



**LATE ITEMS
PLANNING & DEVELOPMENT
COMMITTEE MEETING**

AGENDA

12 AUGUST 2014

Your attendance is required at a meeting of the Planning & Development Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 12 August 2014 commencing at 1.30pm for transaction of the enclosed business.

A handwritten signature in black ink, appearing to be "C. R.", written in a cursive style.

CHIEF EXECUTIVE OFFICER
11 August 2014

Next Meeting Date: 26.08.14

Please note:

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

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8 OFFICERS' REPORTS

8.2 ADOPTION OF INFRASTRUCTURE CHARGES RESOLUTION (NO. 4)

File No:	RRPS-PRO-2010/01/01/05
Attachments:	1. Draft Adopted Infrastructure Charges Resolution (No. 4)
Authorising Officer:	Russell Claus - Manager Planning Robert Holmes - General Manager Regional Services
Author:	Robert Truscott - Coordinator Strategic Planning

SUMMARY

On 4 July statutory changes to infrastructure charging arrangements commenced as a result of a review conducted by the State Government. The State also introduced the possibility of their co-investment in priority development infrastructure in council jurisdictions that adopted charges not greater than 'Fair Value' charges. This report proposes a new infrastructure charges resolution to reflect the statutory changes and to respond to the 'Fair Value' charge opportunity.

OFFICER'S RECOMMENDATION

1. THAT the attached draft Adopted Infrastructure Charges Resolution (No 4) 2014 that has charges set no greater than the proposed "Fair Value Schedule of Charges" be adopted to commence on 25 August, 2014.
2. THAT the Minister of State Development Infrastructure and Planning and Economic Development Queensland be notified that Council has set infrastructure charges to be no greater than the "Fair Value Schedule of Charges".

COMMENTARY

At a Council meeting held 22nd November 2011, Council resolved to adopt an Infrastructure charges resolution (Adopted Infrastructure Charges Resolution (No 1) 2011) compliant with the Draft State Planning Regulatory Provision (adopted charges) July 2011 (Draft SPRP).

In 2012 the Minister for State Development, Infrastructure and Planning made the State Planning Regulatory Provision (adopted charges) 2012 to replace the previous Draft State Planning Regulatory Provision (adopted charges) 2011. Council adopted a new AICR (No 2) to reflect those changes on 11 November 2012.

On 26 February 2014 Council adopted AICR No. 3 to remove reference to Livingstone Shire Council and reflect some minor statutory changes.

As discussed with Council on 8 July, new infrastructure charging arrangements commenced on 4 July as a result of an extensive review of the system by the Department of State Development Infrastructure and Planning (DSDIP). The changes are contained in a Sustainable Planning (Infrastructure Charges) and other Legislation Amendment Act 2014 and "Statutory Guideline 03/14, Local government infrastructure plans". There was no statutory imperative to adopt a new resolution from 4 July as the legislation provided that where the current AICR is in conflict with the new legislation the new legislation would prevail. The statutory Guideline was only released at about the time of the change. In spite of this updating Council's resolution to reflect the changes would assist the development industry and a transparent assessment process by ensuring absolute consistency with current legislation.

As a part of the review the State also conducted a study of development costs and council's trunk infrastructure delivery costs. The results indicated that on average the Fair Value of charges that should be levied on developers was 10 % less than the current regulated

maximum charge for residential development and 15 % less for non -residential development. In an endeavour to encourage councils to adopt these fair value charges the State have proposed to co-invest in Priority Development Infrastructure that is necessary to unlock growth and important economic development. Economic Development Queensland (EDQ) has been given the responsibility to work with Councils and the development industry to identify eligible projects. EDQ will also manage the fund being created to service the project. While in the longer term, it is planned that the program would be funded from future asset sales it is believed some funds will be made available in the near term for deserving projects. Council has been in discussion with a representative of EDQ. The co-investment is intended to be re-paid, but the arrangements for this are still not available. A further benefit of adopting the “Fair Value Schedule of Charges” is that they will be automatically indexed annually using the Producer Price Index—Road and Bridge Construction Index for Queensland. Council does not have to index its charges in response, however it does ensure that Council retains the ability to adjust charges independently to reflect the actual cost of delivery into the future.

As demonstrated in Table 1, Council’s residential charges are already well below the proposed Fair Value charge. For non–residential development Council’s charges are mostly set at the regulated maximum charges. Until 31 December 2015 a 50% discount is being offered for all non- residential development that is approved. As a result there would be a financial impact on Council by adopting the Fair Value charges for non-residential development.

