infrastructure.

Assuming that the land to be used for infrastructure is otherwise developable and fit for purpose (e.g. meet the minimum standards), these portions of the land should be valued based on a rate applicable to en globo land for the underlying zone.

The value of the remaining land that will not be transferred to a l*ocal government* is then determined – again using the direct comparison method

at the site specific level. The value of the latter is then subtracted from the former value to arrive at the value of the land to be transferred to a *local government*.

This method ensures that the land is not valued as a stand-alone allotment, but rather as a part of the overall land holding of the owner and that the valuation reflects any enhancement or diminution of value of the remaining land that may occur as a result of the portion to be transferred to a *local government*.

Part 7 - Conversion Applications

7.1 Application of section

(i) This section applies if the applicant for a development approval applies to convert non-trunk infrastructure to trunk infrastructure.

(ii) Conversion will only be considered if a development approval condition requires non-trunk infrastructure to be provided and construction of the non-trunk infrastructure has not started.

(iii) The applicant may apply, in writing, to have the non-trunk infrastructure converted to trunk infrastructure.

(iv) The conversion application will be made in accordance with Sections 658 & 659 of the *Sustainable Planning Act 2009*.

7.2 Criteria for determining an application

(i) For infrastructure to be considered trunk infrastructure, each of the following criteria must be met:

(a) The relevant infrastructure has been specifically designed (i.e. has the capacity) to service other developments in the area;
(b) The function and purpose of the infrastructure is consistent with other trunk infrastructure identified in a Local Government Infrastructure Plan (LGIP), or a charges resolution for the area;
(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 2009*;
(d) The infrastructure delivers the desired standard of service; and
(e) The type, size and location of the infrastructure are the most cost effective option for servicing multiple users in the area.

Cost effectiveness as it relates to trunk infrastructure provision is as follows:

The most cost effective option means the least cost option based upon the life cycle cost of the infrastructure required to service future urban development in the area at the desired standard of service. The calculation of life cycle cost shall reflect the following assumptions:

(i) Lifecycle cost to be determined as the Net Present Value (NPV) of all costs incurred over a 50 year term;
(ii) Values contained within the NPV will not be escalated for inflation but be stated in present day terms (real values);
(iii) The discount rate used in the analysis will be the nominal 90 day bank bill rate as applicable at the 31st December on the year prior to the assessment, plus a margin of 1.5%. This will be adjusted to a real rate by deducting an allowance for inflation of 2.5% per annum;
(iv) Financing costs will not be separately included in the assessment;
(v) The NPV must include the following costs:

(a) The capital cost of all proposed works. This includes the cost of providing and removing any temporary works;
(b) An estimate of capital and recurrent maintenance costs;
(c) Estimated differences in timing of adopted infrastructure charges revenues to Council; and
(d) Any other costs (either capital or operational) identified as part of the mitigation strategies associated with the assessment.

Any strategies proposed by the applicant to mitigate the financial impact of the development are to be clearly stated.

7.3 Notice of Decision

(i) The *local government* will decide the application in accordance with Sections 660 & 661 of the *Sustainable Planning Act 2009.*

(ii) If the decision is to convert non-trunk infrastructure to trunk infrastructure, the notice must state and provide details of whether an offset or refund applies.

(iii) If the decision is not to convert non-trunk infrastructure to trunk infrastructure, the notice must be an information notice about the decision.

7.4 Effect of the Decision

(i) If the conversion application is approved:-

(a) Within 20 business days, the *local government* may amend the development approval by imposing a necessary infrastructure contribution for the trunk infrastructure; and
(b) Within 10 business days must give an adopted infrastructure charge notice or amend an existing infrastructure charge notice.

PART 8 - SCHEDULE OF MAPS

Priority Infrastructure Area Maps

Map 1	Calliope Priority Infrastructure Area	29 June 2011
Map 1	Gladstone Priority Infrastructure Area	29 June 2011
Map 1	Miriam Vale Priority Infrastructure Area	6 July 2011

Charge Area Maps

Map 2	Gladstone Regional Council Charge Areas	14 October 2015
Map 2a	Gladstone Regional Council Charge Areas - (Gladstone)	14 October 2015
Map 2b	Gladstone Regional Council Charge Areas - (Calliope)	14 October 2015
Map 2c	Gladstone Regional Council Charge Areas - (Beecher/Burua)	14 October 2015
Map 2d	Gladstone Regional Council Charge Areas - (Boyne/Tannum)	14 October 2015
Map 2e	Gladstone Regional Council Charge Areas - (Wurdong/Benaraby)	14 October 2015
Map 2f	Gladstone Regional Council Charge Areas -(Agnes Water)	4 November 2015
Map 2g	Gladstone Regional Council Charge Areas - (Seventeen Seventy)	14 October 2015
Map 2h	Gladstone Regional Council Charge Areas -(Mount Larcom & Yarwun Industrial Area)	14 October 2015
Map 2i	Gladstone Regional Council Charge Areas -(Miriam Vale)	14 October 2015
Map 2j	Gladstone Regional Council Charge Areas -(Turkey Beach)	14 October 2015
Map 2k	Gladstone Regional Council Charge Areas - (Bororen)	14 October 2015
Map 2l	Gladstone Regional Council Charge Areas - (Lowmead & Rosedale)	14 October 2015

PART 9 - SCHEDULE OF PLANS FOR TRUNK INFRASTRUCTURE

Former Calliope Shire Local Government Area

Map 5	Calliope Existing Trunk Road Network	29 June 2011
Map 6	Calliope Proposed Future Trunk Road Network	29 June 2011
Map 7	BITS Proposed Future Trunk Road Network	29 June 2011
Map 8	Calliope Proposed Future Footpath Network	29 June 2011
Map 9	Calliope Existing Trunk Water Network	29 June 2011
Map 10	Calliope Proposed Future Trunk Water Mains	29 June 2011
Map 11	T/B/B/W Existing Trunk Water Network	29 June 2011
Map 12	Tannum Boyne Benaraby Wurdong Proposed Future Trunk Infrastructure	29 June 2011
Map 13	Tannum Boyne Benaraby Wurdong Proposed Future Trunk	29 June 2011
Map 14	Mount Larcom Existing Trunk Water Network	29 June 2011
Map 15	Mount Larcom Future Trunk Water Network	29 June 2011
Map 16	Calliope Existing Trunk Sewer Network	29 June 2011
Map 17	Calliope Proposed Future Sewer Trunk Infrastructure	29 June 2011
Map 18	BI/TS Existing Trunk Sewer Network	29 June 2011
Map 19	BI/TS Proposed Future Trunk Sewer Network	29 June 2011
Map 20	Calliope Existing Parks and Reserves Network	20 July 2011
Map 21	BI/TS & Calliope Existing Parks and Reserves Network	20 July 2011

Former Gladstone City Local Government Area

Map 3	Gladstone Existing Trunk Road Network	29 June 2011
Map 4	Gladstone Proposed Future Trunk Road Network	29 June 2011
Map 5	Gladstone Existing Trunk Water Network	29 June 2011
Map 6	Gladstone Proposed Future Trunk Water Network	29 June 2011
Map 7	Gladstone Existing Trunk Sewer Network	29 June 2011
Map 8	Gladstone Proposed Future Trunk Sewer Network	29 June 2011
Map 9	Gladstone Existing Parks and Reserves Network	20 July 2011

Former Miriam Vale Shire Local Government Area

Map 5	Miriam Vale Existing Trunk Road Network	6 July 2011
Map 6	Miriam Vale Future Road Network	6 July 2011
Map 7	Miriam Vale Existing Trunk Water Network	6 July 2011
Map 8	Miriam Vale Future Trunk Water Network	6 July 2011
Map 9	Miriam Vale Existing Trunk Sewer Network	6 July 2011
Map 10	Miriam Vale Future Trunk Sewer Network	6 July 2011
Map 11	Miriam Vale Existing Stormwater Network	6 July 2011
Map 12	Miriam Vale Existing Stormwater Network	6 July 2011
Map 13	Miriam Vale Existing Parks and Reserves Network	26 July 2011
Map 14	MVSC Existing Parks and Reserves Network (inserts)	26 July 2011

