

INFRASTRUCTURE COMMITTEE MEETING

AGENDA

4 JUNE 2024

Your attendance is required at an Infrastructure Committee meeting of Council to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 4 June 2024 commencing at 9:00am for transaction of the enclosed business.

CHIEF EXECUTIVE OFFICER

29 May 2024

Next Meeting Date: 02.07.24

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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1 OPENING

1.1 Acknowledgement of Country

2 PRESENT

Members Present:

The Mayor, Councillor A P Williams (Chairperson)
Deputy Mayor, Councillor M D Wickerson
Councillor S Latcham
Councillor E W Oram
Councillor C R Rutherford
Councillor M A Taylor
Councillor G D Mathers

In Attendance:

Mr E Pardon – Chief Executive Officer Mr P Kofod – General Manager Regional Services (Executive Officer)

3 APOLOGIES AND LEAVE OF ABSENCE

Councillor Neil Fisher - Leave of Absence from 15 May 2024 to 30 June 2024

4 CONFIRMATION OF MINUTES

Minutes of the Infrastructure Committee held 5 December 2023

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

6.1 BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE

File No: 10097

Attachments: 1. Infrastructure May 2024

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: Peter Kofod - General Manager Regional Services

SUMMARY

The Business Outstanding Table is used as a tool to monitor outstanding items resolved at previous Council or Committee meetings. The current Business Outstanding Table for Infrastructure Committee is presented for Councillors' information.

OFFICER'S RECOMMENDATION

THAT the Business Outstanding Table for the Infrastructure Committee for May 2024 be received.

BACKGROUND

Business Outstanding Table for Infrastructure Committee as at 27 May 2024 is attached for information.

BUSINESS OUTSTANDING TABLE FOR INFRASTRUCTURE COMMITTEE

Infrastructure May 2024

Meeting Date: 4 June 2024

Attachment No: 1

BUSINESS OUTSTANDING TABLE INFRASTRUCTURE COMMITTEE AS AT 27 MAY 2024

Meeting Date St	Subject	Resolution	Officer	Target Date	Notes
Pi R III at R B	Response to Petition Regarding Illegal Fishing at Rockhampton Barrage - South Precinct	1. THAT Council receives the report detailing actions taken in response to the petition regarding illegal fishing at Rockhampton Barrage – South Precinct. 2. THAT a further report be prepared detailing costings for fencing the area and seek State Government funding contribution towards these costs.	Toon, Dan	30/08/2022	21 Oct 2022 Action reassigned to Davison, Evan 22 Mar 2023 Action reassigned to Toon, 05 Oct 2023 Dan Toon is preparing a report. There has been progress by fisheries officers.

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7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 PRESENTATION OF PETITIONS

Nil

9 COMMITTEE REPORTS

Nil

10 COUNCILLOR/DELEGATE REPORTS

10.1 INFRASTRUCTURE PORTFOLIO UPDATE - COUNCILLOR MARIKA TAYLOR

File No: 10097 Attachments: Nil

Authorising Officer: Evan Pardon - Chief Executive Officer

Author: Evan Pardon - Chief Executive Officer

SUMMARY

Portfolio Councillor for Infrastructure, Councillor Marika Taylor, will provide an update on matters of interest within the portfolio.

OFFICER'S RECOMMENDATION

THAT the Infrastructure Portfolio Update from Councillor Marika Taylor be received.

BACKGROUND

Councillor Taylor will present the monthly update for the Infrastructure portfolio.

10.2 WASTE AND RECYCLING PORTFOLIO UPDATE - COUNCILLOR SHANE LATCHAM

File No: 10097 Attachments: Nil

Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Evan Pardon - Chief Executive Officer

SUMMARY

Portfolio Councillor for Waste and Recycling, Councillor Shane Latcham, will provide an update on matters of interest within the portfolio.

OFFICER'S RECOMMENDATION

THAT the Waste and Recycling Portfolio Update from Councillor Shane Latcham be received.

BACKGROUND

Councillor Latcham will present the monthly update for the Waste and Recycling portfolio.

10.3 WATER PORTFOLIO UPDATE - COUNCILLOR EDWARD ORAM

File No: 10097 Attachments: Nil

Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Evan Pardon - Chief Executive Officer

SUMMARY

Portfolio Councillor for Water, Councillor Edward Oram, will provide an update on matters of interest within the portfolio.