Table 1

	Regulated Maximum Charge	Current AICR 3 Charge	Fair Value Adjustment Proposed	Fair Value Schedule Charge	Proposed AICR 4 Charge
3 bedroom dwelling	\$28,000	\$21,000	(10%)	\$25,200	\$21,000
Industrial Use	\$50/sqm	\$50/sqm	(15%)	\$42.50/sqm	\$42.50/sqm

The delivery of major trunk infrastructure will continue to be a significant factor in determining the viability of important economic development projects for both Council and the development industry. The opportunity to externally fund the construction of critical projects may unlock important projects for the region. The expected financial impact may therefore be offset by this opportunity. Council could consider adjusting the Development Incentive Policy for non-residential development to mitigate the financial impact of discounting the charges by 15%. Further modelling would be required to calculate the appropriate change to the incentive percentage, if Council wished to pursue this.

Having regard for the foregoing, this report recommends a new AICR No.4 that will give effect to the following only:

- Incorporate the statutory changes that came into effect on 4 July 2014.
- Adjust infrastructure charges to be no greater than the proposed “Fair Value Schedule of Charges “.
- Make some changes to the Desired Standard of Service (DSS) to be consistent with the proposed PIP (LGIP).

It does not adjust the balance of the Schedule of Works in accordance with the proposed PIP (LGIP). That will occur automatically upon adoption of the new planning scheme.

LEGISLATIVE CONTEXT

The proposed AICR No.4 will make it properly reflect the requirements of the Sustainable Planning (Infrastructure Charges) Amendment Bill 2014.

Arrangements for operation of the Fair Value Charges Schedule and co-investment of agreed Priority Development Infrastructure have not been finalised by EDQ at this stage. The resolutions from this report will mean RRC has satisfied an important pre-requisite for participation in the program.

CONCLUSION

Council's current AICR No. 3 is not strictly consistent with new statutory infrastructure charging arrangements that commenced on 4 July. The new arrangements legally prevail over Council's current AICR No. 3. It makes sense to update the AICR to be consistent.

The State Government have proposed a fund to co-invest in critical priority development infrastructure and unlock major economic development. There is a requirement for Council to adopt infrastructure charges no greater than the "Fair Value Schedule of Charges" as a pre-requisite to having priority development infrastructure projects considered by EDQ. The financial impact of adopting the Fair Values Charges is mitigated for RRC as residential charges are already less than the Fair Value Charges and the current incentives policy already provides a 50% discount on non-residential charges until the end of 2015.

ADOPTION OF INFRASTRUCTURE CHARGES RESOLUTION (NO. 4)

Draft Adopted Infrastructure Charges Resolution (No. 4)

Meeting Date: 12 August 2014

Attachment No: 1

Rockhampton Regional Council
Adopted Infrastructure Charges Resolution (No. 4) 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; and
 - (c) applicable statutory guidelines.
- (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 25 August 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 and adopt an *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).

most cost effective option means, for non-trunk infrastructure to trunk infrastructure conversion, 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.

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 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 2.2.1** identifies the relationship between existing applicable local planning instruments use types and the classes of development to which the *adopted infrastructure schedule* apply.

Table 2.2.1 – 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 apartments), Caravan / cabin park (permanent residential), Aged care accommodation (residential component).	Aged accommodation.	Community purposes (ancillary accommodation), Accommodation building (serviced apartments), 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),

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
			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.
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,	Commercial premises.	Community purpose (emergency services),

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
	Health care, Commercial premises (health or medical service), Special needs accommodation (non residential component), Aged care accommodation (non residential component), Veterinary clinic.		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, Home occupation, Market, Park, Telecommunication facility/tower.	Domestic business, Commercial premises, Park.	Community purposes (cemetery), Home based business, Public facility – operational, Roadside stall, Open space, Public facility – other (telecommunications facilities).

2.4 Application to trunk infrastructure networks

The 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 infrastructure charge are identified on Maps 1 – 4, 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 local government 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 Charge**4.1 Purpose**

This section states the application of the infrastructure charge to be adopted by the *local government* under section 630 of the *Sustainable Planning Act 2009* for water supply, sewerage, transport, stormwater and parks and community lands networks.

4.2 Adopted Charge

(1) The adopted charge for:

(i) **reconfiguring a lot**, is stated in **Table 4.2.1** – Adopted charge for reconfiguring a lot;

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

(a) residential development is stated in **Table 4.2.2** – Adopted charge for residential development

(b) accommodation (short and long term) is stated in **Table 4.2.3** – Adopted charge for accommodation (short and long term)

(c) non-residential development other than a specialised use as stated in Table 2.2.1, is stated in **Table 4.2.4** – Adopted charge for non-residential development

(iii) specialised uses or other uses not identified in Table 2.2.1 is to be the charge outlined in Table 4.2.4 (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.

(2) the infrastructure 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.

(3) Section 1 (i) and (ii) above are diagrammatically depicted below.