PART 10 - SCHEDULE OF WORKS FOR TRUNK INFRASTRUCTURE

Former Calliope Shire Local Government Area

- **Roads**

Identifier	Description	External Useage	Indicative Construction Date	CRC	Adj CRC
	CALLIOPE				
1 - 15	Footpaths	15%	2021	$ 3,431,995	$ 2,917,196
4 - 19	Roads	15%	2021	$ 13,114,030	$ 11,146,926
i - xii	Intersections:Council intersections	15%	2021	$ 2,923,800	$ 2,485,230
	BEECHER AREA				
	Wyndham Rd/Schulze Rd	15%	2021	$ 4,252,800	$ 3,614,880
	Jefferis Rd	15%	2021	$ 1,807,440	$ 1,536,324
	Siding Rd (from Jefferis Rd to Devils Elbow)	15%	2021	$ 1,488,480	$ 1,265,208
	Upgrade of Wyndham Rd, Dawson Hwy Intersection from an Auxiliary passing lane to a protected right turn lane	15%	2021	$ 95,700	$ 81,345
	Provide Culverts along Wyndham Rd to at least a 1in 10 yr ARI immunity for a 6.3m bitumen seal (7m wide travel lane)	15%	2021	$ 112,000	$ 95,200
	UPTON RD				
	Estimated Cost of Road "A to B"	15%	2021	$ 1,275,840	$ 1,084,464
	Widening of Upton Rd - Highway to intersection "A"	15%	2021	$ 79,740	$ 67,779
	Upton Rd intersection w Dawson Highway	15%	2021	$ 706,000	$ 600,100
	Engineering Design/Concpets, Legals	15%	2021	$ 164,926	$ 140,187
	BOYNE TANNUM				
	Bridges				
B1	Boyne River	15%	2021	$ 15,383,000	$ 13,075,550
B2	Floodway	15%	2021	$ 5,809,000	$ 4,937,650
B3	Cattle Creek	15%	2021	$ 3,087,000	$ 2,623,950
	Roads				
R1	Boyne Road	15%	2021	$ 2,100,000	$ 1,785,000
R2	Malpas Street	15%	2021	$ 1,980,000	$ 1,683,000
R3	Hampton Drive - Malspas to Latrobe	15%	2021	$ 490,000	$ 416,500
R4	Tannum Sands - Hampton to Silverton	15%	2021	$ 3,450,000	$ 2,932,500
R5	Pioneer Drive Bypass	15%	2021	$ 7,480,000	$ 6,358,000
R6	Western ByPass	15%	2021	$ 2,950,000	$ 2,507,500
R7	Coronation Drive Extension	15%	2021	$ 3,810,000	$ 3,238,500
R8	Dahl Road Extension	15%	2021	$ 780,000	$ 663,000
	Intersections				
I1	Malpas / Beltana	15%	2021	$ 510,000	$ 433,500
I2	Malpas / Tarcoola	15%	2021	$ 460,000	$ 391,000
I3	Malpas / Centernay / Hampton	15%	2021	$ 770,000	$ 654,500
I4	Hampton / Booth (W)	15%	2021	$ 370,000	$ 314,500
I5	Hampton / Latrobe	15%	2021	$ 380,000	$ 323,000
I6	Hampton / Garnet	15%	2021	$ 390,000	$ 331,500
I7	Hampton / Booth (E)	15%	2021	$ 370,000	$ 314,500
I8	Hampton / Cremorne	15%	2021	$ 380,000	$ 323,000
I9	Tannum Sands / Hampton	15%	2021	$ 970,000	$ 824,500
I10	Tannum Sands / Coronation	15%	2021	$ 510,000	$ 433,500
I11	Coronation / Cremorne	15%	2021	$ 410,000	$ 348,500
	Future Trunk Transport Establishment Cost				**$ 69,948,000**
	Existing Trunk Road Establishment Cost				**$ 83,307,000**

- **Sewer**

Identifier	Asset Type	Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Calliope Sewer					
1	Plant Augmentation	Increase Plant capacity to 6,000EP Construction	0%	2,008	**$ 4,000,000**	$ 4,800,000
2	Silverdale	Increase Size of Main to suit development, up to 4	0%	2,008	**$ 625,000**	$ 750,000
1	Buffer Area Acquisition	Purchase property of Saw which is inside the decl	0%	2,008	**$ 1,100,000**	$ 1,320,000
1	Effluent Reuse Schemes	Supply of water to construction site Site to treat a	0%	2,009	**$ 560,000**	$ 672,000
5	PS #1, Stage 1	Upgrade Storage capacity of site (emergency and	0%	2,009	**$ 424,000**	$ 508,800
6	PS #4, Stage 1	Upgrade Storage capacity of site (emergency and	0%	2,009	**$ 205,000**	$ 246,000
7	PS #5, Stage 1	Reroute Rising Main due to Main Roads Flyover	0%	2,009	**$ 289,000**	$ 346,800
8	PS #6, Stage 1	Relocate Pump Station and Rising Main due to de	0%	2,009	**$ 401,000**	$ 481,200
9	RET 6.1	New 225NB main entering new PS	0%	2,009	**$ 109,000**	$ 130,800
10	RET 7.1	New 375NB trunk main in Catchment 7	0%	2,009	**$ 300,000**	$ 360,000
11	RET 7.2	New 300NB trunk main in Catchment 7	0%	2,009	**$ 412,000**	$ 494,400
12	RET 7.3	New 225NB trunk main in Catchment 7	0%	2,009	**$ 131,000**	$ 157,200
13	PS #3, Stage 1	Development of Construction Camp	0%	2,009	**$ 472,000**	$ 566,400
1	Effluent Reuse Schemes	This is some of the area currently being irrigated	0%	2,010	**$ 800,000**	$ 960,000
15	PS #2, Stage 1	Upgrade Emergency Storage to 61m3	0%	2,010	**$ 240,000**	$ 288,000
16	PS #9, Stage 1	Pump Effluent to STP via Don Cameron Drive Pu	0%	2,010	**$ 896,000**	$ 1,075,200
17	RET 1.3	New 225NB main from Herbertson Rd to Muirhead	0%	2,010	**$ 171,000**	$ 205,200
1	Wet Weather Storage	Construct 30ML storage in addition to existing	0%	2,010	**$ 1,100,000**	$ 1,320,000
19	RET 7.4	Regrade existing 'flat' main to gain additional flow	0%	2,010	**$ 58,000**	$ 69,600
20	RET 1	Increase main from 225NB to service all of Catchr	0%	2,011	**$ 5,000**	$ 6,000
21	RET 1.6	Increase Main from 225NB to service Catchments	0%	2,011	**$ 91,000**	$ 109,200
22	RET 1.5	New 225NB main servicing Catchment 1D and 1E	0%	2,012	**$ 120,000**	$ 144,000
1	Sludge Lagoons	Commission Mechanical Dewatering	0%	2,013	**$ 510,000**	$ 637,500
24	STP Main	Upgrade STP Trunk Main from 300/375NB	0%	2,013	**$ 107,000**	$ 133,750
25	STP Main - A	Increase Main size from 375	0%	2,013	**$ 110,000**	$ 137,500
1	Effluent Reuse Schemes	Requires increase of treatment Capacity to Class	0%	2,014	**$ 4,590,000**	$ 5,737,500
1	Effluent Reuse Schemes	Augment Irrigation system to cover entire site	0%	2,015	**$ 400,000**	$ 500,000
28	MISC1	Possible Council Contributions to 9" mains	0%	2,015	**$ 175,000**	$ 218,750
15	PS #2, Stage 2	Reroute Station to #9 Downsize pumps to 7KW (	0%	2,016	**$ 270,000**	$ 337,500
16	PS #9, Stage 2	Pump Effluent to Tannum Sands STP New Well	0%	2,016	**$ 6,868,000**	$ 8,585,000
31	RET 1.7	Increase Main from 150NB to service Catchments	0%	2,016	**$ 41,000**	$ 51,250
32	Purchase Capacity of TS Plant	Contribute pro-rata cost of TS STP site, in order to	0%	2,016	**$ 4,295,000**	$ 5,368,750
33	PS #10, Stage 1	Construct New Station Divert #5 into Catchment	0%	PS #10, Stage	**$ 615,000**	$ 799,500
32	Additional Clarifiers	Duplicate Clarifiers to bring plant capacity to 15,00	0%	2,018	**$ 594,000**	$ 742,500
7	PS #5, Stage 2	Re-Route Rising Main to PS10 Smaller pumps ca	0%	2,018	**$ 148,000**	$ 185,000
28	MISC2	Possible Council Contributions to 9" mains	0%	2,019	**$ 175,000**	$ 218,750
37	QAL Effluent Line	Augment Effluent Reuse Line to QAL	0%	2,022	**$ 1,619,000**	$ 2,023,750
38	RET 1.1	Realignment and upsizing of 225NB main from Mu	0%	2,025	**$ 228,000**	$ 296,400
39	RET 1.2	Decommission 225NB Main, as part of Realignme	0%	2,025	**$ 60,000**	$ 78,000
5	PS #1, Stage 2	Install Jockey Pumps to well Pumpset of 39l/s @	0%	2,028	**$ 490,000**	$ 637,000
32	New Bioreactor and Clarifiers	Duplicate Bioreactor and Clarifiers to bring plant c	0%	2,032	**$ 4,560,000**	$ 5,928,000
16	PS #9, Stage 3	Pump Pump Effluent to TS STP, via new Well Ne	0%	2,032	**$ 10,826,000**	$ 14,073,800
43	RET 8.2	Increase size of main from 225NB	0%	2,032	**$ 48,000**	$ 62,400
8	PS #6, Stage 2	Relocate the Rising Main due to Calliope STP cap	0%	2,033	**$ 881,000**	$ 1,145,300
5	PS #1, Stage 3	Remove Jockey Pumps	0%	2,035	**$ 20,000**	$ 26,000
46	RET 9.1	New 525NB centre trunk main entering new PS	0%	2,036	**$ 10,000**	$ 13,000
47	RET 1.4	New/Realinged 225NB main from Morcom St to T	0%	2,037	**$ 266,000**	$ 345,800
48	RET 9.2	New 525NB centre trunk main servicing all except	0%	2,037	**$ 38,000**	$ 49,400
49	RET 9.3	New 450NB trunk main servicing all except 9A & E	0%	2,037	**$ 578,000**	$ 751,400
50	RET 8.1	Increase size of main from 300NB	0%	2,038	**$ 228,000**	$ 296,400
51	RET 9.11	New 300NB main Servicing Catchment 9A	0%	2,039	**$ 39,000**	$ 50,700
52	RET 9.4	New 450NB trunk main servicing all except 9A, B,	0%	2,043	**$ 90,000**	$ 117,000
53	RET 9.5	New 450NB trunk main servicing all except 9A, B,	0%	2,044	**$ 237,000**	$ 308,100
16	PS #9, Stage 4	Utilise both stage 2 and 3 wells for ultimate capac	0%	2,045	**$ 1,818,000**	$ 2,363,400
32	Full Duplication of Plant	Full Duplication of Plant to bring total treatment ca	0%	2,047	**$ 16,782,000**	$ 21,816,600
56	RET 9.6	New 450NB trunk main servicing 9H, I, J, K, L, & I	0%	2,047	**$ 114,000**	$ 148,200
57	RET 9.7	New 375NB trunk main servicing 9H, J, K, L, & M	0%	2,047	**$ 205,000**	$ 266,500
58	RET 9.8	New 375NB trunk main servicing 9J, K, L, & M	0%	2,048	**$ 103,000**	$ 133,900
59	RET 9.9	New 375NB trunk main servicing 9K, L, & M	0%	2,049	**$ 164,000**	$ 213,200
60	RET 9.10	New 375NB trunk main servicing 9K & M	0%	2,050	**$ 171,000**	$ 222,300

