Rockhampton Regional Council
Adopted Infrastructure Charges Resolution (No. 3) 2014

Part 1 Introduction

1.1 Sustainable Planning Act 2009

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

(ii) The resolution is to be read in conjunction with the following:

(a) State planning regulatory provision (adopted charges);
(b) applicable local planning instruments.

(iii) The resolution is attached to but does not form part of the applicable local planning instruments.

1.2 Effect

The resolution has effect on and from 3 March 2014 and applies to development application decisions made on or after this date.

1.3 Purpose of the resolution

The purpose of the resolution is to establish an *adopted infrastructure charge* for the following trunk infrastructure networks:

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

1.4 Interpretation

applicable local planning instruments means the following:
a) Fitzroy Shire Planning Scheme 2005
b) Mount Morgan Shire Planning Scheme 2003
c) Rockhampton City Plan 2005

bedroom means an area of a building or structure which:
a) 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
b) 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.

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.

Education establishment for the Flying Start for Queensland Children program means any educational establishment or part of an educational establishment that is for, or will facilitate, the Flying Start for Queensland Children program.

Flying Start for Queensland Children program is the Queensland Government program to transition Year 7 from the last year of primary schooling to the first year for secondary schooling.

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:

- building services; or
- a ground floor public lobby; or
- a public mall in a shopping complex; or
- parking, loading or manoeuvring of vehicles; or
- balconies, whether roofed or not.

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 and unsealed), compacted areas etc.

local government means Rockhampton Regional Council.

local government areas means the former Fitzroy, Mount Morgan and Rockhampton Local Government areas.

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).

prescribed form means a form prescribed by the *local government*

State planning regulatory provision (adopted charges) means the State planning regulatory provision (adopted charges) made under the *Sustainable Planning Act 2009.*

Part 2 Application of the Resolution

2.1 Application to the local government area

The adopted infrastructure charge applies to the local government area other than for the following:

(a) 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 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 *State planning regulatory provision (adopted charges)* to be applied to existing development use types, **Table 1** identifies the relationship between existing applicable local planning instruments use types and the classes of development to which the *adopted infrastructure schedule* apply.

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

Column 1 Use Category	Column 2 Development under the applicable local planning instruments		
	Rockhampton City Plan 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
Residential			
Residential	Caretaker's residence, Duplex, House, Small lot house, Multi unit dwelling.	Domestic premises, Dwelling unit, Residential premises, Rural residential premises, Multi unit premises.	Caretaker's residence, Dual occupancy, House, Rural dwelling, Multiple dwelling.
Accommodation (short term)	Hotel (accommodation), Accommodation building (motel), Bed and breakfast, Caravan / cabin park (tourist).	Commercial premises (hotel/motel accommodation), Tourist business (accommodation).	Hotel (residential component), Accommodation building (motel), Home host accommodation, Caravan park (tourist).
Accommodation (long term)	Special needs accommodation (residential component), Accommodation building (serviced	Aged accommodation.	Community purposes (ancillary accommodation), Accommodation building (serviced apartments),

Column 1 Use Category	Column 2 Development under the applicable local planning instruments		
	Rockhampton City Plan 2005	**Mount Morgan Shire Planning Scheme 2003**	**Fitzroy Shire Planning Scheme 2005**
	apartments), Caravan / cabin park (permanent residential), Aged care accommodation (residential component).		Caravan park (permanent residential), Retirement village.
Non-residential			
Places of assembly	Club, Community facilities, Restaurant (conference facility), Place of worship.	Commercial premises.	Indoor entertainment, Community purposes (public hall, church), Food premises (function centres), Commercial premises (funeral parlour).
Commercial (bulk goods)	Showroom, Landscape supplies, Nursery/garden centre.	Commercial premises, Horticulture C.	Showroom, Landscape supplies, Plant nursery, Vehicle showroom.
Commercial (retail)	Shop Restaurant (not including conference facility), Take away food store, Service station, Car wash, Major shopping outlet, Commercial premises (personal service).	Commercial premises (retail).	Shop, Food premises (restaurants, cafes), Service station, Retail/commercial complex.
Commercial (office)	Commercial premises (office activities), Display home / office.	Commercial premises (office).	Commercial premises (professional services).
Education facility	Child care centre, Educational establishment.		Community purpose (Education Establishments, child care centre).
Entertainment	Hotel (non residential component), Nightclub, Cinema.	Commercial premises.	Hotel (non residential component), Indoor entertainment (nightclub).
Indoor sport and recreational facility	Indoor sport and recreation.		Indoor entertainment (indoor sports centre).
Industry	Low impact industry, Medium impact industry, Warehouse, Bulk store, Vehicle depot.	Industrial premises.	Low impact industry, Medium impact industry, Warehouse, Bulk store, Vehicle depot.

Column 1 Use Category	Column 2 Development under the applicable local planning instruments		
	Rockhampton City Plan 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
High impact industry	High impact industry.	Industry B.	High impact industry.
Low impact rural	Farming, Forestry.	Agricultural premises, Animal husbandry, Animal husbandry A, B and C, Forestry.	Animal husbandry / grazing, Agriculture.
High impact rural	Intensive animal husbandry.	Agricultural premises, Animal husbandry C, Horticulture B and C.	Aquaculture, Intensive animal husbandry, Intensive agriculture, Stock saleyard.
Essential services	Public facility, Emergency services, Health care, Commercial premises (health or medical service), Special needs accommodation (non residential component), Aged care accommodation (non residential component), Veterinary clinic.	Commercial premises.	Community purpose (emergency services), Commercial premises (veterinary clinic), Public facility – other.
Specialised uses	Transport terminal, Animal keeping, Stable, Car park, Construction camp, Crematorium, Extractive industry, Indoor and outdoor sport and recreation (outdoor component only), Public facility, Tourist facility, (non residential component), Commercial premises (tourism service).	Animal husbandry c, Extractive industry, Tourist business (non residential component), Electricity works.	Transport terminal, Kennels and catteries, Off street car park, Community purpose (crematorium), Extractive industry, Outdoor entertainment, Motor sport facility, Public facility – operational, Workers accommodation.
Minor uses	Cemetery, Home based business,	Domestic business, Commercial premises,	Community purposes (cemetery), Home based business,

Column 1 Use Category	Column 2 Development under the applicable local planning instruments		
	Rockhampton City Plan 2005	**Mount Morgan Shire Planning Scheme 2003**	**Fitzroy Shire Planning Scheme 2005**
	Home occupation, Market, Park, Telecommunication facility/tower.	Park.	Public facility – operational, Roadside stall, Open space, Public facility – other (telecommunications facilities).

2.4 Application to trunk infrastructure networks

The adopted infrastructure charge partly funds the establishment cost of the identified trunk infrastructure networks.

2.5 Charge Areas

The charge areas for the calculation of an adopted infrastructure charge are identified on Maps 1 – 6, which can be found in Part 8 - Schedule of Maps.

Part 3 Trunk Infrastructure Networks

3.1 Trunk Infrastructure Identification and Establishment Costs

Until a priority infrastructure plan is adopted, this resolution identifies trunk infrastructure for the *local government area* and the establishment cost of the identified trunk infrastructure. Details regarding the trunk infrastructure can be found in Part 9 – Desired Standards of Service, Part 10 – Schedule of Plans for Identified Trunk Infrastructure and Part 11 – Schedule of Works for Identified Trunk Infrastructure.