OFFICER'S RECOMMENDATION

THAT the Water Portfolio Update from Councillor Edward Oram be received.

BACKGROUND

Councillor Oram will present the monthly update for the Water portfolio.

11 OFFICERS' REPORTS

11.1 PROJECT DELIVERY CAPITIAL PROJECT REPORT - MAY 2024

File No: 7028

Attachments: 1. Project Delivery Dashboard

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: Andrew Collins - Manager Project Delivery

SUMMARY

Monthly Status Report on projects currently managed by the Project Delivery Unit.

OFFICER'S RECOMMENDATION

THAT the Project Delivery Monthly Report for May 2024 be received.

COMMENTARY

The Project Delivery section submits a monthly project report outlining the status of capital projects managed by the Unit.

The following projects are reported on for the month of May 2024:

- Botanic Gardens & Zoo Redevelopment
- Botanic Gardens & Zoo Redevelopment (Enclosure Renewal)
- Athelstane Reservoir Roof Replacement
- Walter Reid Redevelopment
- Glenmore Water Treatment Plant Roof Replacement
- Mount Morgan Pool
- North Rockhampton Sewage Treatment Plant Upgrade
- Gracemere & South Rockhampton STP Strategy
- Glenmore Water Treatment Plant Upgrade
- Glenmore Water Treatment Plant Solar Farm
- Mount Morgan Water Pipeline Project

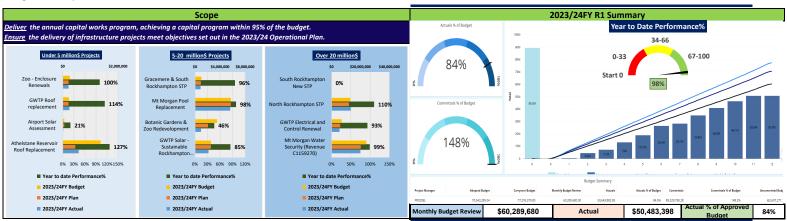
PROJECT DELIVERY CAPITIAL PROJECT REPORT - MAY 2024

Project Delivery Dashboard

Meeting Date: 4 June 2024

Attachment No: 1





		Status Oversieus		Thurs Month Hadi	
ın	Project Name	Status Overview		Three Month Horizon	
	Project Name	Key Milestones & Deliverables This Month	Jun-2024	Jul-2024	Aug-2024
1	Botanic Gardens Zoo Redevelopment	Excavation of footings and pouring beams for Amenities and Ramp	Footing excavation works pouring of Beams	Blockwork install Ameenities and Ramps	structural steel
2	Botanic Gardens Zoo Enclosure Renewals	Minor final documents to be supplied.	Project 3 - Finalisation of detailed design of Lemur Enclosure		
3	Athelstane Reservoir Roof Replacement	Completion of Bottom rafters/battens and installation of Roof.	Installation of structural steel	Installation of structural steel	Replacement of purlins and Site cleat welding, Roof Install.
4	Walter Reid Redevelopment	Advertise tender and Planning for relocation of staff.			Trade waste and water reticulation to be advertised for tender.
5	GWTP Roof replacement	-	Review roof design and engineering for stage 2 Filter Gallery roof.	Scoping document for Stage 2 Filter Gallery	Advertise for tender Stage 2 - Filter Gallery roof replacement
6	Mt Morgan Pool	Project Completion.	Final defects and claims	Project Closed	-
7	North Rockhampton Sewage Treatment Plant	Commissioning plans and implementation/ Tie in's	Commissioning underway	Proving Period	Part A completion
8	Gracemere & South Rockhampton STP Strategy	Mechanical & electrical designs for SRSTP in progress.	o o	Drawings, Reports & Specifications to be submitted	RRC review
9	Glenmore Water Treatment Plant Upgrade	All piers on site have been completed, an extension of time and variation for Piling is currently being quantified by Builder for the pier installation due to excessive groundwater found on site.	Final commissioning Training and Demob	Sedimentation Tank Upgrades	Project Closure
10	Glenmore Water Treatment Solar Farm	Measure up HV Cubical for installation for required Ergon Interlock equipment.	Procure additional interlock equipment	Approvals	commissioning and Ergon Post construction Approvals
11	Mt Morgan Water Pipeline Project	Substantial meterage of pipe installed and 3rd pipe laying crew started. Design progressing for PS & Reservoir at three sites and Razorback Rd	Stations and Pine laying to continue	Pipe laying to continue. Razorback rd Site	Razorback Road widening works for new pipeline continue and other pipe laying continues