- **Sewer continued**

Identifier	Asset Type	Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
	ADDITIONAL CALLIOPE ASSETS					
61	RET 1.9	New 225NB trunk main servicing catchment 1H				$ -
62	RET 1.10	New 225NB trunk main servicing catchment 1H				$ -
63	RET 7.5	New 225NB trunk main servicing catchment 7A				$ -
64	Silverdale	375 silverdale Main				$ -
65	PS #11	Pump station 11				$ -
	Boyne Sewer					
66	Boyne Island Pump Station No. 2 upgrade			2,012	**$ 200,000**	$ 240,000
67	Boyne Island Treatment Plant, Grit Chamber				**incl below**	
68	Construct Tannum Sands Sewerage Treatment Plant (7500EP)				**incl below**	
69	Pump Station No 4 Boyne Island Rising Main				**incl below**	
70	Pump Station No 3 Boyne Island Rising Main				**incl below**	
67	Boyne Island Sewerage Treatment Plant Upgrade				**incl below**	
67	Boyne Island Sewerage Treatment Plant Upgrade				**incl below**	
71	Provisional oversizing of developer facilities				**incl below**	
	Total Expenditure		0%	2,013	**$ 23,121,000**	$ 28,901,250
67	BI Aeration Improvement and Control		0%	2,010	**$ 300,000**	$ 360,000
67	Effluent Reuse Lines to QAL		0%	2,010	**$ 2,500,000**	$ 3,000,000
67	BI Improve Lagoon Capacity (lining)		0%	2,011	**$ 150,000**	$ 180,000
67	BI Lagoon Algal Control (increase reuse)		0%	2,011	**$ 50,000**	$ 60,000
66	BI PS#2 Upgrade		0%	2,012	**$ 200,000**	$ 240,000
67	BI Remove Sludge Lagoons		0%	2,016	**$ 75,000**	$ 93,750
67	BI Improve Pumped Disposal Capacity (new pumps and station)		0%	2,018	**$ 300,000**	$ 375,000
32	TS New Clarifier after Calliope comes into system (75% of $2.66M actual cost)		0%	2,018	**$ 1,998,000**	$ 2,497,500
67	BI Improve Site storage capacity (lagoon North east corner)		0%	2,020	**$ 400,000**	$ 500,000
32	Augment Effluent Reuse Lines (after Calliope comes into system) (65.4% of $4.678M ac		0%	2,022	**$ 3,060,000**	$ 3,825,000
32	TS New Bioreactor and Clarifiers (30,000EP). 65.4% of Total cost $13,174,000		0%	2,032	**$ 8,616,000**	$ 11,200,800
	Future Trunk Sewer Establishment Cost					**$ 141,504,000**
	Existing Trunk Sewer Establishment Cost					**$ 64,141,000**

- **Water**

Identifier	Asset Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
CW1	Beecher 200mm Upg Mt Eliz takeoff to Williams Rd	0%	2008		$ -
CW4	150NB Pujola Street Loop	0%	2008	$ 30,000	$ 36,000
CW5	Archer Street Valving Alterations	0%	2008		$ -
CW2	375NB Dawson Hwy main Extension A	0%	2009		$ -
CW7	375NB Dawson Hwy Main Extension B	0%	2009		$ -
CW10	300NB Don Cameron drive Upgrade from Walker Dr	0%	2012	$ 460,000	$ 552,000
CW6	300NB Main - Silverdale Res to Stowe Rd Stage 1	0%	2014	$ 280,000	$ 350,000
CW3	150NB Herbertson Rd Main	0%	2020	$ 170,000	$ 212,500
CW11	6ML No 2 Reservoir - Mt Elizabeth	0%	2021	$ 2,180,000	$ 2,725,000
CW12.1	Acquire New Reservoir Site on L5 SP190794	0%	2021	$ 500,000	$ 625,000
CW13.1	New Calliope Booster PS (120 l/s)	0%	2021	$ 900,000	$ 1,125,000
CW14	New South Gladstone Booster PS (120 l/s)	0%	2021	$ 770,000	$ 962,500
CW15	600NB Parallel Trunk Main - Mt Elizabeth to X-Roads	0%	2024	$ 1,950,000	$ 2,535,000
CW17	300NB Main - Silverdale Res to Stowe Rd Stage 2	0%	2025	$ 280,000	$ 364,000
CW18	Beecher 200mm Upg Williams Rd to Wyndham Rd	0%	2029	$ 360,000	$ 468,000
CW16	375NB Dawson Hwy Main Extension C	0%	2035	$ 570,000	$ 741,000
CW20	300NB Main - Silverdale Res to Stowe Rd Stage 3	0%	2035	$ 280,000	$ 364,000
CW19	450NB Zone 2 Reticulation Main A	0%	2037	$ 1,680,000	$ 2,184,000
CW12.2	12 ML No 1 Reservoir Res Site 2 (L5 SP190794)	0%	2045	$ 3,320,000	$ 4,316,000
CW21	375 NB RM New PS to new Res Site {350 m}	0%	2045	$ 240,000	$ 312,000
CW22	450 NB Retic main From Reservoir {600m}	0%	2045	$ 440,000	$ 572,000
CW8	300NB Don Cameron Drive Upgrade to Walker Dr	0%	2050	$ 230,000	$ 299,000
CW9	200NB Farmer Street Link to Brown Street	0%	2050	$ 30,000	$ 39,000
CW13.2	Upgrade Calliope PS pumping capacity - 170 l/s	0%	2051	$ 330,000	$ 429,000
CW24	450NB RM Sth Gladstone to Calliope Stg 1 (10 km)	0%	2051	$ 7,280,000	$ 9,464,000
CW23	450NB Zone 2 Reticulation Main B	0%	2053	$ 240,000	$ 312,000
CW13.3	Pumps to Reservoir Site 2 Upgraded to 220 l/s	0%	2064	$ 650,000	$ 845,000
CW25	450NB RM Sth Gladstone to Calliope Stg 2 (3.2 km)	0%	2064	$ 2,330,000	$ 3,029,000
CW26	Purchase of 375NB Sth Gladstone to Calliope Main	0%	2064	$ 3,850,000	$ 5,005,000
CW	**SOURCE: Tannum Boyne Cap Program (update dated 2 June)**	0%			$ -
CW27.1	• Isolate the GAWB 300NB main from 450/375/600 main. GAWB Works	0%	2007	$ -	$ -
CW28	• 200NB Curtis Ave link main.	0%	2008	$ 120,000	$ 144,000
CW29	• 150NB main from existing Leferink Rd along full length of Ronald Crs.	0%	2008	$ 224,000	$ 268,800
CW30	• 200NB upgrade of existing O'Connor Road main.	0%	2008	$ 59,000	$ 70,800
CW31	• 200NB loop main Harbottle Rd to Boyne River Bridge.	0%	2009	$ 679,000	$ 814,800
CW120	• 150NB Yalkarra Crs upgrade.	0%	2009	$ 78,000	$ 93,600
CW32	• 150NB Kanangra Rd upgrade.	0%	2009	$ 52,000	$ 62,400
CW33	• 150NB Kanangra Rd upgrade.	0%	2009	$ 37,000	$ 44,400
CW121	• 150NB Illoura Rd upgrade	0%	2009	$ 68,000	$ 81,600
CW122	• 150NB Yalkarra Crs upgrade.	0%	2009	$ 73,000	$ 87,600
CW	• Upgrade Golegumma Main & Install 300NB metered tee for Benaraby Feed.	0%	2009	$ 2,554,000	$ 3,064,800
CW34	• Decommission GAWB main - Golegumma line to Awoonga Dam Road. GAWB Works	0%	2009	$ -	$ -
CW35	• Alter Benaraby Booster - South Gladstone to Wurdong Reservoir.	0%	2009	$ 30,000	$ 36,000
CW36.1	• New 300NB trunk retic. main Golegumma Main to Awoonga Dam Road.	0%	2009	$ 667,000	$ 800,400
CW27.2	• Utilize the 450/375/600 main with Glen Eden Booster. GAWB Works	0%	2009	$ -	$ -
CW27.3	• Re-commission Glen Eden Booster Pumps. GAWB Works.	0%	2009	$ -	$ -
CW37	• 375NB rising main from GAWB Main to BITS Club.	0%	2009	$ 2,222,000	$ -
CW38	• 450NB rising main from BITS Club to Broadacres Reservoir.	0%	2009	$ 4,800,000	$ -
CW39	• Remove Coronation Drive pump station.	0%	2009	$ 40,000	$ 48,000
CW40.1	• Remove NRV's.	0%	2009	$ 30,000	$ 36,000
CW40.2	• Remove zone separation in Tannum Sands.	0%	2009	$ 6,000	$ 7,200
CW41	• 450NB main linkage from Broadacres Res. to Tannum Road	0%	2010	$ 1,223,000	$ 1,467,600
CW42	• 450NB main extension Tannum Sands Road from Res. access to Silverton Dr.	0%	2010	$ 1,847,000	$ 2,216,400
CW43	• 300NB main from Benaraby booster to current connection in Helen Cres.	0%	2010	$ 593,000	$ 711,600
CW44.1	• Acquisition of reservoir site on Lilly Hills.	0%	2010	$ 225,000	$ 270,000
CW44.2	• New 3ML Lilly Hills Reservoir.	0%	2010	$ 1,410,000	$ 1,692,000
CW45	• 300NB Rising Main from Handley Drive to Lilly Hills Reservoir.	0%	2010	$ 407,000	$ 488,400
CW46	• 300NB Retic. Main from Lilly Hills Reservoir to 300NB main on Boyne Island Road.	0%	2010	$ 615,000	$ 738,000
CW47	• 200NB main from Tannum Rd 450NB main along Dahl Rd.	0%	2011	$ 392,000	$ 470,400
CW48	• 200NB main link to Tannum Waters from Applin Pl.	0%	2011	$ 246,000	$ 295,200
CW49	• 200NB Turich Distribution Main.	0%	2011	$ 1,027,000	$ 1,232,400
CW50	• 200NB main linkage Hampton Dr b/w Pacific Ave and Cremorne Dr.	0%	2012	$ 68,000	$ 81,600