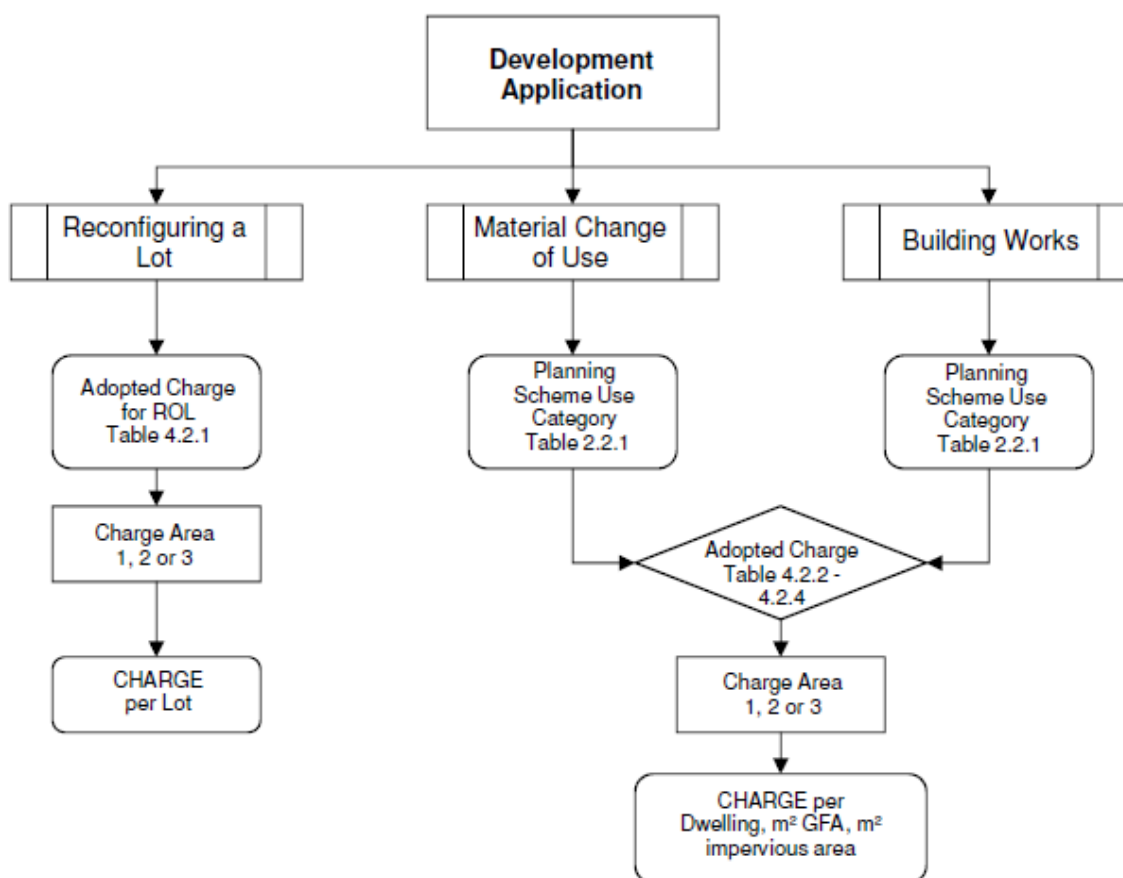


Table 4.2.1 – Adopted charge for reconfiguring a lot

Column 1 Charge Area	Column 2 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 4.2.2 – Adopted charge for residential development

Column 1 Use Schedule	Column 2 Charge Area	Column 3 Infrastructure charge (\$/unit)		Column 4 Unit
		1 or 2 bedroom	3 or more bedroom	
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 4.2.3 – Adopted charge for accommodation (short and long term)

Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge (\$/unit)			Column 4 Unit
			1 bedroom	2 bedrooms	3 or more bedrooms	
Accommodation (Short Term)	Hotel	Areas 1 & 2	7,500	8,500	12,000	per bedroom or suite
		Area 3	2,250	2,500	3,500	per bedroom or suite
	Short-term accommodation	Areas 1 & 2	7,500 (<6 beds per room); 8,500 (6+ beds per room)	8,500	12,000	per bedroom or suite
		Area 3	2,250 (<6 beds per room); 2,500 (6+ beds per room)	2,500	3,500	per bedroom or suite
	Tourist park – caravan or tent	Areas 1 & 2	4,200			per caravan or tent site
		Area 3	1,260			per caravan or tent site
	Tourist park - cabins	Areas 1 & 2	9,000			per cabin site
		Area 3	2,700			per cabin site
Accommodation (Long Term)	Community residence	Areas 1 & 2	13,000	15,000	19,000	per dwelling
		Area 3	4,300	5,000	6,300	per dwelling
	Rooming accommodation	Areas 1 & 2	13,000 (<6 beds per room); 15,000 (6+ beds per room)	15,000	19,000	per bedroom or suite
		Area 3	4,300 (<6 beds per room); 5,000 (6+ beds per room)	5,000	6,300	per bedroom or suite
	Relocatable home park	Areas 1 & 2	13,000	15,000	19,000	per relocatable dwelling site
		Area 3	4,300	5,000	6,300	per relocatable dwelling site
	Retirement facility	Areas 1 & 2	13,000	15,000	19,000	per bedroom dwelling
		Area 3	4,300	5,000	6,300	per bedroom dwelling