Part 4 Adopted Infrastructure Charge

4.1 Purpose

This section states the application of the adopted infrastructure charge to be levied by Rockhampton Regional Council under section 648F of the *Sustainable Planning Act 2009* for water supply, sewerage, transport, stormwater and parks and community lands networks.

4.2 Adopted Charge

The adopted charge for:

(i) **reconfiguring a lot**, is stated in **Table 2** – Adopted charge for reconfiguration of a lot;

(ii) a **material change of use** or **carrying out building work** for:

(a) residential development is stated in **Table 3** – Adopted charge for residential development

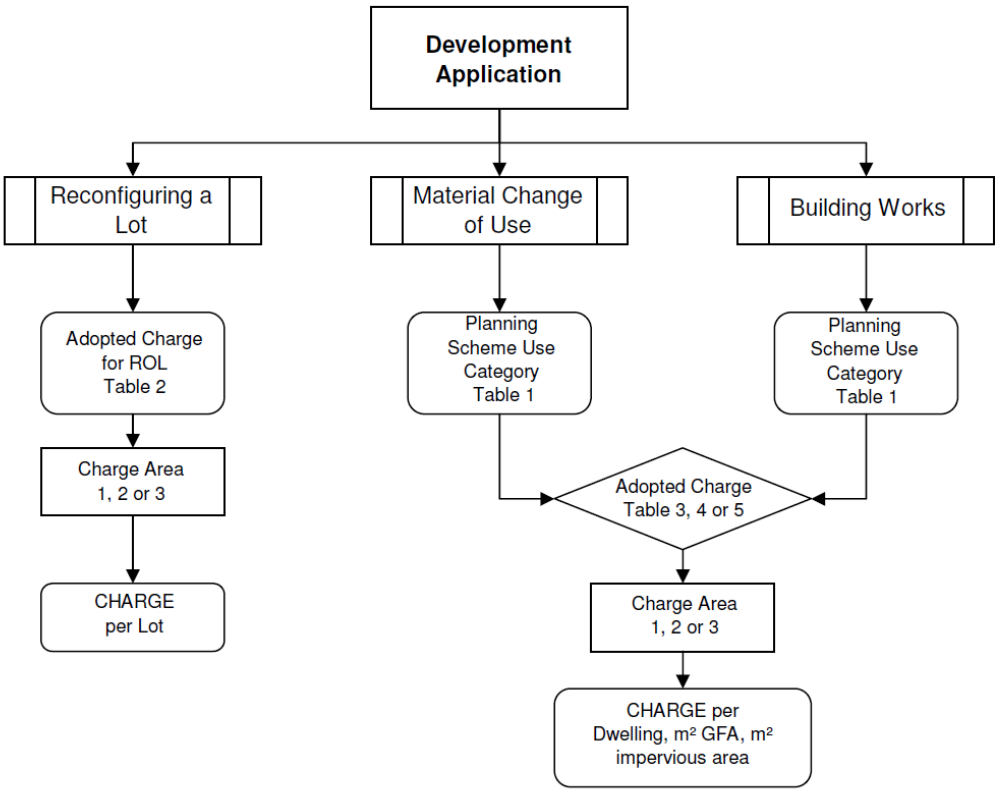
(b) accommodation (short and long term) is stated in **Table 4** – Adopted charge for accommodation (short and long term)

(c) non-residential development other than a specialised use as stated in Table 1, is stated in **Table 5** – Adopted charge for non-residential development

(iii) specialised uses or other uses not otherwise identified in Table 1 is to be the charge outlined in Table 5 (columns 3 and 4) for the Use Schedule (column 1) that the *local government* decides should apply for the use at the time of assessment.

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

(v) (i) and (ii) above are diagrammatically depicted below.



4.3 Indexation

(i) The adopted infrastructure charge levied by the *local government* is to be increased from the date the adopted infrastructure charge is levied to the time the charge is paid using the *consumer price index*.

(ii) However, the adopted infrastructure charge payable is not to exceed the maximum adopted charge the *local government* could have levied for the development at the time the charge is paid.

Table 2 – Adopted charge for reconfiguring a lot

Column 1 Charge Area	Column 2 Adopted Infrastructure Charge ($/lot)	Column 3 Unit
Charge Area 1	21,000	per lot
Charge Area 2	12,000	per lot
Charge Area 3	7,000	per lot

Table 3 – Adopted charge for residential development

Column 1 Use Schedule	Column 2 Charge Area	Column 3 Adopted infrastructure charge ($/unit) 1 or 2 bedroom	 3 or more bedroom	Column 4 Unit
Residential	Area 1	15,000	21,000	per dwelling
	Area 2	8,500	12,000	per dwelling
	Area 3	5,000	7,000	per dwelling

Table 4 – Adopted charge for accommodation (short and long term)

Column 1 Use Schedule	Column 2 Charge Area	Column 3 Adopted infrastructure charge ($/unit) 1 or 2 bedrooms, tent, caravan or relocatable home sites	 3 or more bedrooms, tent, caravan or relocatable home sites	Column 4 Unit
Accommodation (Short Term)	Areas 1 & 2	8,500	12,000	per dwelling, site, cabin, or suite
	Area 3	2,500	3,500	per dwelling, site, cabin, or suite
Accommodation (Long Term)	Areas 1 & 2	15,000	21,000	per dwelling, relocatable dwelling site or suite
	Area 3	5,000	7,000	per dwelling, relocatable dwelling site or suite

Table 5 – Adopted charge for non-residential development

Column 1 Use Schedule	Column 2 Charge Area	Column 3 Adopted infrastructure charge		Column 4 Adopted infrastructure charge for stormwater network	
		($)	Unit	($)	Unit
Places of Assembly	Areas 1 & 2	70	per m² of GFA	10	per m² of impervious area
	Area 3	17.50	per m² of GFA	0	per m² of impervious area
Commercial (Bulk Goods)	Areas 1 & 2	140	per m² of GFA	10	per m² of impervious area
	Area 3	35	per m² of GFA	0	per m² of impervious area
Commercial (Retail)	Areas 1 & 2	180	per m² of GFA	10	per m² of impervious area
	Area 3	45	per m² of GFA	0	per m² of impervious area
Commercial (Office)	Areas 1 & 2	140	per m² of GFA	10	per m² of impervious area
	Area 3	35	per m² of GFA	0	per m² of impervious area
Education Facility*	Areas 1 & 2	140	per m² of GFA	10	per m² of impervious area
	Area 3	35	per m² of GFA	0	per m² of impervious area
Entertainment	Areas 1 & 2	200	per m² of GFA	10	per m² of impervious area
	Area 3	50	per m² of GFA	0	per m² of impervious area
Indoor Sport & Recreational Facility	Areas 1 & 2	140, court areas 20	per m² of GFA	10	per m² of impervious area
	Area 3	50, court areas 5	per m² of GFA	0	per m² of impervious area
Industry	Areas 1 & 2	50	per m² of GFA	10	per m² of impervious area
	Area 3	12.50	per m² of GFA	0	per m² of impervious area
High Impact Industry	Areas 1 & 2	70	per m² of GFA	10	per m² of impervious area
	Area 3	17.50	per m² of GFA	0	per m² of impervious area
Low Impact Rural	All Areas	Nil Charge			
High Impact Rural	All Areas	20	per m² of GFA	Nil Charge	
Essential Services	Areas 1 & 2	140	per m² of GFA	10	per m² of impervious area
	Area 3	35	per m² of GFA	0	per m² of impervious area
Minor Uses	All Areas	Nil Charge			
Specialised Uses	All Areas	Decided by the *local government* at time of assessment as per section 4.2 (iii)			

* Except an educational establishment for the Flying Start for Queensland Children program. An educational establishment for the Flying Start for Queensland Children program attracts a nil charge as per the State Planning Regulatory Provision (adopted charges) 2012 (SPRP)

Part 5 Administration of adopted infrastructure charge

5.1 Purpose

States how an adopted infrastructure charge levied by the *local government* is to be administered.