- **Water continued**

Identifier	Asset Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
CW51	• 300NB main linkage Tannum Rd b/w Coronation Dr and Hampton Dr.	0%	2013	$ 220,000	$ 275,000
CW52	• 300NB main from Boyne Road to Pioneer Dr via Dennis Park.	0%	2014	$ 277,000	$ 346,250
CW53	• 200NB main extension on Coronation Drive to Dahl Rd.	0%	2014	$ 366,000	$ 457,500
CW54.1	• Acquire land for 6ML Benaraby Reservoir.	0%	2014	$ 225,000	$ 281,250
CW54.2	• New 6ML Benaraby Reservoir.	0%	2014	$ 2,171,000	$ 2,713,750
CW55	• Extend 300NB Rising Main - Awoonga Dam Road to new Reservoir.	0%	2014	$ 377,000	$ 471,250
CW36.2	• Decommission 300NB connection into 200NB Awoonga Dam Road main.	0%	2014	$ 19,000	$ 23,750
CW56	• New 300NB retic. main - Benaraby Reservoir to 200NB main Awoonga Dam Road	0%	2014	$ 423,000	$ 528,750
CW57	• New 300NB retic. main - Benaraby Reservoir to Leferink Road	0%	2014	$ 157,000	$ 196,250
CW58	• 375NB main feed to Tannum Waters from Res.	0%	2016	$ 196,000	$ 245,000
CW59	• 200NB main joining existing and [BB15] along Leferink Rd.	0%	2016	$ 626,000	$ 782,500
CW60	• 300NB extension of main toward Cemetrery boundary.	0%	2017	$ 312,000	$ 390,000
CW61.1	• Acquire 'Heidelberg' Reservoir site land.	0%	2017	$ 450,000	$ 562,500
CW61.2	• New 10ML "Heidelberg" Reservoir.	0%	2017	$ 3,000,000	$ 3,750,000
CW62.1	• Recommission 200NB rising main South Trees Inlet to Gladstone-Benaraby Road.	0%	2017	$ 75,000	$ 93,750
CW63	• Construct Temporary Pump Station at BITS.	0%	2017	$ 507,000	$ 633,750
CW64	• New 200NB rising main Reservoir to [BT20]	0%	2017	$ 165,000	$ 206,250
CW65	• New 450NB reticulation trunk main Reservoir to general retic.	0%	2017	$ 176,000	$ 220,000
CW66	• 300NB Heidelberg Distribution main.	0%	2018	$ 554,000	$ 692,500
CW67	• Upgrading and re-aligning the 375NB main passing adjacent the red mud dam. GAWB Works	0%	2020	$ -	$ -
CW27.4	• Upgrade Glen Eden booster pumps from 175 l/s to 200 l/s. GAWB works.	0%	2020	$ -	$ -
CW68	• 375NB Heidelberg Distribution main.	0%	2020	$ 986,000	$ 1,232,500
CW69	• Install 300NB metered tee for 'Low Level' Reservoir Feed. GAWB Works	0%	2022	$ -	$ -
CW70.1	• Acquire land for 2ML low Level Reservoir.	0%	2022	$ 150,000	$ 187,500
CW70.2	• New 2ML low level Reservoir.	0%	2022	$ 790,000	$ 987,500
CW71	• New 300NB main, from tee to 'Low Level' Reservoir.	0%	2022	$ 20,000	$ 25,000
CW72	• Connection of Reservoir to Township Reticulation.	0%	2022	$ 5,869,000	$ 7,336,250
CW73	• 300NB Heidelberg Distribution main.	0%	2025	$ 895,000	$ 1,163,500
CW74	• 200NB main Leferink to Awoonga via "Owbridge" property.	0%	2025	$ 451,000	$ 586,300
CW75	• 200NB main from Awoonga Dam Rd existing main to main [3E].	0%	2025	$ 106,000	$ 137,800
CW27.5	• Decommission Glen Eden Booster. GAWB works	0%	2027	$ -	$ -
CW76.1	• New Toolooa Booster Pump Station. GAWB works.	0%	2027	$ -	$ -
CW77	• Additional 15 ML Reservoir at Broadacres.	0%	2027	$ 3,800,000	$ 4,940,000
CW78	• Extend 450NB rising main to new reservoir.	0%	2027	$ 224,000	$ 291,200
CW79	• 600NB retic. main linking 15ML & 6 ML Broadacres reservoirs.	0%	2027	$ 265,000	$ 344,500
CW76.2	• New PS at Toolooa Bends. GAWB works.	0%	2028	$ -	$ -
CW77	• Upgrade feed main to Benaraby Booster to 120l/s capacity. GAWB Works.	0%	2028	$ -	$ -
CW78	• 200NB Heidelberg Distribution main.	0%	2030	$ 839,000	$ 1,090,700
CW79	• 600NB main along Broadacres Access Rd.	0%	2033	$ 1,090,000	$ 1,417,000
CW80	• 300NB Heidelberg Distribution main.	0%	2037	$ 401,000	$ 521,300
CW81	• 600NB Turich Distribution Main.	0%	2037	$ 450,000	$ 585,000
CW82	• 200NB Turich Distribution Main.	0%	2038	$ 664,000	$ 863,200
CW83	• Upgrade South Gladstone to Toolooa main (300) to a 600NB main. GAWB Works	0%	2038	$ -	$ -
CW76.3	• Additional pump set - Toolooa Pump Station to 'Heidelberg' Reservoir. GAWB Works	0%	2038	$ -	$ -
CW84.1	• Install 600NB tee at Hughs Road for 'Heidelberg' Feed. GAWB Works	0%	2038	$ -	$ -
CW84.2	• New 600NB rising main Toolooa Bends to 'Heidelberg' Reservoir	0%	2038	$ 8,920,000	$ 11,596,000
CW62.2	• Decommission rising main [BT20] and 'BITS' pump station [BT21].	0%	2038	$ 30,000	$ 39,000
CW85	• 250NB Heidelberg Distribution main.	0%	2040	$ 375,000	$ 487,500
CW86	• 300NB main from [BB7] to Northern section.	0%	2040	$ 637,000	$ 828,100
CW87	• 450NB Turich Distribution Main.	0%	2041	$ 1,946,000	$ 2,529,800
CW88	• 450NB Turich Distribution Main.	0%	2043	$ 355,000	$ 461,500
CW89	• 300NB Turich Distribution Main.	0%	2043	$ 279,000	$ 362,700
CW90	• 200NB main from [4L1] to Western section (under railway).	0%	2043	$ 65,000	$ 84,500
CW91.1	• Acquire land for 1.5ML 'Dahl' High Level Reservoir.	0%	2043	$ 375,000	$ 487,500
CW91.2	• New 1.5 ML high level reservoir.	0%	2043	$ 950,000	$ 1,235,000
CW92	• New PS at 2ML low level reservoir.	0%	2043	$ 395,000	$ 513,500
CW93	• New 200NB rising main to new Reservoir.	0%	2043	$ 300,000	$ 390,000
CW94	• Separate the high and low level zones at Yalkarra Cres / Wakooka Drive.	0%	2043	$ 20,000	$ 26,000
CW95	• New 150NB retic. main from High Level Reservoir to Yalkarra Cresent.	0%	2043	$ 108,000	$ 140,400
CW96	• New 300NB retic. main from High Level Reservoir to high level network.	0%	2043	$ 138,000	$ 179,400
CW97	• 300NB Turich Distribution Main.	0%	2044	$ 283,000	$ 367,900
CW98	• 300NB Turich Distribution Main.	0%	2044	$ 965,000	$ 1,254,500
CW99	• 300NB Turich Distribution Main.	0%	2045	$ 646,000	$ 839,800