Table 4.2.4 – Adopted charge for non-residential development

Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge		Column 4 Infrastructure charge for stormwater network	
			(\$)	Unit	(\$)	Unit
Places of Assembly	All uses as per Table 2.2.1	Areas 1 & 2	59.50	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	17.50	per m ² of GFA	0	per m ² of impervious area
Commercial (Bulk Goods)	All uses as per Table 2.2.1	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	35	per m ² of GFA	0	per m ² of impervious area
Commercial (Retail)	Service Station (fuel pumps)	All Areas	Nil Charge			
	Service Station (vehicle repair shop)	Areas 1 & 2	43	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	43	per m ² of GFA	0	per m ² of impervious area
	Shopping Centre (0 - 30,000 ² GFA)	Areas 1 & 2	153	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	Shopping Centre (30,001-60,000m ² GFA)	Areas 1 & 2	143	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	Shopping Centre (60,001 + m ² GFA)	Areas 1 & 2	133	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	45	per m ² of GFA	0	per m ² of impervious area
	All other uses as per Table 2.2.1	Areas 1 & 2	153	per m ² of GFA	8.50	per m ² of impervious area
Area 3		45	per m ² of GFA	0	per m ² of impervious area	
Commercial (Office)	All uses as per Table 2.2.1	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	35	per m ² of GFA	0	per m ² of impervious area
Education Facility	Educational establishment for the Flying Start for QLD Children program	All Areas	Nil Charge			
	All other uses as	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area

Column 1 Use Schedule	Column 1A Use (QPP)	Column 2 Charge Area	Column 3 Infrastructure charge		Column 4 Infrastructure charge for stormwater network	
			(\$)	Unit	(\$)	Unit
	per Table 2.2.1	Area 3	35	per m ² of GFA	0	per m ² of impervious area
Entertainment	All uses as per Table 2.2.1	Areas 1 & 2	170	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	50	per m ² of GFA	0	per m ² of impervious area
Indoor Sport & Recreational Facility	For squash or other court areas	Areas 1 & 2	17	per m ² of GFA of court area	8.50	per m ² of impervious area
		Area 3	5	per m ² of GFA of court area	0	per m ² of impervious area
	For all other areas and uses	Areas 1 & 2	140	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	50	per m ² of GFA	0	per m ² of impervious area
Industry	Rural industry	Areas 1 & 2	17	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	17	per m ² of GFA	0	per m ² of impervious area
	All other uses as per Table 2.2.1	Areas 1 & 2	42.50	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	12.50	per m ² of GFA	0	per m ² of impervious area
High Impact Industry	All uses as per Table 2.2.1	Areas 1 & 2	59.50	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	17.50	per m ² of GFA	0	per m ² of impervious area
Low Impact Rural	All uses as per Table 2.2.1	All Areas	Nil Charge			
High Impact Rural	All uses as per Table 2.2.1	All Areas	17	per m ² of GFA	Nil Charge	
Essential Services	All uses as per Table 2.2.1	Areas 1 & 2	119	per m ² of GFA	8.50	per m ² of impervious area
		Area 3	35	per m ² of GFA	0	per m ² of impervious area
Minor Uses	All uses as per Table 2.2.1	All Areas	Nil Charge			
Specialised Uses	Parking station	All Areas	0	per m ² of GFA	8.50	per m ² of impervious area
	All other uses as per Table 2.2.1	All Areas	Decided by the <i>local government</i> at time of assessment as per section 4.2 (iii)			
Other Uses	All uses as per Table 2.2.1	All Areas	Decided by the <i>local government</i> at time of assessment as per section 4.2 (iii)			

4.3 Indexation

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

Part 5 Administration of infrastructure charge

5.1 Purpose

This section states how an infrastructure charge levied by the *local government* is to be administered.

5.2 Calculation

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

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

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

IC is the infrastructure charge as identified in tables 4.2.1 to 4.2.4.

U is the unit of measure as identified in tables 4.2.1 to 4.2.4.

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 an infrastructure charge

- (i) The *local government* may levy an 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 an 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 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 infrastructure charge

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

- (a) the amount of the charge;
- (b) how the charge has been worked out;
- (c) the land to which the charge applies;
- (d) when the charge is payable;
- (e) if an automatic increase provision applies;
- (f) whether an offset or refund applies and, if so, details of the offset or refund, including when the refund will be given.

(ii) The infrastructure charges notice must also include, or be accompanied by, an information notice about the decision to give the notice.