5.2 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 tables 2, 3, 4 and 5.

U is the unit of measure as identified in tables 2, 3, 4 and 5.

C is the agreed credit as set out in Part 6.

I is the indexation rate as outlined in section 4.3

5.3 Development subject to adopted infrastructure charge

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

(a) reconfiguring a lot
(b) a material change of use of premises
(c) carrying out building works

(ii) If a development is subject to more than one use, the *local government* may levy and adopted infrastructure charge for development on the basis of the use with the highest potential demand.

(iii) 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.

5.4 Method of notification of an adopted infrastructure charge

(i) The *local government* is required to issue an adopted infrastructure charge notice stating:

(a) the amount of the charge;
(b) the land to which the charge applies;
(c) the person to whom the charge must be paid;
(d) when the charge is payable

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

5.5 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 that is assessable development or development requiring compliance assessment – before the *local government* approves the plan of subdivision for the reconfiguration; or

(ii) 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

(iii) if the charge applies to a material change of use – before the change happens; or

(iv) otherwise – on the day stated in the adopted infrastructure charges notice or negotiated infrastructure charges notice.

5.6 Alternatives to paying an adopted infrastructure charge

(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 charges notice or negotiated adopted infrastructure charges notice;
(b) whether the charge may be paid by instalments;
(c) whether infrastructure may be supplied instead of paying all or part of the charge.

(ii) The *local government* may, for development infrastructure that is land, give notice in addition to, or instead of an adopted infrastructure charges notice requiring:

(a) part of the land subject of the development application or compliance assessment, to be given to the *local government* in fee simple; or
(b) part of the land subject of the development application or compliance assessment, to be given to the *local government* in fee simple and part of an adopted infrastructure charge.

5.7 Recording adopted infrastructure charges

Local Government must record all levied adopted infrastructure charges in a publicly available adopted infrastructure charges register.

5.8 Proportional split of adopted 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 as stated in Table 6 (Proportional split of adopted infrastructure charge for trunk infrastructure networks).

Table 6.1 – Residential and Reconfiguring a lot proportional split of adopted infrastructure charge for trunk infrastructure networks.

Column 1 Charge Area	Column 2 Proportional split of adopted infrastructure charge for trunk infrastructure networks (%)				
	Water	Sewer	Transport	Stormwater	Parks
1 and 2	20	10	55	10	5
3*	0	0	92	0	8

*Note: the infrastructure networks for charge area 3 are based on the regional use of that network

Table 6.2 – Non-Residential proportional split of adopted infrastructure charge for trunk infrastructure networks.

Column 1 Charge Area	Column 2 Proportional split of adopted infrastructure charge for trunk infrastructure networks (%)			
	Water	Sewer	Transport	Parks
1 and 2	22	11	61	6
3*	0	0	92	8

*Note: the infrastructure networks for charge area 3 are based on the regional use of that network

Part 6 Credits

6.1 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.

(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.

6.2 Application of a Credit

(i) 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.

(ii) A credit will not be applied under any circumstance for unapproved use of the land.

(iii) For any use, if a credit is higher than the adopted infrastructure charge of the approved use a refund will not occur.

Part 7 Offsets

7.1 Purpose

This section states the *local government's* policy for an infrastructure offset for a trunk infrastructure contribution (refer to section 3.1).

7.2 Application of section

This section applies where, for a development, the *local government* has for a trunk infrastructure network:

(i) required the following (*trunk infrastructure contribution*):

(a) the supply of work for trunk infrastructure in a condition of a development approval under section 649 (Conditions local governments may impose for necessary trunk infrastructure) of the *Sustainable Planning Act 2009*;

(b) the giving of part of the land the subject of a development application or request for compliance assessment in a notice given under section 648K(2) (Agreements about, and alternatives to, paying adopted infrastructure charge) of the *Sustainable Planning Act 2009* (land dedication notice); and

(ii) levied an adopted infrastructure charge in an adopted infrastructure charges notice or negotiated infrastructure charges notice for the same premises under section 648F (Adopted infrastructure charges notice) of the *Sustainable Planning Act 2009*.

7.3 Claim for an infrastructure offset

(1) The person bound to provide the trunk infrastructure contribution and the adopted infrastructure charge for the development under the *Sustainable Planning Act 2009* (*claimant*) may give a notice in the prescribed form to the *local government* which states the following:

(i) that the claimant proposes to supply the trunk infrastructure contribution;

(ii) that the claimant seeks an offset for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (*infrastructure offset*);

(iii) the claimants estimate of the following:

(a) the planned estimate of the trunk infrastructure contribution;
(b) the pre-market estimate of the trunk infrastructure contribution;
(c) the value of the infrastructure offset for the trunk infrastructure contribution.

(2) The *local government* 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.

7.4 Calculation of an infrastructure offset

(1) The value of an infrastructure offset for trunk infrastructure which is:

(i) land, is the planned estimate of the land; and

(ii) work, is the lesser of the following;

(a) the planned estimate of the work specified by the *local government*.
(b) the pre-market estimate of the work required by the development;

(2) The planned estimate of the of land or work specified by the *local government* is the net present value of the establishment cost of the trunk infrastructure contribution which is calculated having regard to the following:

(i) if the trunk infrastructure contribution is for the whole of an item of trunk infrastructure in the schedule of works for trunk infrastructure–the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure;

(ii) if the trunk infrastructure contribution is for part of an item of trunk infrastructure in the schedule of works for trunk infrastructure–the proportion of the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure applicable to the trunk infrastructure contribution having regard to the methodology specified by the *local government* for the calculation of the establishment cost in the schedule of works for trunk infrastructure;

(iii) if the trunk infrastructure contribution is not in the schedule of works for trunk infrastructure but the *local government* has determined that the land or work delivers the same desired standard of service to the trunk infrastructure in the schedule of works for trunk infrastructure–the methodology specified by the *local government* for the calculation of the establishment cost in the schedule of works for trunk infrastructure.

(3) The pre-market estimate of the trunk infrastructure required by the development is the estimate expressed in dollars of the design and construction of the work required to service the development:

(i) including the following:

(a) the cost of planning and designing the work;
(b) the cost of survey and site inspection for the work;
(c) a cost under a construction contract for the work;
(d) a portable long service leave payment for a construction contract;

(e) an insurance premium for the work;

(f) a local government inspection fee for the commencement and end of the maintenance period for the work;

(g) the cost of an approval for the work;

(ii) excluding the following:

(a) a cost of carrying out temporary infrastructure;

(b) a cost of carrying out non trunk infrastructure;

(c) a cost of decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (a) and (b);

(d) a part of the trunk infrastructure contribution provided by the local government or a person other than the person seeking the infrastructure offset;

(e) a cost to the extent that GST is payable and an input tax credit can be claimed for the work.