- **Water continued**

Identifier	Asset Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
CW100	• 300NB Turich Distribution Main.	0%	2046	$ 1,297,000	$ 1,686,100
CW101	• 200NB Turich Distribution Main.	0%	2048	$ 281,000	$ 365,300
CW102	• 200NB main from High Level Res to 'Northern' Area.	0%	2048	$ 287,000	$ 373,100
CW103	• 200NB Turich Distribution Main.	0%	2049	$ 1,156,000	$ 1,502,800
CW104	• New 600NB rising main 'Heidelberg' to 450NB Broadacres rising main.	0%	2049	$ 5,902,000	$ 7,672,600
CW105	• New Pump Station 'Heidelberg' reservoir to Broadacres and Lilly Hills reservoirs.	0%	2049	$ 1,509,000	$ 1,961,700
CW106	• Additional 15ML reservoir at Broadacres site.	0%	2049	$ 3,800,000	$ 4,940,000
CW107	• Extend 450NB rising main to new Reservoir. [BT30]	0%	2049	$ 222,000	$ 288,600
CW108	• Extend 600NB reticulation main to link all 3 Broadacres Reservoirs .	0%	2049	$ 237,000	$ 308,100
CW109	• 200NB Turich Distribution Main.	0%	2050	$ 158,000	$ 205,400
CW110	• 200NB main from [4H1] towards 'looping' section [Int42].	0%	2050	$ 258,000	$ 335,400
CW111	• 200NB Turich Distribution Main.	0%	2051	$ 132,000	$ 171,600
CW112	• 200NB Turich Distribution Main.	0%	2051	$ 1,282,000	$ 1,666,600
CW113	• 200NB main [4H1] to Western section (under railway).	0%	2052	$ 316,000	$ 410,800
CW114	• 200NB Turich Distribution Main.	0%	2054	$ 489,000	$ 635,700
CW76.4	• Increase pumping capacity at Toolooa booster station. GAWB Works	0%	2054	$ -	$ -
CW115	• 200NB Turich Distribution Main.	0%	2055	$ 682,000	$ 886,600
CW116	• 200NB Turich Distribution Main.	0%	2056	$ 754,000	$ 980,200
CW117	• 200NB Turich Distribution Main.	0%	2058	$ 670,000	$ 871,000
CW118	Oversizing of Minor mains 150NB to 200NB	0%	2058	$ 400,000	$ 520,000
CW119	Installation of Minor mains 150NB	0%	2058	$ 520,000	$ 676,000
	Future Trunk Water Establishment Cost				**$ 136,050,000**
	Existing Trunk Water Establishment Cost				**$ 48,695,000**

- **Parks**

Identifier	Asset Type	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Signature - Regional Parks				
	Memorial Park	0%	2021	$ 850,000	$ 850,000
	Bunting Park	0%	2021	$ 58,000	$ 58,000
	Canoe Point	0%	2021	$ 350,000	$ 350,000
	Regional and FS				
	Wyndham Park	0%	2021	$ 205,000	$ 205,000
	Calliope Day Use Area (Southern)	0%	2021	$ 395,000	$ 395,000
	Curtis Island	0%	2021	$ 140,000	$ 140,000
	Future Trunk Parks Establishment Cost				**$ 1,998,000**
	Existing Trunk Parks Establishment Cost				**$ 16,518,000**

Former Gladstone City Local Government Area

- **Roads**

Identifier	Name	Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Roads					$ -
R21	Victoria Avenue	2 Lane Urban Major Collector	100%	2011	$ 732,279	$ -
R7	Kirkwood Road	2 Lane Urban Sub Arterial	100%	2011	$ 4,234,194	$ -
R17	Dixon Drive	2 Lane Urban Major Collector	100%	2012	$ 1,318,368	$ -
R4	Glenlyon (Dixon - Kirkwood)	80K Standard (incl Bike Path)	0%	2012	$ 3,996,303	$ 3,996,303
R8	Goondoon (William to Roseberry)	LATM - reconstruct & return to 2 way	0%	2013	$ 560,838	$ 560,838
R1	Glenlyon (Herbert to Derby)	4 Laning (incl Bike Path)	0%	2013	$ 2,329,737	$ 2,329,737
R6	Glenlyon (Kirkwood to Mt Rollo)	Earthworks (Vertical Alignment)	0%	2014	$ 500,000	$ 500,000
R30	Philip Street	4 Laning	100%	2014	$ 1,067,187	$ -
R9	Goondoon (Yarroon to Lord)	LATM / Beautification	0%	2014	$ 568,812	$ 568,812
R22	Glenlyon Road Extension	Planning & Survey Future	0%	2015	$ 9,550,194	$ 9,550,194
R2	Glenlyon (Breslin to Philip)	4 Laning (incl Bike Path)	0%	2016	$ 4,054,779	$ 4,054,779
R5	Glenlyon (Dixon - Kirkwood)	4 Laning (incl Bike Path)	0%	2018	$ 5,327,961	$ 5,327,961
R10	Flinders Parade (Lord to Auckland)	Waterfront (Parking and Amenity)	0%	2019	$ 1,152,243	$ 1,152,243
R3	Glenlyon (Philip to Dixon)	4 Laning & New Rail Bridge (incl Bike Path)	0%	2019	$ 3,601,590	$ 3,601,590
R11	McCann Street	Close Road (Cul-De-Sac)	0%	2024	$ 182,073	$ 182,073
R14	Blain Drive	4 Lane Widening	0%	2027	$ 2,238,036	$ 2,238,036
R15	Blain Drive	4 Lane Widening	0%	2027	$ 1,251,918	$ 1,251,918
R16	Blain Drive	4 Lane Widening	0%	2027	$ 221,943	$ 221,943
R19	John Dory Drive	2 Lane Urban Major Collector	100%	2030	$ 1,618,722	$ -
R12	Red Rover to Reid Road	2 Lane and Bridge	100%	2035	$ 2,471,940	$ -
R13	Red Rover to Reid Road	2 Lane and Bridge	100%	2035	$ 3,095,241	$ -
						$ -
	Bridges					$ -
B1	Dixon Drive / Police Creek	2 LANE + Foot/Bike Path	0%	2012	$ 2,872,000	$ 2,872,000
B2	Blain Drive	Grade Seperated Railway Xing	0%	2027	$ 49,403,000	$ 49,403,000
B3	Blain Drive / Auckland Inlet	Widening to 4 lanes + Foot/Bike Path	0%	2027	$ 7,123,000	$ 7,123,000
B4	Mt Millar Road / Calliope River	2 Lane (Heavy Vehicle)	100%	2035	$ 62,234,000	$ -
						$ -
	Intersections					$ -
I22	Glen Eden / Victoria	Unsignalised Tee (2 Lane)	100%	2011	$ 690,000	$ -
I23	Kirkwood / Glenlyon	Signals	100%	2011	$ 930,123	$ -
I33	Gladstone-Benaraby / Kirkwood	Roundabout	100%	2011	$ 466,000	$ -
I15	Penda / Shaw	Signals / RAB	0%	2011	$ 1,006,000	$ 1,006,000
I3	Goondoon / Roseberry	Signals	0%	2011	$ 393,000	$ 393,000
I17	Kirkwood / Dixon	Unsignalised Tee	80%	2012	$ 553,000	$ 110,600
I16	Glenlyon/Dixon/Dalrymple	Hi Volume Roundabout	0%	2012	$ 1,078,000	$ 1,078,000
I2	Auckland / Herbert	Signals	0%	2012	$ 359,000	$ 359,000
I30	Dawson Highway / Kirkwood / Don Young	Signals	100%	2012	$ 2,597,000	$ -
I1	Glenlyon / Breslin / Derby	Signals & Remove Slipways	0%	2013	$ 1,459,000	$ 1,459,000
I37	Glenlyon / Tank	4 Lane Signals (& Ambulance Access)	0%	2013	$ 929,000	$ 929,000
I14	J Hickey Av & Anderson ST	Roundabout	0%	2014	$ 546,000	$ 546,000
I34	Gladstone-Benaraby / Dalrymple	Signals	50%	2014	$ 348,000	$ 174,000
I5	Derby / Ann	Signals	0%	2014	$ 571,000	$ 571,000
I10	Hansen / Palm Drive	Signals	50%	2015	$ 857,000	$ 428,500
I29	Dawson Highway / Philip Street	6 Lane Signals	100%	2015	$ 2,535,000	$ -
I8	Dixon / Witney	Signals (required after Police Creek Bridge)	0%	2015	$ 375,000	$ 375,000
I9	Dixon / Mercury	Signals (after Police Creek Bridge)	0%	2015	$ 373,000	$ 373,000
I36	Hansen / Lord	Signals	50%	2016	$ 751,000	$ 375,500
I21	Glenlyon / Victoria	Unsignalised Tee (4 Lane)	0%	2018	$ 589,000	$ 589,000
I26	Dawson Highway/PAterson/Cemetry	Coordinated Signals	100%	2018	$ 1,153,000	$ -
I27	Harvey / Carinya	Roundabout 1 Lane	0%	2018	$ 343,000	$ 343,000
I13	Don Young & Col Brown	Signals	0%	2019	$ 736,000	$ 736,000
I25	Kirkwood / Glen Eden	Unsignalised Tee (LILO)	100%	2019	$ 549,000	$ -
I11	Red Rover Rd / Benstead (Nth)	Widen & Channelisation	0%	2020	$ 773,000	$ 773,000
I20	Col Brown / J Hickey	Signals	0%	2020	$ 359,000	$ 359,000
I24	Dawson Highway / Harvey Road	Upgrade Approaches to Roundabout	0%	2020	$ 928,000	$ 928,000
I4	Auckland / Short	Signals	0%	2020	$ 345,000	$ 345,000
I12	Red Rover Road / Benstead Rd (Sth)	Channelisation	0%	2021	$ 613,000	$ 613,000
I7	Philip / Waterson	Signals	50%	2022	$ 666,000	$ 333,000
I35	Dawson Highway / Scenery	Signals	50%	2024	$ 933,000	$ 466,500
I6	Philip / Oxley	Signals	50%	2024	$ 792,000	$ 396,000
I32	Dawson Highway / Calemonda Drive	Signals (part of Airport Terminal Relocation)	100%	2025	$ 1,135,000	$ -
I18	Dalrymple / John Dory	Roundabout 1 Lane	0%	2030	$ 313,000	$ 313,000
I19	John Dory / Glen Eden	Unsignalised Tee (4 lane)	0%	2030	$ 416,000	$ 416,000
I28	Red Rover / Don Young	Roundabout 1 Lane	100%	2035	$ 269,000	$ -
I31	Kirkwood Rd / Dawson Highway	Intersection Seperation	50%	2035	$ 28,954,000	$ 14,477,000
						$124,199,527.00
	existing Trunk Roads Establishment Cost					$212,609,422.52