5.5 Time of payment of an infrastructure charge

A levied infrastructure charge is payable at the following time:

- (i) if the charge applies for reconfiguring a lot – when the *local government* approves the plan of subdivision for the reconfiguration; or
- (ii) if the charge applies for building work – when the certificate of classification or final inspection certificate for the building work is given; or
- (iii) if the charge applies for a material change of use – when the change happens; or
- (iv) if the charges applies for other development – on the day stated in the infrastructure charges notice under which the charge was levied.

5.6 Alternatives to paying an infrastructure charge

- (i) The *local government* may enter into a written agreement about:
 - (a) whether the levied charge under the notice may be paid other than as required in section 5.5, above including whether the charge may be paid by instalments;
 - (b) whether infrastructure may be provided instead of paying part or all of the levied charge.

5.7 Recording infrastructure charges

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

5.8 Proportional split of infrastructure charges for trunk infrastructure networks

The infrastructure charge is to be proportionally split to a trunk infrastructure network as stated in Tables 5.8.1 and 5.8.2 (Proportional split of infrastructure charge for trunk infrastructure networks).

Table 5.8.1 – Residential and Reconfiguring a lot proportional split of infrastructure charge for trunk infrastructure networks.

Column 1 Charge Area	Column 2 Proportional split of 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 5.8.2 – Non-Residential proportional split of infrastructure charge for trunk infrastructure networks.

Column 1 Charge Area	Column 2 Proportional split of 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 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 levied infrastructure charge for the approved land use of the existing site. That means for any use, if a credit is higher than the levied infrastructure charge of the approved use a refund will not occur.

6.2 Application of a Credit

As per section 636 of the *Sustainable Planning Act 2009*, a credit will be applied for the following;

- (i) an existing use on the premises if the use is lawful and already taking place on the premises;
- (ii) a previous use that is no longer taking place on the premises if the use was lawful at the time it was carried out;
- (iii) other development on the premises if the development may be lawfully carried out without the need for a further development permit.

Part 7 Offsets, Refunds and Conversions

7.1 Purpose

- (1) This section outlines;
 - (i) the application of an offset or refund where development has been conditioned to provide necessary trunk infrastructure; and
 - (ii) the process for determining the establishment cost of trunk infrastructure for the offset or refund where the applicant does not agree with the establishment cost outlined in the infrastructure charges notice; and
 - (iii) the process to apply for a conversion application where non-trunk infrastructure has been conditioned as part of a development application and the applicant considers the non-trunk infrastructure to be trunk infrastructure ; and
 - (iv) the criteria for deciding a conversion application.

7.2 Application of an offset or refund

- (1) An offset or refund for trunk infrastructure only applies where, for a development, the *local government* has:
 - (i) required the following:
 - (a) a necessary infrastructure condition for infrastructure identified in this charges resolution or an LGIP as per section 646 and 979 of the *Sustainable Planning Act 2009*; or
 - (b) a necessary infrastructure condition for other infrastructure under section 647 and 979 of the *Sustainable Planning Act 2009*; and
 - (ii) supplied a *scope of works* including the standard to which the trunk infrastructure is to be provided and the location of the trunk infrastructure; and
 - (iii) levied an infrastructure charge and indicated an offset or refund is applicable on an infrastructure charges notice for the same premises under section 637 (Requirements for infrastructure charges notice) of the *Sustainable Planning Act 2009*.

7.3 Determining the establishment cost of trunk infrastructure for an offset or refund

- (1) Where the applicant who is bound to provide trunk infrastructure and has been levied an infrastructure charge for the same development and the applicant does not agree with the establishment cost outlined in the infrastructure charges notice for the trunk infrastructure must, at their own cost, provide to the *local government* the following:
 - (i) for a trunk infrastructure that is works;
 - (a) a bill of quantities for the design, construction and commissioning of the trunk infrastructure in accordance with the scope of works (*the bill of quantities*); and
 - (b) a first principles estimate for the cost of designing, constructing and commissioning the trunk infrastructure specified in the bill of quantities (*the cost estimate*); or
 - (ii) for a trunk infrastructure that is land;
 - (a) a valuation of the specified land undertaken by a certified practicing valuer using the before and after method of valuation (*the valuation*).
- (2) The *local government* is to give a notice to the applicant which states whether the bill of quantities and the cost estimate or the valuation are accepted or not;
 - (i) if the *local government* accepts the bill of quantities and the cost estimate or the valuation, the cost estimate or valuation is *the establishment cost* of the infrastructure;
 - (ii) if the *local government* does not accept *the bill of quantities* and *the cost estimate* or *the valuation*, the *local government* must, at its own cost, have;
 - (a) for *the bill of quantities* and *the cost estimate*, an assessment undertaken by an appropriately qualified person to;

- i. determine whether *the bill of quantities* is in accordance with *the scope of works*;
- ii. determine whether *the cost estimate* is consistent with current market costs calculated by applying a first principles estimating approach to *the bill of quantities*; and
- iii. provide a new *cost estimate* using a first principles estimating approach.