(4) The *local government* is to calculate the amount of the value of the infrastructure offset by indexing the value of the infrastructure offset from the date the notice is given under section 7.3(2) (Claim for an infrastructure offset) to the date that the infrastructure offset is to be offset against an infrastructure charge in accordance with the indexing as stated in section 4.3.

7.5 Application of an infrastructure offset

The *local government* is to offset the amount of the value of an infrastructure offset against an adopted infrastructure charge for the trunk infrastructure network to which the trunk infrastructure contribution relates if the trunk infrastructure contribution is supplied for the development by the claimant in accordance with the applicable development approval and land dedication notice. The infrastructure offset is to be in accordance with section 5.8.

Part 8 Schedule of Maps

Map 1	Charge Area Map - Regional	February 2014
Map 2	Charge Area Map - Rockhampton	February 2014
Map 3	Charge Area Map - Gracemere	February 2014
Map 4	Charge Area Map - Mount Morgan	February 2014

Part 9 Desired Standards of Service

Desired Standards of Service (DSS) direct the form and scale of infrastructure networks required to service development within the local government area. The performance of each network will be based on these standards which may vary over time. The DSS does not imply a guaranteed level of performance for the network but the level at which planning and development of the networks has been undertaken. Any entity does not have the right to expect or demand the standard.

DSS are expressed for each network in terms of planning and design criteria based on quantitative and qualitative standards.

Planning based criteria are generally qualitative and specify the types of outcomes envisaged by the supply of the infrastructure to the land uses contained in the Planning Scheme. These initially scope how the network is laid out to physically service land use and development outcomes. This may include hierarchies of densities of open space provision.

Design based criteria which are quantitative in nature and specify the size, capacity, operational performance (contained in the Network Design Documentation).

The following sections define the Desired Standards of Service for each trunk infrastructure network.

9.1 Water Supply Network Desired Standards of Service

(1) The desired standards of service for the water supply system are detailed in Table 7.2.
(2) Fitzroy River Water 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.
(3) 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 7.1 – 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 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 7.2 – 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 24 hours a day 7 days a week, but under certain circumstances, FRW may need to interrupt or limit this service so that essential repair and maintenance work can be carried out.	• Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Section 3 and Table 3.1 FRW Strategic Asset Management Plan 24/11/2009. • Water Supply (Safety & Reliability) Act • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Capricorn Municipal Development Guidelines
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	• Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • External Works and Servicing Code – Rockhampton City Planning

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	the consumer and fire fighting requirements.	Scheme. • Capricorn Municipal Development Guidelines • Water Supply (Safety & Reliability) Act • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region.
Quality of supply	FRW will ensure that the water quality is generally in accordance with recognised standards that safeguards community health.	• Australian Drinking Water Quality Guidelines issued by the National Health and Medical Research Council. • Section 3 Table 3.2 FRW Strategic Asset Management Plan 24/11/2009.
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	• Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the Environmental Protection Act 1994 • Water Supply (Safety & Reliability) Act
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.	• Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Water Supply (Safety & Reliability) Act.
Infrastructure design/planning standards	Design of the water supply network will comply with established guidelines, codes and standards.	• Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Water Reticulation Code of Australia WSA 03-1999. • Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005.

9.2 Sewerage Network Desired Standards of Service

(1) The desired standards of service for the sewerage system are detailed in Table 8.3 below.
(2) Fitzroy River Water aims to provide reticulated sewerage to the consumer to meet the demands imposed upon it by the consumers and the Environmental Protection Agency.
(3) 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.
(4) 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 8.1 – Wastewater Network Design Criteria

Design criteria	Measure
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

Table 8.2 – 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 8.3 – Sewerage Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability	Fitzroy River Water is to provide prompt, courteous and effective sewerage services to its customers. Staff make every effort to ensure the sewerage system operates adequately and with minimal disruption.	• Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Section 3.2 and Tables 3.4 and 3.5 FRW Strategic Asset Management Plan 24/11/2009.
Quality of treatment	Fitzroy River Water uses every effort to continue to operate the sewerage system efficiently and	• Compliance with the requirements of the Environmental Protection Act 1994.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	effectively, ensuring the highest value for effluent is received for all sewerage treatment plants. The quality of treatment ensures the health of the community and the safe and appropriate level of treatment and disposal of treated effluent.	• Table 2.13 FRW Strategic Asset Management Plan 24/11/2009.
Environmental impacts	Fitzroy River Water 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.	• Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the Environmental Protection Act 1994.
Effluent re-use	Fitzroy River Water reuses effluent wherever possible.	• Compliance with the requirements of the Environmental Protection Act 1994. • Queensland Water Recycling Guidelines – December 2005.
Infrastructure design / planning standards	Design of the sewerage network will comply with the established guidelines, codes and standards.	• Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Sewerage Reticulation Code of Australia WSA 03-1999. • Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005. • Water Supply (Safety & Reliability) Act

9.3 Transport Network Desired Standards of Service

The transport network contains three integrated systems of:

(1) Roads
  (a) the desired standards of service for roads are largely dependent on the road hierarchy classification, lanes, traffic loading, traffic pattern and level of service (LOS) (shown in Table 10); and
  (b) the desired standards of service apply to all trunk infrastructure roads within the Rockhampton Regional Council area in accordance with Table 9.

(2) Public transport
  (a) bus facilities to include bus stopping treatments and shelters in accordance with Table 9.

(3) Pedestrian and cycle network
  (a) 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 9 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 9 – Transport Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/planning standards	The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities, and freight movement. 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.	• Local government road design and development manual/standards/codes in planning scheme, planning scheme policy and *Capricorn Municipal Development Guidelines;* • The Queensland Department of Transport and Main Roads *Road Planning and Design Manual* ; • Australian Standards; • AUSTROADS guides; • Maximum acceptable degree of saturation for intersections identified in Table 11 or minimum LOS D in Table 10; and • Level of Service (LOS) – Table 10.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Public Transport design/planning standards	Ensure development accommodates the access to and integration of public transport services. Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council's adopted standards identified in the planning scheme.	• Local government road design and development manual/standards/codes in planning scheme, planning scheme policy and *Capricorn Municipal Development Guidelines;* • Design accords with the performance criteria set by Department of Transport and Main Roads; • Queensland Government TRANSLINK *Public transport infrastructure manual* • AUSTROADS guides 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.	• Local government road design and development manual/standards/codes in planning scheme, planning scheme policy and *Capricorn Municipal Development Guidelines;* • Australian Standards; • AUSTROADS Guides, • *Complete Streets*

Table 10 Level of Service (LOS) – 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 Transport and Main Roads – Road Planning and Design Manual.