- **Sewer**

Identifier	Name	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Callipe River STP				
	Callipe River STP - Upgrade 2005		2,010	$ 545,000	$ 980,427
	Callipe River STP - Upgrade 2015		2,015	$ 1,180,000	$ 2,211,208
	Callipe River STP - Upgrade 2026		2,026	$ 7,450,000	$ 14,519,019
	South trees STP				
	South trees STP -Upgrade 2008		2,010	$ 2,045,000	$ 3,678,851
	South trees STP -Upgrade 2010		2,010	$ 3,700,000	$ 6,656,112
	South trees STP -Upgrade 2021		2,021	$ 3,700,000	$ 6,933,450
	Calliope and South Trees Schemes				
1	Flowmodelling and model calibration		2,010	$ 100,000	$ 179,895
2	Line CA augmenttaion		2,016	$ 340,151	$ 637,411
3	Line CE5 augmentation		2,010	$ 366,862	$ 659,966
4	Line CE5-1 augmentation		2,010	$ 244,755	$ 440,301
5	300 dia gravity transfer from Line S4-1 to Line A		2,010		$ -
6	SPS S4 and pressure main decommisioing		2,010		$ -
7	Extension of CE5 - 300 dia		2,010		$ -
8	Extension of Line CE5-1 - 225 dia		2,010	$ 368,439	$ 662,802
9	Extension of Line C8 - 150mm dia		2,010	$ 273,361	$ 491,762
10	Extension of Line S4-1 - 225 dia		2,010	$ 179,864	$ 323,567
11	Extension of Line S4-2 225m dia		2,010	$ 187,268	$ 336,885
12	SPS C3 upgrade		2,010	$ 23,000	$ 41,376
13	Relace smaler pump at S1		2,010	$ 170,000	$ 305,821
14	PS S1 upgrade		2,010	$ 830,000	$ 1,493,128
15	SPS D2 Pump Station		2,016	$ 94,000	$ 176,147
16	SPS D2 pressure main - 150m dia		2,016	$ 681,822	$ 1,277,670
17	SPS D3 Pump Station		2,026	$ 51,000	$ 99,392
18	SPS D3 - 100mm pressure main		2,026	$ 236,217	$ 460,354
19	Gravity conection of SPS D3 to D2 - 225mm		2,026	$ 82,000	$ 159,807
20	SPS A1 Upgrade		2,010	$ 1,180,000	$ 2,122,760
21	Line A1 Augmentation		2,010	$ 18,186	$ 32,716
22	SPS A2 upgrade		2,010	$ 262,000	$ 471,325
23	Line 6B minor works		2,010	$ 3,000	$ 5,397
24	Line 2A augentation		2,010	$ 61,973	$ 111,487
25	SPS A6 upgrade		2,010	$ 247,000	$ 444,340
26	Line 1A Augmentation		2,016	$ 941,180	$ 1,763,681
27	Line 2A Augmentation		2,016	$ 461,712	$ 865,204
28	SPS D1 upgarde		2,020	$ 114,000	$ 213,625
29	SPS T2 Upgrade		2,009	$ 276,000	$ 496,510
30	SPS T5 Upgrade		2,010	$ 53,000	$ 95,344
31	SPS T2 - Duplication of Pressure Main		2,009	$ 414,000	$ 744,765
32	SPS T2 - Extenstion of 300 dia		2,009	$ 183,056	$ 329,308
33	SPS ST1 Upgrade		2,010	$ 389,000	$ 699,791
34	SPS ST3 Upgrade		2,011	$ 142,000	$ 255,451
35	SPS ST4 Upgrade		2,026	$ 194,000	$ 378,079
36	SPS ST6 Upgrade		2,030	$ 22,000	$ 42,875
37	SPS ST3 - 150mm RM		2,011	$ 404,594	$ 727,845
38	SPS ST4 - 200mm RM		2,026	$ 1,372,869	$ 2,675,532
39	SPS ST1 - 375mm RM		2,010	$ 1,596,765	$ 2,872,499
40	Line T2 - 150mm duplication		2,006	$ 30,000	$ 53,968
41	SPS ST1 subcatchment		2,009	$ 688,479	$ 1,238,539
42	SPS ST3 subcatchment		2,011	$ 737,886	$ 1,327,419
43	Gravity Main DS of ST3 RM		2,011	$ 801,318	$ 1,441,530
44	SPS ST4subcatchment		2,026	$ 1,622,804	$ 3,162,621

Future Trunk Water Establishment Cost	$ 65,298,000
Existing Trunk Water Establishment Cost	$ 102,111,000

- **Water**

Identifier	Name	Subsidy	Indicative Construction Date	CRC	Adj CRC
1	-Opening Valves	0%	2010	$ 2,000	$ 3,598
2	-ClosingValves	0%	2010	$ 12,000	$ 21,587
3	-decommissioning Fisher St Pump Station	0%	2010	$ 10,000	$ 17,989
4	-450 interconnection between Fisher St, Radar Hill and ferris Hill Reservoirs	0%	2010	$ 43,400	$ 78,074
5	-300 di flow control valve upstream of Paterson St	0%	2010	$ 5,100	$ 9,175
6	-250 pipework downstream of Paterson St Reservoir	0%	2010		$ -
7	-Connect new Auckland upstream of Auckland Creek Pump Stn	0%	2010	$ 13,500	$ 24,286
8	-Connect New Auckland and Telina along Dickinson Rd	0%	2010	$ 334,000	$ 600,849
9	-ClosingValves	0%	2010	$ 4,000	$ 7,196
10	-200 connection to Callemondah Industrial Zone	0%	2010	$ 60,000	$ 107,937
11	-200mm extension of main in Skyline Drive to connect proposed FKP development	0%	2010		$ -
12	-375mm East from Harvey Rd	0%	2010	$ 250,000	$ 449,737
13	-300mm to Skyline Drive	0%	2010		$ -
14	-300mm Harvey Rd to Kirkwood Rd	0%	2010		$ -
15	-300mm East of Skyline Drive	0%	2010		$ -
16	-300mm West of Harvey Rd	0%	2010		$ -
17	-375mm West of Harvey rd	0%	2010		$ -
18	-250mm East of skyland Dr	0%	2020	$ 231,000	$ 432,872
19	-200mm main	0%	2025	$ 107,700	$ 209,892
20	-150mm main	0%	2030	$ 29,000	$ 56,517
21	-Glen Eden 200mm along Victoria Pde	0%	2015	$ 170,000	$ 318,564
22	-Glen Eden 200mm along Glen Eden Dr	0%	2015	$ 36,000	$ 67,461
23	-Glen Eden 200mm other	0%	2015	$ 640,000	$ 1,199,299
24	-O'Connell HLZ - Booster Pump Stn	0%	2010	$ 127,800	$ 229,906
25	-O'Connell HLZ - reservoir	0%	2023	$ 683,000	$ 1,279,877
26	-O'Connel HLZ - 150mm along Haddock Dr and Booroo Rd	0%	2011	$ 486,000	$ 874,289
27	-O'Connel HLZ - 200mm along Glenlyon Rd and Booroo Rd	0%	2011		$ -
28	-O'Connel HLZ - 375mm along Glenyon Rd from Victoria Pde	0%	2011		$ -
29	-O'Connel HLZ - 150mm east along Glenlyon Rd along Kirkwood rd extension.	0%	2016	$ 223,000	$ 417,881
30	-O'Connel HLZ - 250mm along Glenlyon Rd from Kirkwood toBooroo Rd	0%	2016	$ 420,000	$ 787,040
31	-O'Connel HLZ - 300mm from Booroo Rd to O'Connell HLZ Reservoir	0%	2016	$ 428,000	$ 802,032
32	-O'Connel HLZ - 200mm connection from HLZ booster Pump to Reservoir	0%	2023	$ 767,000	$ 1,437,285
33	-O'Connel HLZ - 300mm reservoir outlet pipework to 300mm in Booroo Rd	0%	2023	$ 363,000	$ 680,228
34	-O'Connel HLZ - 150mm North West of HLZ	0%	2030	$ 538,000	$ 1,048,488
35	-Round Hil Reservoir Rpairs - Investigation	0%	2010	$ 20,000	$ 35,979
36	-Round Hil Reservoir Rpairs - repair Works	0%	2010	$ 300,000	$ 539,685
37	-Second Sth Gladstone reservoir	0%	2017	$ 1,970,000	$ 3,691,594
38	-250mm augmentation to Gladstone & Barney Pt	0%	2010	$ 34,000	$ 61,164
39	-450mm out of Clinton Park Reservoir	0%	2010	$ 155,000	$ 278,837
40	-250mm from Dalrymple Dr to Glenlyon Rd	0%	2010	$ 47,000	$ 84,551
41	-150mm retic to boost pressure along Allunga dr	0%	2010	$ 102,000	$ 183,493
42	-250mm fromGlenlyon Rd to Uniting Pl	0%	2010	$ 57,000	$ 102,540
43	-250mm from Uniting Pl toVenus St	0%	2011	$ 33,000	$ 59,365
44	-250mm from Venus St to Mercury St	0%	2020	$ 67,000	$ 125,552
45	-375mm pipework Downstream of Low Lift P Stn	0%	2030	$ 406,000	$ 791,238
46	- 300mm from Dalrymple Drive to Glenlyon Road	0%	2006	$ 71,000	$ 127,725
47	- 150mm Maximum hour augmentations to gladstone and Barney Point	0%	2005	$ 38,000	$ 68,360
48	- 375mm along Glenlyon Road, from offtake to Ferris Hill Reservoir to Radar Hill Reservoir	0%	2007	$ 272,000	$ 489,314
49	- 200ND main along Red Rover Road from Jeff Ringland Drive to Bensted Road	0%	2016	$ 211,292	$ 211,140
50	- 200 ND main along Red Rover Road from Bensted Road to proposed industrial area	0%	2026	$ 153,159	$ 153,155
51	- 200ND main along Shaw Street from Beak Street to Wilson Street	0%	2020	$ 479,280	$ 479,280
52	- Augmentation of bulk water pipe from Auckland Creek Pump Station	0%	2030	$ 15,453	$ 15,453
53	- 150ND main along Adelaide St from Roberts St to Derby St	0%	2030	$ 57,301	$ 57,301
54	- 375ND augmentation ot high lift pipework	0%	2026	$ 43,014	$ 43,014
55	- 450 pipework to Ferris Hill Feed	0%	2006		$ -