(b) for *the valuation*, a valuation undertaken by a certified practicing valuer.

- (iii) if the *local government* rejected *the bill of quantities* and *the cost estimate* or *the valuation* provided by the applicant, it must provide written notice to the applicant and propose the new bill of quantities and cost estimate or the valuation and its reasons for doing so.

- (3) Where a written notice of the *local governments* proposed bill of quantities and cost estimate or valuation has been given, the applicant may negotiate and agree with the *local government* regarding a cost estimate or valuation.

The agreed cost estimate or valuation is the establishment cost of the infrastructure.

- (4) If agreement cannot be reached, the *local government* must;
 - (i) for the bill of quantities and the cost estimate, refer the bill of quantities and the cost estimate to an independent, suitably qualified person (the independent assessor) to:
 - (a) assess whether the bill of quantities is in accordance with the scope of works;
 - (b) assess whether the cost estimate is consistent with current market costs calculated by applying a first principles estimating approach to the bill of quantities; and
 - (c) provide an amended cost estimate using a first principles estimating approach.

- (ii) for the valuation, have a valuation undertaken by an independent, certified practicing valuer to assess the market value of the specified land.

The independent assessor or certified practicing 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 cost estimate or valuation determined by the independent assessor is the establishment cost of the infrastructure.

- (5) If the *local government* and the applicant cannot reach agreement on the appointment of an independent assessor or independent certified practicing 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.

- (6) The *local government* must give an amended infrastructure charges notice to the applicant stating:

- (i) the value of the establishment cost of the infrastructure which has been indexed to the date it is stated in the amended infrastructure charges notice using the Producer Price Index – Road and bridge construction index for Queensland; and
- (ii) that the establishment cost of the infrastructure stated in the amended infrastructure charges notice is indexed from the date that it is stated in the amended infrastructure charges notice to the date it is to be offset against the levied charge in accordance with the Producer Price Index – Road and bridge construction index for Queensland.

7.4 Applying to convert particular non-trunk infrastructure to trunk infrastructure

- (1) An application to convert particular non-trunk infrastructure to trunk infrastructure may be made to the *local government* only where the following applies;
 - (i) the *local government* has required non-trunk infrastructure to be provided in a particular condition of a development approval under section 665 of the *Sustainable Planning Act 2009*; and
 - (ii) the construction of the non-trunk infrastructure has not started; and
 - (iii) the conversion application is made in accordance with section 659 of the *Sustainable Planning Act 2009*.
- (2) The *local government* will decide the application in accordance with the decision criteria outlined in section 7.5 below, and section 660 and 661 of the *Sustainable Planning Act 2009*.
- (3) Where the *local government* agrees to the conversion application, any offset or refund is determined in accordance with section 7.3 above.

7.5 Criteria for deciding conversion application

- (1) The following section outlines the criteria for deciding conversion applications as per section 660 of the *Sustainable Planning Act 2009*.
- (2) For infrastructure to be considered trunk infrastructure, each of the following criteria must be met;
 - (i) the infrastructure has capacity to service other developments in the area; and
 - (ii) the function and purpose of the infrastructure is consistent with other trunk infrastructure identified in this charges resolution for the area; and
 - (iii) 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*; and
 - (iv) the type, size and location of the infrastructure is the most cost effective option for servicing multiple users in the area. A definition of cost effectiveness as it relates to trunk infrastructure provision is stated in section 1.4 of this resolution; and

- (v) the infrastructure is consistent with the desired standards of service outlined in Part 9 of this resolution.

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 network are detailed in Table 9.1.1 below.
- (2) Council aims to provide reticulated potable water supply to meet the demands of consumers and 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 9.1.1 – Water Supply Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability/continuity of supply	The water supply system has been designed to provide water twenty-four (24) hours a day seven (7) days a week.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Section 3 and Table 3.1 FRW Strategic Asset Management Plan 22/11/2012. • Water Supply (Safety & Reliability) Act 2008. • Compliance with the requirements of the System Leakage Management Plan for the

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		Rockhampton Region. <ul style="list-style-type: none"> • Fitzroy River Water Drought Management Plan. • Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings.
Adequacy of supply	The objective of the water supply system is to provide a reticulated potable water supply to meet the demands imposed upon it by both the consumer and fire fighting requirements.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • <i>Water Supply (Safety & Reliability) Act 2008</i>. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Fitzroy River Water Drought Management Plan.
Quality of supply	Water quality is in accordance with recognised standards and regulatory standards that safeguard community health.	<ul style="list-style-type: none"> • Australian Drinking Water Quality Guidelines issued by the National Health and Medical Research Council. • Section 3 Table 3.2 FRW Strategic Asset Management Plan 22/11/2012. • Council’s Drinking Water Quality Management Plan.
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with regulatory requirements and community expectations.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. • <i>Water Supply (Safety & Reliability) Act 2008</i>.
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • <i>Water Supply (Safety & Reliability) Act 2008</i>.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Infrastructure design/planning standards	Design of the water supply network will comply with established guidelines, codes and standards.	<ul style="list-style-type: none"> Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. Design criteria in Table 4.5.1.2. Water Supply Code of Australia WSA 03-2011. State Planning Guidelines for Water Supply and Sewerage April 2010.