Table 11 – 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

9.4 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 4.5.4.1 outlines the planning and design criteria for the stormwater network within the Rockhampton Regional Council area. Some significant design parameters are as follows:

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

Table 12 – Stormwater Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
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.	• *Queensland Urban Drainage Manual* • Local government standards in planning scheme, planning scheme policy and *Capricorn Municipal Development Guidelines;*
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.	• Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy; • *Queensland Water Quality Guidelines 2009* — Environmental Protection Agency (EPA) • *National Water Quality Guidelines* — National Water Quality Management Strategy

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Environmental Impacts	Where appropriate, adopt water-sensitive urban design principles and on-site water quality management to achieve EPA water quality objectives.	• Local government standards/codes in planning scheme, planning scheme policy and *Capricorn Municipal Development Guidelines;* • Environmental Protection [Water] Policy 1997)
Infrastructure design/planning standards	Design of the stormwater network will comply with established codes and standards.	• *Queensland Urban Drainage Manual* • Local government standards in planning scheme, planning scheme policy and *Capricorn Municipal Development Guidelines;* • Natural Channel Design Guidelines

9.5 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 13 to 18 and 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 13 – 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.	• Parks and community land are provided at a local, district and local government area wide level. • Parks and community land address the needs of both recreation and sport.
Accessibility	Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access. Collocate land for multi-purpose community facilities with parks and recreation land and commercial/retail centres.	• 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. • Accessibility standards are identified in table 4.5.5.3.
• Land quality/suitability • Area/1,000 persons • Minimum size • Shape of land • Minimum desired flood immunity • Maximum desired grade • Road frontage and visibility	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 4.5.5.2. The minimum size, shape of land, minimum desired flood immunity, maximum desired grade and road frontage and visibility for land is identified in table 4.5.5.4.
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 tables 4.5.5.5 and 4.5.5.6.
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 14 – Rate of Land Provision

Infrastructure type	Rate of provision (hectare per 1,000 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: • North Rockhampton • South Rockhampton • Gracemere.	Rate of provision to be determined by minimum land sizes and at least one (1) regional facility per the following planning sectors: • North Rockhampton • South Rockhampton.

Table 15 – Accessibility Standard

Infrastructure type	Accessibility standard (kilometres)	
	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 16 – 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	
Maximum desired grade	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 No area of the park will have a grade greater than 1:6 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	Recreation parks — average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder No area of the park will have a grade greater than 1:6 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	Laser levelling to a maximum gradient of playing surface 1:100	
Road frontage and visibility	Twenty-five (25) per cent of park perimeter to have direct road frontage, preferably on a collector road	Fifty (50) per cent of park perimeter to have direct road frontage, preferably on a collector road	Twenty-five (25) per cent of the ground perimeter to have direct road frontage	

Table 17 – Indicative embellishments for the hierarchy of Recreation Parks

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: • supervision of any play area (if not otherwise serviced by sheltered tables); and • along recreation corridors/pedestrian pathways to provide rest stops; and/or • enjoyment of views/amenity
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 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

Embellishment	Recreation parks	
	District	Local government-wide
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 18 – 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

Park element	Embellishment details	
	District	**Local government-wide**
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
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)

Part 10 Schedule of Plans for Identified Trunk Infrastructure

Table 19 – Locality Reference

Map Ref	Locality
1	Allenstown
2	Alton Downs
3	Bajool
4	Baree
5	Berserker
6	Boulder Creek
7	Bouldercombe
8	Bushley
9	Dalma
10	Depot Hill
11	Fairy Bower
12	Fletcher Creek
13	Frenchville
14	Garnant
15	Glenroy
16	Gogango
17	Gracemere
18	Hamilton Creek
19	Horse Creek
20	Johnsons Hill
21	Kabra
22	Kalapa
23	Kawana
24	Koongal
25	Lakes Creek
26	Leydens Hill
27	Limestone
28	Limestone Creek
29	Marmor
30	Midgee
31	Moongan
32	Morinish
33	Morinish South
34	Mount Archer
35	Mount Morgan
36	Nine Mile
37	Nine Mile Creek
38	Norman Gardens
39	Oakey Creek
40	Park Avenue
41	Parkhurst
42	Pink Lily
43	Port Alma
44	Port Curtis
45	Ridgelands
46	Rockhampton City
47	South Yaamba
48	Stanwell
49	Struck Oil
50	The Common
51	The Mine
52	The Range
53	Trotter Creek
54	Walmul
55	Walterhall
56	Wandal
57	West Rockhampton
58	Westwood
59	Wura
60	Wycarbah

Table 20 – Schedule of Plans for Trunk Infrastructure

Network	Maps
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
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
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
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
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

Part 11 Schedule of Works

11.1 Water Supply

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 17-1	Water	WAT-2	FW Gracemere Ind	FW 300 Middle Road Corridor to Overpass Access Road Stage 1	$1,365,300	2021
Map 17-1, Map 21-1	Water	WAT-3	FW Gracemere Ind	FW 300 Middle Road Projection West of Overpass Access Road	$1,154,250	2021
Map 21-1	Water	WAT-4	FW Gracemere Ind	FW 300 Kabra Reservoir Supply Main	$338,400	2031+
Map 17-1	Water	WAT-5	FW Gracemere Ind	FW 200 Distrib Somerset Road	$2,962,400	2026
Map 21-1	Water	WAT-27	FW Gracemere Ind	FW MD Kabra Res	$2,155,738	2031+
Map 17-1	Water	WAT-35	FW Gracemere HZ	FW MH Lucas St BPS	$500,000	2016
Map 21-1	Water	WAT-36	STPW Stanwell Ind (Potable)	FW 300 Delivery Main West of Kabra	$1,656,450	2031+
Map 41-1	Water	WAT-38	RW Parkhurst West	RW 450 Parkhurst North	$810,000	2031+
Map 41-1	Water	WAT-40	RW Parkhurst East	RW 200 Olive Street	$192,000	Constructed
Map 42-1	Water	WAT-41	RW Parkhurst East	RW 200 Norman Road	$224,000	2016
Map 42-1	Water	WAT-42	RW 200 Mason Avenue	RW 200 Mason Avenue	$162,382	Constructed
Map 41-1	Water	WAT-43	RW 900 Yaamba Res feed duplication	RW 900 Yaamba Res feed duplication	$6,561,161	2026
Map 41-1	Water	WAT-45	RW 450 Parkhurst West	RW 450mm from Yaamba Rd to Western boundary of Lot 5 SP238731	$425,000	2016
Map 11-1	Water	WAT-47	FW Gracemere	GW 300 Rockhampton to Gracemere Duplication	$5,100,000	2016
Map 41-1	Water	WAT-48	RW Parkhurst East	RW 200 Olive St from Norman Rd to McMillian Ave	$186,000	2016
				Total	**$23,793,081**	