Future Trunk Water Establishment Cost	$ 18,761,000
Existing Trunk Water Establishment Cost	$ 101,711,000

- **Parks**

Identifier	Asset Type	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Signature - Regional Parks				
	Gladstone Family Fun & Fitness Trail	0%	2018	$ 12,000	$ 12,000
	Apex Park, Gladstone	0%	2014	$ 150,000	$ 150,000
	Lion Park, Gladstone	0%	2013	$ 350,000	$ 350,000
	Kathleen Shanahan Park	0%	2012	$ 250,000	$ 250,000
	Regional and FS				
	Barney Point Redevelopment	0%	2012	$ 2,747,000	$ 2,747,000
	Facing Island	0%	2016	$ 90,000	$ 90,000
	Tondon Botanic Gardens	0%	2011	$ 1,594,500	$ 1,594,500
	Future Trunk Parks Establishment Cost				**$ 5,194,000**
	Existing Trunk Parks Establishment Cost				**$ 16,518,000**

Former Miriam Vale Shire Local Government Area

- **Roads**

Description	External Useage	Indicative Construction Date	CRC	Adj CRC
Arterial Corridors				
Northern Corridor	15%	2025	$ 97,100,000	$ 82,535,000
Southern Corridor	15%	2025	$ 30,300,000	$ 25,755,000
Urban Collectors				
Bypass Road	15%	2012	$ 6,648,000	$ 5,650,800
Urban Collectors				
James Street	15%	2030	$ 667,000	$ 566,950
McPherson Street	15%	2030	$ 165,000	$ 140,250
Bicentennial Drive	15%	2015	$ 2,073,000	$ 1,762,050
Rural Collectors				
Blackman Gap Road	15%	2025	$ 13,399,000	
Cross Road	15%	2020	$ 814,000	$ 691,900
Diamond Hill Road	15%	2030	$ 4,627,000	$ 3,932,950
Dillon Road	15%	2030	$ 12,000	$ 10,200
Gorge Road	15%	2020	$ 2,257,000	$ 1,918,450
John Clifford Way	15%	2020	$ 3,197,000	$ 2,717,450
Lowmead Road	15%	Progressive from 2012	$ 10,040,000	$ 8,534,000
Murphy Road	15%	2022	$ 1,774,000	$ 1,507,900
Taunton Road	15%	2022	$ 799,000	$ 679,150
Websters Road	15%	2022	$ 302,000	$ 256,700
Future Trunk Transport Establishment Cost				**$ 136,659,000**

- **Sewer**

Asset Type	Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
Gravity Sewers					
Various Locations	2,520m of 225NB	0%	2,008	**$ 835,000**	$ 835,000
Various Locations	1,800m of 300NB	0%	2,008	**$ 826,000**	$ 826,000
Rising Main					
Various Locations	3,100m of 100NB	0%	2,009	**$ 467,000**	$ 467,000
Various Locations	2,100m of 150NB	0%	2,009	**$ 479,000**	$ 479,000
Various Locations	6,300m of 200NB	0%	2,009	**$ 2,604,000**	$ 2,604,000
Sewage Pump Stations					
SPS A	Major Pump Station	0%	2,015	**$ 734,000**	$ 734,000
SPS B	Relocated SPS #6	0%	2,030	**$ 458,000**	$ 458,000
SPS C	Western Pump Station	0%	2,020	**$ 336,000**	$ 336,000
SPS D	Eastern Pump Station	0%	2,012	**$ 336,000**	$ 336,000
Sewage Treatment Facilities					
SPS	New Treatment Facilities on existing Site	**$ 1,050,000**	2,013	**$ 3,510,000**	$ 2,460,000
Future Trunk Sewer Establishment Cost					**$ 9,535,000**

- **Water**

Asset Description	Subsidy	Indicative Construction Date	CRC	Adj CRC
Trunk Mains	0%			
150NB	0%	2012	$ 2,910,000	$ 2,910,000
200NB	0%	various	$ 4,475,000	$ 4,475,000
				$ -
Faciltities				$ -
Reservoir, 1770 including PRV and associated mains (AWIWP Works)	$ 1,320,000	2011	$ 2,657,000	$ 1,337,000
Reservoir (Western)	0%	2017	$ 2,707,000	$ 2,707,000
Desalination Plant, including treatment, intake and brine discharge facilites	$ 8,500,000	2012	$ 28,347,000	$ 19,847,000
Future Trunk Water Establishment Cost				**$ 31,276,000**

- **Parks**

Identifier	Asset Type	Subsidy	Indicative Construction Date	CRC	Adj CRC
	Signature - Regional Parks				
	Lions Park, Miriam Vale	0%	various	$ 180,000	$ 180,000
	Tom Jeffery Memorial Park	0%	various	$ 225,000	$ 225,000
	Regional and FS				
	Turkey Beach Park	0%	2021	$ -	$ -
	Agnes Water Foreshores	0%	various	$ 770,000	$ 770,000
	Future Trunk Parks Establishment Cost				**$ 1,175,000**

- **Stormwater**

Note: This resolution does not identify stormwater trunk infrastructure and as such, Gladstone Regional Council's Infrastructure Charges do not include a stormwater charge. This is accepted by Council on the basis that all developments are conditioned to provide assets on-site to achieve non-worsening of stormwater quantity, in accordance with Queensland Urban Drainage Manual, and comply with the requirements of the State Planning Policy with respect to Stormwater Quality onsite.

APPENDIX 1

Table 1 Planning Scheme use types to which *adopted infrastructure charges schedule* apply.

Adopted Infrastructure Charges Schedule	Council Charging Category	Gladstone Regional Council Planning Scheme Uses
Residential (3 or more bedroom dwelling) Residential (1 or 2 bedroom dwelling)	N/A	Dual Occupancy, Dwelling House, Dwelling Unit, Multiple Dwelling
Accommodation (Short Term)	N/A	Hotel (residential component), Nature-Based Tourism, Outstation, Short Term Accommodation, Tourist Park
Accommodation (Long Term)	N/A	Community Residence, Relocatable Home Park, Retirement Facility, Rooming Accommodation
Places of Assembly	Community Services	Club, Community Use, Function Facility, Funeral Parlour, Place of Worship
Commercial (Bulk Goods)	Commercial	Agricultural Supplies Store, Bulk Landscape Supplies, Garden Centre, Hardware & Trade Supplies, Outdoor Sales, Showroom
Commercial (Retail)	Commercial	Adult Store, Bar, Car Wash, Food & Drink Outlet, Service Industry, Service Station, Shop, Shopping Centre
Commercial (Office)	Commercial	Office, Sales Office
Education Facility	Community Services	Child Care Centre, Community Care Centre, Educational Establishment
Entertainment	Commercial	Hotel (non-residential component), Nightclub Entertainment Facility, Theatre
Indoor Sport and Recreational Facility	Commercial	Indoor Sport & Recreation
Industry	Industry	Low Impact Industry, Marine Industry, Medium Impact Industry, Research & Technology Industry, Rural Industry, Transport Depot, Warehouse

Adopted Infrastructure Charges Schedule	**Council Charging Category**	**Gladstone Regional Council Planning Scheme Uses**
High Impact Industry	Industry	High Impact Industry, Special Industry
Low Impact Rural	Minor Use	Animal Husbandry, Cropping, Permanent Plantation, Renewable Energy Facility, Rural Workers Accommodation
High Impact Rural	Rural	Aquaculture, Intensive Animal Industry, Intensive Horticulture, Wholesale Nursery, Winery
Essential Services	Community Services	Detention Facility, Emergency Services, Health Care Services, Hospital, Residential Care Facility, Veterinary Services
Specialised Uses	Specialised Uses	Air Services, Animal Keeping, Brothel, Crematorium, Environment Facility, Extractive Industry, Major Sport Recreation & Entertainment Facility, Major Electricity Infrastructure, Motor Sport Facility, Non-Resident Workforce Accommodation, Outdoor Sport & Recreation, Parking Station, Port Services, Resort Complex, Substation, Tourist Attraction, Utility Installation
Minor Uses	Minor Uses	Caretakers Accommodation, Cemetery, Home Based Business, Landing, Market, Park, Roadside Stall, Telecommunications Facility

* Other = Any other use not defined above.