Table 9.1.2 – 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	80 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

9.2 Sewerage Network Desired Standards of Service

- (1) The desired standards of service for the sewerage network are detailed in Table 9.2.1 below.
- (2) Council aims to provide reticulated sewerage to meet the demands of 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 9.2.1 – Sewerage Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability	Provide effective sewerage services and ensure the sewerage system operates adequately and with minimal disruption.	<ul style="list-style-type: none"> Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. In accordance with Council’s Drinking Water Quality Management Plan.
Quality of treatment	Operate the sewerage system efficiently and effectively, ensuring the highest value for	<ul style="list-style-type: none"> Compliance with the requirements of the <i>Environmental Protection Act 1994</i>.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	<p>effluent is received for all sewerage treatment plants.</p> <p>The quality of treatment ensures the health of the community, the safe and appropriate level of treatment and proper disposal of treated effluent.</p>	<ul style="list-style-type: none"> • Tables 2.15 to 2.18 Fitzroy River Water Strategic Asset Management Plan 22/11/2012. • Compliance with the requirement of the Environmental Authority for each treatment plant.
Environmental impacts	Operate the sewerage system efficiently and effectively and minimise sewage overflows and interruptions. The sewerage system operates in accordance with environmental and regulatory requirements and community expectations.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. • Compliance with the requirement of the Environmental Authority for each treatment plant.
Effluent re-use	Effluent is reused wherever practical and feasible and in accordance with regulatory requirements and community expectations.	<ul style="list-style-type: none"> • Compliance with the requirements of the <i>Environmental Protection Act 1994</i>. • Queensland Water Recycling Guidelines – December 2005. • <i>Water Supply (Safety and Reliability) Act 2008</i>.
Infrastructure design / planning standards	Design of the sewerage network will comply with the established guidelines, codes and standards.	<ul style="list-style-type: none"> • Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Design criteria in Table 4.5.2.2. • State Planning Guidelines for Water Supply and Sewerage April 2010. • Sewerage Code of Australia WSA 02-2002. • <i>Water Supply (Safety and Reliability) Act 2008</i>.

Table 9.2.2 – 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

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); and
 - (b) the desired standards of service apply to all trunk infrastructure roads within the Rockhampton Regional Council area in accordance with Table 9.3.1.
- (2) Public transport
 - (a) bus facilities to include bus stopping treatments and shelters in accordance with Table 9.3.1.
- (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 9.3.1 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 9.3.1 – Transport Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities and freight movement.</p> <p>Design of the road system aims to meet minimum Level of Service (LOS) C at the Planning Horizon Peak Hour Pattern for the particular site.</p>	<ul style="list-style-type: none"> • Local government road design and development manual/standards/codes in planning scheme, planning scheme policy; • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • The Queensland Department of Transport and Main Roads Road Planning and Design Manual. • Australian Standards. • Austroads guides. • Road Link Mid-block Level of Service (LOS): <ul style="list-style-type: none"> ▪ Deemed to Comply Volumes identified in Table 9.3.2; or ▪ Level of Service C identified in Table 9.3.3. • Intersection Level of Service (LOS). • Level of service C identified in Table 9.3.4 and Table 9.3.5.
Public Transport design/planning standards	<p>Ensure development accommodates the access to and integration of public transport services.</p> <p>Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council’s adopted standards</p>	<ul style="list-style-type: none"> • Local government road design and development manual/standards/codes in planning scheme, planning scheme policy; • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • Design accords with the performance criteria set by

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	identified in the planning scheme.	Department of Transport and Main Roads. <ul style="list-style-type: none"> Queensland Government TransLink Transit Authority Public Transport Infrastructure Manual. Austrroads 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. The cycleway and pathway network is kept continuous to avoid isolated sections of the network. Design of the network will comply with Council's adopted standards identified in the planning scheme.	<ul style="list-style-type: none"> Local government road design and development manual/standards/codes in planning scheme, planning scheme policy; Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. Australian Standards. Austrroads Guides. Complete Streets.