11.2 Sewerage

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 38-2	Sewerage	SEW-1	RSN-E Farm St East	RSN Lift Station augmentation northern end Berserker Street	$450,000	2026
Map 41-2	Sewerage	SEW-2	RSN-Q Ramsay Cr	RSN Ramsay Cr SPS	$323,361	Constructed
Map 41-2	Sewerage	SEW-3	RSN-R Limestone Cr	RSN Limestone Cr SPS	$450,000	2016
Map 41-2	Sewerage	SEW-6	RSN-T Ellida East	Ellida - SPS B	$450,000	2021
Map 41-2	Sewerage	SEW-8	RSN-Q Ramsay Cr	R 200mm RM SPS Ramsay - Olive St	$278,446	Constructed
Map 41-2	Sewerage	SEW-9	RSN-Q Ramsay Cr	R 300mm GM - Eastern Side of Yaamba Rd from SPS	$243,951	Constructed
Map 41-2	Sewerage	SEW-10	RSN-Q Ramsay Cr	R 225mm GM - Eastern Side of Yaamba Rd from 300	$289,100	2031+
Map 41-2	Sewerage	SEW-11	RSN-Q Ramsay Cr	R 300mm GM - Parallel to Yaamba Rd to SPS	$264,600	2016
Map 38-2, Map 41-2	Sewerage	SEW-14	RSN-R Limestone Cr	R 300mm RM SPS Limestone - SMH Norman & Nagle	$880,000	2016
Map 41-2	Sewerage	SEW-15	RSN-R Limestone Cr	R 375mm GM SMH - SPS	$363,780	2021
Map 41-2	Sewerage	SEW-16	RSN-R Limestone Cr	R 225mm GM SMH - SMH 300mm	$245,000	2031
Map 41-2	Sewerage	SEW-17	RSN-R Limestone Cr	R 375mm GM SMH - Olive St down Norman Road	$998,280	2021
Map 41-2	Sewerage	SEW-18	RSN-R Limestone Cr	R 375mm GM SMH - Along Mason Ave to Norman Road	$403,542	2021
Map 41-2	Sewerage	SEW-19	RSN-R Limestone Cr	R 300mm GM SMH - Transfer main Boundary Rd - Yaamba Rd to Limestone SPS	$224,100	2021
Map 41-2	Sewerage	SEW-20	RSN-R Limestone Cr	R 300mm GM SMH - Lime SPS	$479,520	2031+
Map 41-2	Sewerage	SEW-21	RSN-R Limestone Cr	R 225mm GM SMH - SMH 300mm	$122,500	2031+
Map 41-2	Sewerage	SEW-26	RSN-Q Ramsay Cr	R 225mm GM westco	$49,000	2021
Map 41-2	Sewerage	SEW-27	RSN-T Ellida West	R 200mm RM 2,000m from Ellida SPS B to Ellida SPS A	$720,000	2021
Map 41-2	Sewerage	SEW-28	RSN-T Ellida West	R 225mm GM Edenbrook	$284,200	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 41-2	Sewerage	SEW-29	RSN-T Ellida West	R 300mm GM Stocklands	$351,000	2031+
Map 10-2	Sewerage	SEW-30	RSS STP stage 1	RSS Rockhampton South STP augmentation	$20,000,000	2021
Map 17-2	Sewerage	SEW-32	FS STP	FS Gracemere STP augmentation	$4,500,000	2016
Map 50-2	Sewerage	SEW-35	RSN STP	RSN Rockhampton North STP augmentation	$50,000,000	2021
Map 17-2	Sewerage	SEW-38	FS-1 Armstrong St	F 450 GM Armstrong St	$176,814	2021
Map 17-2	Sewerage	SEW-39	FS-6 Breakspear St	F 300 GM	$636,120	2016
Map 17-2	Sewerage	SEW-40	FS-6 Breakspear St	F 375 GM	$65,142	2016
Map 17-2	Sewerage	SEW-41	FS-6 Breakspear St	F 250mm RM 670m from SPS6 to STP	$954,000	2021
Map 17-2	Sewerage	SEW-42	FS-11 Webster St	F 100 RM SPS11	$109,705	2026
Map 17-2	Sewerage	SEW-43	FS-15 Washpool Rd	F 300 GM	$231,333	Constructed
Map 17-2	Sewerage	SEW-44	FS-15 Washpool Rd	F 225 GM	$126,417	Constructed
Map 17-2	Sewerage	SEW-45	FS-16	F 100mm RM SPS16	$136,530	Constructed
Map 17-2	Sewerage	SEW-46	FS-17	F 375 GM	$1,260,540	2021
Map 17-2	Sewerage	SEW-47	FS-17	F 200 GM	$183,750	2016
Map 17-2	Sewerage	SEW-48	FS-17	F 200mm RM SPS17	$1,572,400	Constructed
Map 17-2	Sewerage	SEW-87	FS-1 Armstrong St	FS SPS 1 Armstrong St Augmentation	$450,000	2021
Map 17-2	Sewerage	SEW-88	FS-4 Fisher St	FS SPS 4 Fisher St Augmentation	$450,000	2021
Map 17-2	Sewerage	SEW-89	FS-5 Gavial Rd	FS SPS 5 Gavial-Gracemere Rd Augmentation	$450,000	2026
Map 17-2	Sewerage	SEW-90	FS-6 Breakspear St	FS SPS 6 Breakspear St Augmentation	$450,000	2021
Map 17-2	Sewerage	SEW-91	FS-7 Capricorn St	FS SPS 7 Capricorn St SPS	$400,000	2021
Map 17-2	Sewerage	SEW-92	FS-16	FS SPS 16	$400,000	2031+
Map 17-2	Sewerage	SEW-93	FS-17	FS SPS 17	$450,000	Constructed
Map 56-2	Sewerage	SEW-95	RSS-A Showgrounds	RSS Jardine Park, SP004 Augmentation and Rising Main	$1,500,000	2021
Map 41-2	Sewerage	SEW-100	RSN-T Edenbrook East	Ellida - SPS A	$450,000	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 41-2	Sewerage	SEW-101	RSN-T Edenbrook East	RSN RM200	$418,000	2021
Map 17-2	Sewerage	SEW-103	FS-7	FS 200 RM 800m Capricorn St to Cedric Archer Park GM	$320,000	2021
Map 56-2, Map 46-2, Map 10-2	Sewerage	SEW-104	RSN Rockhampton City	R RM 200 From Jardine SPS to STP	$4,000,000	2021
Map 41-2	Sewerage	SEW-106	RSN-Q Ramsay Crk	RSN 300 GM	$243,951	Constructed
Map 17-2	Sewerage	SEW-107	FS SPS Webster St	F SPS 11	$400,000	2026
Map 17-2	Sewerage	SEW-108	FS 225 Capricorn to Macquarie	FS 225 GM	$271,950	2021
Map 10-2	Sewerage	SEW-115	SRSTP interim upgrade	Convert the existing conventional activated sludge design into a Modified Ludzack-Ettinger design	$900,000	2016
Map 42-2	Sewerage	SEW-116	WRSTP decommissioning	Once diversion has been completed, decommissioning will commence	$750,000	2021
Map 10-2	Sewerage	SEW-117	SRSTP augmentation stage 2	Augmentation of STP (following diversion of WRSTP) to increase capacity	$26,000,000	2031
Map 10-2, Map 50-2	Sewerage	SEW-118	Recycled water schemes	Provide recycled water schemes for Rockhampton STPs to reduce volumes of treated effluent discharging into Fitzroy River	$2,000,000	2016
Map 50-2	Sewerage	SEW-119	NRSTP augmentation design	Detailed design of NRSTP augmentation	$500,000	2016
Map 17-2	Sewerage	SEW-124	FS-1 Armstrong St	FS 300 RM 1,350m Armstrong St SPS to Gracemere STP	$450,000	2016
				Total	**$129,077,032**	