APPENDIX 2

Table 2 - Adopted charge for reconfiguring a lot

Column 1 Charge Area	Gladstone Regional Council	
	Infrastructure Charge in a Residential Zone	**Infrastructure Charge in a zone other than a Residential Zone**
Charge Area 1	$28,000/lot	$16,000/lot
Charge Area 2	$26,000/lot	$14,500/lot
Charge Area 3	$24,000/lot	$13,000/lot
Charge Area 4	$20,000/lot	$11,500/lot
Charge Area 5	$18,000/lot	$10,000/lot
Charge Area 6	$16,000/lot	$8,500/lot
Charge Area 7	$14,000/lot	$8,000/lot
Charge Area 8	$12,000/lot	$8,000/lot
Charge Area 9	$10,000/lot	$8,000/lot
Charge Area 10	$8,000/lot	$8,000/lot

APPENDIX 3

Table 3 Adopted charge for residential development

Use Schedule	State Maximum Adopted Infrastructure Charge	Charge Area (see map)	Local Government Adopted Infrastructure Charge Gladstone Regional Council
Residential (1 or 2 bedroom)	$20,000	Area 1	$20,000
		Area 2	$18,600
		Area 3	$17,200
		Area 4	$14,300
		Area 5	$12,900
		Area 6	$11,500
		Area 7	$10,000
		Area 8	$ 8,600
		Area 9	$ 7,200
		Area 10	$ 5,800
Residential (3+ bedroom)	$28,000	Area 1	$28,000
		Area 2	$26,000
		Area 3	$24,000
		Area 4	$20,000
		Area 5	$18,000
		Area 6	$16,000
		Area 7	$14,000
		Area 8	$12,000
		Area 9	$10,000
		Area 10	$ 8,000
Accommodation (Short Term) (1 or 2 bedroom)	$10,000 per 1 or 2 tent/caravan sites $10,000 per 1 or 2 bedroom cabin Hotel or Short-Term Accommodation $10,000 per suite (with 1 or 2 bedrooms) OR $10,000 per bedroom (for a bedroom that is not within a suite)	Area 1	$10,000
		Area 2	$ 9,300
		Area 3	$ 8,600
		Area 4	$ 7,200
		Area 5	$ 6,500
		Area 6	$ 5,800
		Area 7	$ 5,000
		Area 8	$ 4,300
		Area 9	$ 3,600
		Area 10	$ 2,900

Use Schedule	State Maximum Adopted Infrastructure Charge	Charge Area (see map)	Local Government Adopted Infrastructure Charge Gladstone Regional Council
Accommodation (Short Term) (3+ bedroom)	$14,000 per 3 tent/caravan sites $14,000 per 3 + bedroom cabin Hotel or Short-Term Accommodation $14,000 per suite (with 3+ bedrooms)	Area 1	$14,000
		Area 2	$13,000
		Area 3	$12,000
		Area 4	$10,000
		Area 5	$ 9,000
		Area 6	$ 8,000
		Area 7	$ 7,000
		Area 8	$ 6,000
		Area 9	$ 5,000
		Area 10	$ 4,000
Accommodation (Long Term) (1 or 2 bedroom)	$20,000 per 1 or 2 bedroom relocatable dwelling site	Area 1	$20,000
		Area 2	$18,600
		Area 3	$17,200
		Area 4	$14,300
		Area 5	$12,900
		Area 6	$11,500
		Area 7	$10,000
		Area 8	$ 8,600
		Area 9	$ 7,200
		Area 10	$ 5,800
Accommodation (Long Term) (3+ bedroom)	$28,000 per 3 + relocatable dwelling site.	Area 1	$28,000
		Area 2	$26,000
		Area 3	$24,000
		Area 4	$20,000
		Area 5	$18,000
		Area 6	$16,000
		Area 7	$14,000
		Area 8	$12,000
		Area 9	$10,000
		Area 10	$ 8,000

APPENDIX 4

Table 4 Adopted charge for non-residential development

Use Schedule	State Maximum Adopted Infrastructure Charge		Council Charging Category	Local Government Adopted Infrastructure Charge		
	Charge excluding Impervious $/m2 GFA (a)	Impervious Charge $/m2 impervious area (b)		Charge Area (see map)	Gladstone Regional Council Charge excluding Impervious $/m2 GFA	Impervious Charge
Commercial (Bulk Goods)	$140	$10	Commercial	Area 1	$140, Court Areas $14	Nil
Commercial (Retail)	$180	$10		Area 2	$140, Court Areas $14	
Commercial (Office)	$140	$10		Area 3	$140, Court Areas $14	
Entertainment	$200	$10		Area 4	$140, Court Areas $4	
Indoor Sport and Recreational Facility	$200 Court Areas $20	$10		Area 5	$140, Court Areas $4	
				Area 6	$40, Court Areas $4	
				Area 7	$40, Court Areas $4	
				Area 8	$40, Court Areas $4	
				Area 9	$40, Court Areas $4	
				Area 10	$40, Court Areas $4	

Use Schedule	State Maximum Adopted Infrastructure Charge		Council Charging Category	Local Government Adopted Infrastructure Charge		
	Charge excluding Impervious $/m2 GFA (a)	Impervious Charge $/m2 impervious area (b)		Charge Area (see map)	Gladstone Regional Council Charge excluding Impervious $/m2 GFA	Impervious Charge
Places of Assembly	$70	$10	Community Services	Area 1	$70	Nil
Education Facility (excluding Flying Start facilities)	$140	$10		Area 2	$70	
Essential Services	$140	$10		Area 3	$70	
				Area 4	$70	
				Area 5	$70	
				Area 6	$20	
				Area 7	$20	
				Area 8	$20	
				Area 9	$20	
				Area 10	$20	

Use Schedule	State Maximum Adopted Infrastructure Charge		Council Charging Category	Local Government Adopted Infrastructure Charge		
	Charge excluding Impervious $/m2 GFA (a)	Impervious Charge $/m2 impervious area (b)		Charge Area (see map)	Gladstone Regional Council Charge excluding Impervious $/m2 GFA	Impervious Charge
Industry	$50	$10	Industry	Area 1	$50	Nil
High Impact Industry	$70	$10		Area 2	$50	
				Area 3	$50	
				Area 4	$50	
				Area 5	$50	
				Area 6	$15	
				Area 7	$15	
				Area 8	$15	
				Area 9	$15	
				Area 10	$15	
High Impact Rural	$20	$10	Rural	Area 1	$20	Nil
				Area 2	$20	
				Area 3	$20	
				Area 4	$20	
				Area 5	$20	
				Area 6	$5	
				Area 7	$5	
				Area 8	$5	
				Area 9	$5	
				Area 10	$5	

Use Schedule	State Maximum Adopted Infrastructure Charge		Council Charging Category	Local Government Adopted Infrastructure Charge		
	Charge excluding Impervious $/m2 GFA (a)	Impervious Charge $/m2 impervious area (b)		Charge Area (see map)	Gladstone Regional Council Charge excluding Impervious $/m2 GFA	Impervious Charge
Minor Use, Low Impact Rural	Nil	Nil	Minor Uses	Areas 1-10	Nil	Nil
Specialised Use	The maximum adopted charge is the charge in (a&b) above for the charge category that the local government determines should apply for the use at the time of assessment.		Specialised Uses	Areas 1-10	The maximum adopted charge is a charge above that the local government determines appropriately reflects the use at the time of assessment	

APPENDIX 5

Dictionary

Words and terms used in this resolution have the meaning given in the *Sustainable Planning Act 2009* (SPA) or the Queensland Planning Provisions (QPP).

If a word or term used in this resolution is not defined in SPA or QPP, it has the meaning given in this section.

Term	*Acronym*	Definition
Calculated Parks Percentage	*Cpp*	The true parks adopted infrastructure charge divided by the total uncapped charge
Gross floor area	*GFA*	as per the definition in the Queensland Planning Provisions.
local government		means Gladstone Regional Council
local government area		means the Gladstone Regional Council area
maximum adopted charge		means the charge limit set out in the maximum charging framework established in the *Sustainable Planning Act 2009* and *SPRP*.
non-residential zone		means the planning scheme zones as stated in Section 2.6.
Offsets		An amount offset against the Infrastructure Charge for the relevant infrastructure network to recognise the value (less any contingency amounts) of land or items of trunk infrastructures supplied as part of a development.
Planning Scheme		Means the Gladstone Regional Council Planning Scheme 2015
planning scheme uses		as detailed in Column 3, Table 1, Appendix 1 have the same definition as per the Planning Scheme.
residential zone		means the planning scheme zones as stated in Section 2.5.
State Planning Regulatory Provision	*SPRP*	means the State Planning Regulatory Provision (adopted charges) 2012.

RESOLUTION FIRST ADOPTED: 3 November 2015

AMENDMENT TABLE

AMENDMENT DESCRIPTION	ADOPTED DATE	EFFECTIVE DATE