Table 9.3.2 – Level of Service (LOS) – Deemed to comply volumes

Road classification	Traffic volumes (AADT)
Major rural collector	1,000 – 8,000
Rural arterial	>8,000
Industrial collector	5,000 – 8,500
Major urban collector	3,001 – 6,000
Urban sub-arterial	6,001 – 10,000
Urban arterial	>10,000

Table 9.3.3 – Levels of service (LOS) criteria for trunk roads using percentage of base free-flow speed and percentage of time spent following

Level of service	Description	Percentage of Base Free-flow Speed	Percentage of time spent following
A	Free flow	>85%	≤40%
B	Reasonably free flow	68% – 85%	41% - 55%
C	Stable flow	51% - 67%	56% - 70%
D	Approaching unstable flow	41% - 50%	71% - 85%
E	Unstable flow	31% - 40%	86% - 99%
F	Forced or breakdown flow	≤30%	100 %

Table 9.3.4 – Level of service (LOS) criteria for road intersections using delay

Level of service	Average delay per vehicle (d) in seconds		
	Signalised intersections	Roundabouts	Unsignalised intersections
A	$d \leq 10$	$d \leq 10$	$d \leq 10$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$
D	$35 < d \leq 55$	$35 < d \leq 50$	$25 < d \leq 35$
E	$55 < d \leq 80$	$50 < d \leq 70$	$35 < d \leq 50$
F	$80 < d$	$70 < d$	$50 < d$

Table 9.3.4 – Maximum degree of saturation for road intersections

Road network item	Maximum degree of saturation
Signalised intersections	0.9
Roundabouts	0.85
Unsignalised intersections	0.8
Signalised intersections (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 while:

- (1) causing a minimal nuisance, danger or damage to people or property; and
- (2) maintaining a water quality that protects and enhances environmental values.

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 9.4.1 outlines the planning and design criteria for the stormwater network within the Rockhampton Regional Council area.

Table 9.4.1 – 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, piped drainage network and overland flow paths to a lawful point of discharge, in a safe manner that protects life and property.	<ul style="list-style-type: none"> • Local government standards in planning scheme, planning scheme policy; • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • Queensland Urban Drainage Manual.
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	<ul style="list-style-type: none"> • Local water quality guidelines prepared in accordance with the State Planning Policy Guideline State Interest - Water Quality (2013). • Queensland Water Quality

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		Guidelines. <ul style="list-style-type: none"> • State Planning Policy Guideline State Interest – Water Quality (2013).
Environmental Impacts	Where appropriate, adopt water-sensitive urban design principles and on-site water quality management to achieve the water quality objectives set out in the <i>Environmental Protection Act 1994</i> .	<ul style="list-style-type: none"> • Local government standards/codes in planning scheme, planning scheme policy; • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • Environmental Protection (Water) Policy 2009.
Infrastructure design/planning standards	Design of the stormwater network will comply with established codes and standards.	<ul style="list-style-type: none"> • Local government standards in planning scheme, planning scheme policy; • Capricorn Municipal Development Guidelines — Design Specifications and Standard Drawings. • Queensland Urban Drainage Manual. • Australian Rainfall and Runoff (ARR). • Brisbane City Council - 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 9.5.1 to 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 9.5.1 – Public Parks and Land for Community Facilities Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Functional network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	Collocate land for multi-purpose community facilities with parks and recreation land and commercial/retail centres.	identified in table 9.5.3.
<ul style="list-style-type: none"> 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 9.5.2. The minimum size, shape of land, minimum desired flood immunity, maximum desired grade and road frontage and visibility for land is identified in table 9.5.4.
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 9.5.5 and 9.5.6.
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 9.5.2 – 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: <ul style="list-style-type: none"> ☐ 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: <ul style="list-style-type: none"> ☐ North Rockhampton ☐ South Rockhampton.

Table 9.5.3 – 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 9.5.4 – 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 One (1) hectare of usable space for land for community facilities	Six (6) hectares of usable space for parkland 1.5 hectares of usable space for land for community facilities	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)
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	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	Laser levelling to a maximum gradient of playing surface 1:100	

Characteristic	Recreation parks and land for community facilities		Sports grounds	
	District	Regional	District	Regional
	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	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		
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 9.5.5 – 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: <ul style="list-style-type: none"> • 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	Yes	Yes

Embellishment	Recreation parks	
	District	Local government-wide
or trees (over playgrounds)		
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
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 9.5.6 – 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	As a minimum, three (3) rectangular fields and capacity for additional facilities/courts (as determined in

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

Park element	Embellishment details	
	District	Local government-wide
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

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

Map Ref	Locality
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	Ridgeland
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 10.2 – 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 for Identified Trunk Infrastructure

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 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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 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 No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2014\$)	Estimated Year of Completion
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 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 Community	PCL522	Koongal (Rigarlsford Park)	District park	Embellishments	\$963,600	2015
Map 56-5	Parks and	PCL523	Wandal (Ski Gardens) –	District park	Embellishments	\$963,600	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Type	Infrastructure Value (2014\$)	Estimated Year of Completion
	Community		upgrade				
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	