11.3 Transport

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 5-3	Transport	T-1	High Street bridge duplication over Moores Creek	Construct duplicate bridge on High Street over Moores Creek includes approaches and connection into existing High Street four lane alignment	$10,773,000	2021
Map 23-3	Transport	T-2	Farm Street/ Alexandra Street intersection upgrade	Major intersection upgrade and associated works - Widening and pavement reconstruction, traffic signal upgrades, lighting and stormwater.	$1,335,326	2016
Map 23-3	Transport	T-3	Alexandra Street upgrade (Stage 1)	Upgrade Alexandra Street between Farm Street and Maloney Street to four lane Urban Arterial	$2,695,662	2021
Map 23-3	Transport	T-4	Alexandra Street upgrade (Stage 2)	Upgrade Alexandra Street between Maloney Street and Werribee Street to four lane Urban Arterial	$4,197,499	2021
Map 23-3	Transport	T-5	Alexandra Street upgrade (Stage 3)	Upgrade Alexandra Street between Werribee Street and Limestone Creek to four lane Urban Arterial	$2,935,070	2026
Map 41-3	Transport	T-6	Alexandra Street (Limestone Creek Bridge duplication)	Construct duplicate bridge on Alexandra Street over Limestone Creek	$9,525,000	2026
Map 41-3	Transport	T-7	Alexandra Street upgrade (Stage 4)	Upgrade Alexandra Street between Limestone Creek and Wade Street to four lane Urban Arterial	$1,545,363	2026
Map 41-3	Transport	T-8	Alexandra Street upgrade (Stage 5)	Upgrade Alexandra Street between Wade Street and Birkbeck Drive to two lane Urban Sub Arterial	$3,165,657	2031
Map 41-3	Transport	T-9	Boundary Road (East) upgrade	Upgrade Boundary Road (East) between Kidd Street and Norman Road	$955,000	2021
Map 41-3	Transport	T-10	Norman Road (Boundary Road to Olive Street) upgrade	Upgrade to Major Urban Collector	$4,339,210	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 17-3	Transport	T-14	Johnson Road	Upgrade to Urban Sub-arterial (from Cherryfield Road to Stewart Street); the first stage being Cherryfield Road to Gracemere Creek between Oxley Street and Macquarie Street.	$2,409,426	2021
Map 17-3	Transport	T-15	Breakspear Street	Upgrade to Major Urban Collector (from Johnson Road to Rosewood Avenue)	$2,227,071	2016
Map 17-3	Transport	T-16	Conaghan Street	Upgrade to Major Urban Collector (from Gavial - Gracemere Road to Breakspear Street)	$2,096,786	2026
Map 17-3	Transport	T-17	Lucas Street	Upgrade to Major Urban Collector (from Johnson Road to Allen Road)	$3,708,460	2016
Map 17-3	Transport	T-18	Cherryfield Road (Johnson Road to Washpool Road)	Upgrade to Major Urban Collector (from Johnson Road to Washpool Road)	$625,581	2016
Map 17-3	Transport	T-19	Allen Road	Upgrade to Major Urban Collector (from Gavial - Gracemere Road to Lucas Street)	$1,979,017	2021
Map 40-3	Transport	T-21	High Street/ Aquatic Place intersection	Construct intersection improvements to increase capacity and operation	$1,611,000	2021
Map 40-3	Transport	T-22	Alexandra Street/ Main Street intersection	Reconfigure intersection to provide additional capacity and improved operation	$1,983,000	2021
Map 23-3	Transport	T-23	Farm Street/ Hinchliff Street intersection	Upgrade intersection with installation of traffic signals and associated works	$1,167,338	2016
Map 56-3	Transport	T-24	Lion Creek Road/ Exhibition Road intersection	Upgrade intersection with installation of traffic signals and associated works	$610,365	2021
Map 38-3	Transport	T-34	Norman Road four-laning (Stage 1)	Construct additional lanes and associated works, between Nagle Drive and Foulkes Street intersections, to upgrade the link to Urban Arterial standard	$3,789,605	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 38-3	Transport	T-35	Norman Road four-laning (Stage 2)	Construct additional lanes and associated works, between Foulkes Street and Rockhampton–Yeppoon Road intersections, to upgrade the link to Urban Arterial standard	$794,000	2026
Map 41-3	Transport	T-36	Olive Street upgrade	Upgrade Olive Street between Norman Road and Bruce Highway to Major Urban Collector	$1,892,195	2021
Map 17-3	Transport	T-46	James Street	Upgrade to Major Urban Collector (from Platen Street to Victoria Street)	$2,113,640	2021
Map 17-3	Transport	T-47	Middle Road	Upgrade to Major Urban Collector (from Johnson Road to Capricorn Street)	$2,268,000	2026
Map 17-3	Transport	T-48	Foster Street	Upgrade to Industrial Access (from end of seal circa 153 Foster Street to Macquarie Street)	$917,358	2016
Map 17-3	Transport	T-49	Somerset Road East	Upgrade to Industrial Access (from 117 Somerset Road to Stewart Street)	$1,408,721	2016
Map 17-3	Transport	T-50	Macquarie Street (Middle Road to Johnson Road)	Upgrade to Rural Collector	$1,060,000	2026
Map 17-3	Transport	T-51	Macquarie Street (Somerset Road to Middle Road)	Upgrade to Industrial Collector	$5,076,000	2021
Map 17-3	Transport	T-53	Capricorn Street	Upgrade to Industrial Access (from Somerset Road to Middle Road)	$3,452,943	2021
Map 17-3	Transport	T-54	Douglas Street Upgrade	Upgrade to Industrial Collector (from Oxley Street across Macquarie Street to 143 Douglas Street)	$2,268,000	2021
Map 17-3, Map 21-3	Transport	T-56	Douglas Street extension (Stage 2)	Construct extension of Douglas Street (from Gracemere Overpass to Douglas Street/ Somerset Road link). Build as Industrial Collector.	$4,365,900	2026

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 21-3	Transport	T-57	Douglas Street extension (Stage 3)	Construct extension of Douglas Street (from Douglas Street/ Somerset Road link to Morgan Street). Build as Industrial Collector.	$3,997,350	2031
Map 17-3, Map 21-3	Transport	T-58	Somerset Road West (Stage 1)	Construct extension of Somerset Road (from Gracemere Overpass to Douglas Street/ Somerset Road link). Build as Industrial Access.	$4,501,980	2021
Map 21-3	Transport	T-59	Somerset Road West (Stage 2)	Construct extension of Somerset Road (from Overpass Access Road/ Somerset Road link to Wiseman Street). Build as Industrial Access.	$3,708,180	2031
Map 17-3	Transport	T-60	Boongary Road Upgrade (Stage 1)	Designate as Rural Arterial (from Stewart Street to Halfpenny Road)	$1,696,000	2031
Map 17-3, Map 21-3	Transport	T-61	Boongary Road Upgrade (Stage 2)	Designate as Rural Arterial (from Halfpenny Road to Kabra Road)	$2,120,000	2031
Map 21-3	Transport	T-62	Douglas Street/ Somerset Road link	Construct new road link between Somerset Road and Douglas Street opposite Kabra–Scrubby Creek Road	$3,345,300	2026
Map 23-3	Transport	T-63	Alexandra Street/ North Coast Rail Line grade-separation	Construct Alexandra Street grade-separated over the North Coast Rail Line	$17,969,000	2031+
Map 17-3	Transport	T-66	Johnson Road/ Middle Road intersection	Intersection upgrade and associated works	$964,000	2021
Map 17-3	Transport	T-67	Johnson Road/ Breakspear Street intersection	Intersection upgrade and associated works	$964,000	2021
Map 17-3	Transport	T-68	Johnson Road/ Lucas Street intersection	Construct intersection improvements to increase capacity and operation	$1,701,000	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 41-3	Transport	T-69	Norman Road extension (Norman Road onto McMillan Avenue)	Construct one lane in each direction to establish a new link between the Norman Road/ Rockhampton–Yeppoon Road intersection and McMillan Avenue including a bridge across Limestone Creek	$24,908,000	2031
Map 17-3	Transport	T-73	Webster Street	Upgrade to Major Urban Collector (from Riley Drive to Victoria Street)	$223,625	2026
Map 17-3	Transport	T-74	Webster Street extension	Extend Webster Street eastward as Major Urban Collector	$3,402,000	2031
Map 17-3	Transport	T-75	Victoria Street	Upgrade to Minor Urban Collector between Webster Street and James Street	$975,526	2026
Map 17-3	Transport	T-76	Breakspear Street/ Rosewood Avenue intersection	Construct intersection improvements to increase capacity and operation	$619,618	2026
Map 17-3	Transport	T-77	Bland Street/ Conaghan Street intersection	Construct intersection improvements to increase capacity and operation	$1,394,140	2026
Map 41-3	Transport	T-80	Olive Street Extended	Construct extension of Olive Street (from Norman Road to McMillan Avenue). Build as Major Urban Collector, with a 40m wide corridor.	$1,610,000	2031
Map 41-3	Transport	T-81	McMillan Avenue	Construct extension of McMillan Avenue (from mid L1- RP603508 to Olive Street extended). Build as Major Urban Collector, with a 30m wide corridor.	$325,000	2031
Map 41-3	Transport	T-82	McMillan Avenue	Construct extension of McMillan Avenue (from mid L1- RP603508 to existing McMillan Avenue construction). Build as Major Urban Collector, with a 30m wide corridor.	$560,000	2031
Map 17-3	Transport	T-83	Cherryfield Road (Washpool Road to Reigal Drive)	Upgrade to Major Urban Collector (from Washpool Road to Reigal Drive)	$2,438,100	2026

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 17-3	Transport	T-84	Allen Road	New Minor Urban Collector (from Lucas Street to Deaves Avenue, and second entry into future development on Lot 1 on LN1538)	$2,835,000	2031
Map 41-3	Transport	T-85	Olive Street upgrade	Upgrade Olive Street between Norman Road and Bruce Highway to Urban Arterial	$2,268,000	2031
Map 17-3	Transport	T-86	Middle Road	Upgrade to Industrial Standard (from Capricorn Street to Macquarie Street)	$4,121,714	2016
Map 17-3	Transport	T-87	Middle Road	Upgrade to Industrial Standard (from Macquarie Street to Oxley Street)	$2,268,000	2021
Map 17-3	Transport	T-88	Foster Street	Upgrade to Industrial Standard (from Macquarie Street to Oxley Street)	$2,268,000	2021
Map 17-3	Transport	T-90	Somerset Road East	Upgrade to Industrial Standard (from 117 Somerset Road to 31 Somerset Road (Pacific National))	$1,928,304	2016
Map 41-3	Transport	T-92	McMillan Avenue	Upgrade to Major Urban Collector (from T-82 to T-69), with a 30m wide corridor	$1,980,000	2031
				Total	**$184,383,027**	

11.4 Stormwater

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014$)	Estimated Year of Completion
Map 41-4	Stormwater	D-1	Parkhurst East drainage scheme (Stage 1)	Construct major drainage network from northern extent of Bean Avenue toward Olive Street	$1,000,000	2021
Map 41-4	Stormwater	D-2	Norman Road cross-drainage	Construct new cross-drainage under Norman Road	$475,000	2016
Map 41-4	Stormwater	D-3	McMillan Avenue cross-drainage	Upgrade cross-drainage in McMillan Avenue	$550,000	2016
Map 41-4	Stormwater	D-4	Parkhurst East drainage scheme (Stage 2)	Establish major drainage network upstream from McMillan Avenue cross-drainage	$998,000	2016
Map 17-4	Stormwater	D-5	South Gracemere drainage path	Establish major drainage system corridor	$819,000	2016
Map 17-4	Stormwater	D-6	Gracemere Industrial Area drainage (Gracemere Creek)	Establish major drainage system corridor	$1,603,476	2016
				Total	**$5,445,476**	

11.5 Public Parks and Land for Community Facilities

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Type	Infrastructure Value (2014$)	Estimated Year of Completion
Map 17-5	Parks and Community	PCL501	Gracemere	District sports park	Land and Embellishments	$3,631,360	2021
Map 17-5	Parks and Community	PCL502	Gracemere	District community facility	Land	$132,000	2021
Map 17-5	Parks and Community	PCL503	Gracemere	District park	Land and Embellishments	$1,468,600	2021
Map 17-5	Parks and Community	PCL504	Gracemere	District community facility	Land	$132,000	2021
Map 17-5	Parks and Community	PCL505	Gracemere	District sports park	Land and Embellishments	$3,631,360	2026
Map 41-5	Parks and Community	PCL513	Parkhurst	District park	Land and Embellishments	$3,163,600	2021
Map 41-5	Parks and Community	PCL514	Parkhurst	Regional community facility	Land	$220,000	2021
Map 41-5	Parks and Community	PCL515	Parkhurst	District sports park	Land and Embellishments	$6,173,860	2016
Map 38-5	Parks and Community	PCL516	Norman Gardens	District park	Land and Embellishments	$7,803,600	2016
Map 38-5	Parks and Community	PCL517	Norman Gardens	District community facility	Land	$242,000	2016
Map 40-5	Parks and Community	PCL518	Kershaw Gardens	Regional park	Embellishments	$2,142,910	2026
Map 40-5	Parks and Community	PCL519	Park Avenue (Queens Park) – upgrade	District park	Embellishments	$1,276,000	2026
Map 34-5	Parks and Community	PCL520	Mount Archer (Fraser Park)	District park	Embellishments	$963,600	2026
Map 13-5	Parks and Community	PCL521	Frenchville (Ollie Smith Park)	District park	Embellishments	$963,600	2021
Map 24-5	Parks and	PCL522	Koongal (Rigarlsford	District park	Embellishments	$963,600	2015

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Type	Infrastructure Value (2014$)	Estimated Year of Completion
	Community		Park)				
Map 56-5	Parks and Community	PCL523	Wandal (Ski Gardens) – upgrade	District park	Embellishments	$963,600	2021
Map 46-5	Parks and Community	PCL524	Rockhampton City (Col Brown Park) – upgrade	District park	Embellishments	$963,600	2026
Map 46-5	Parks and Community	PCL525	Rockhampton City (Riverside Park) – upgrade	Regional park	Land	$963,600	2026
Map 41-5	Parks and Community	PCL525	Heritage Village Complex acquisition of land	Regional community facility	Land	$79,000	2016
					Total	**$35,877,890**	