ID	Project Name	%Total	% Budget	Dhaca	Current	Tra	affic Light		Manthly Hadata	
טו	Project Name	Budget Spent	Spent 23/24FY	Phase	Status	Scope	Budget	Schedule	Monthly Update	
				Detail Design	Completed	G	G	G	Project 1 - Visitor Hub Construction: Project and design documentation staging has been completed. (Stage 1: Visitor Hub, Stage 2: Animal Operations Centre).	
1	Botanic Gardens & Zoo Redevelopment	28%	3% 27.0%	Construction	In progress	G	G	G	Project 2: - Stage 1a & Stage 1b Visitor Hub and amenities was awarded on the 24th January 2024. Contractor started on site on Monday 19th February. - Piers have been completed, excavation and installation of footing system to Amenities Building and disabled Ramp started on 5th June. - Structural Steel shop drawings have been submitted and are currently under review.	
				Design & Construction	Completed	А	G	G	Project 3 - Includes the design and construction of a renewed playground facility. This was completed on the 30th March 2023.	
			Fi	unding Source	Funding Amo	unt Actuals	Pro Committal	oject Life Is Forec	ast Remaining Budget Traffic Light Monthly Update	
			Externa	Allocation: Funding: Il Project Budget:	\$10,618,400 \$3,100,000 \$13,718,400	\$3,889,170	\$7,138,81	.5 \$0	\$2,690,418 G No financial change	
							2023/24FY		Traffic Light Monthly Update	
				Budget \$3,516,71	Actuals \$948.6	43 \$7,138		st Remaining Budget		
					40,020,1	77.13,5	**	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	the state of the s	
				Design & Construction	Completed	G	G	G	Project 1 - Gibbon Enclosure Renewal was completed in September 2022.	
	Botanic Gardens Zoo	50%			Design & Construction	Completed	G	G	G	Project 2 - Design and Construction of New Eagle enclosure reached Practical completion on 11th of August. The Eagle was relocated to new enclosure on 24th August.
2	Enclosure Renewal Program		82.6%	Detail Design	In progress	А	G	Α	Project 3 - Detailed design for Dome Aviary enclosure is underway and funding application is processed and waiting for approval.	
				Preliminary Evaluation	Completed	G	G	G	Project 4 - New Enclosure Preliminary Evaluation has been completed and a budget put forward for consideration.	
				Construction	Not started	Α	G	Α	Project 5 - Project estimation for the Dome refurbishment is \$2,500,000. A funding application has been submitted to Growing Regions Program.	
								Project		
				Funding Source	Fun	ding Amount	Actuals	Committals	Forecast Remaining Budget Wight Wonthly Update	
				uncil Allocation: ernal Funding:	_	\$1,192,535	\$858,900	\$6,730	\$0 \$866,905 G No financial change	
			EXI	Total Project Budget:		3,732,535				
							2023/24	IFY	Remaining Traffic Monthly Update	
						Budget	Actuals	Committals	Forecast Budget	
						\$250,795	\$207,160	\$6,730	\$0 \$36,905 G No financial change	



	ilig Period. May 2024	%Total	% Budget		Current	Tr	affic Light					_
ID	Project Name	Budget Spen	Spent 23/24FY	Phase	Status	Scope	Budget	Schedule				Monthly Update
3	Athelstane Reservoir Roof Replacement	49%	41.9%	Design & Construction	In progress	G	G	G		roject is now underway, structure steel and roof structure repairs now in progress.		
	Перисентене								Condition as	sessment	of emptied structure has f	found minor cracking that is being considered by FRW to suit operations.
			Fundir	ng Source	Funding Amo	ount Actuals	Proje Committals	Forecast	Remaining Budget	Traffic Light	Monthly Update	
			Council Allo	ocation:	\$1,550,135	\$755,04	7 \$803,694	\$0	-\$8,607	G	No financial change	
			External Fu	nding:	\$0	3733,04	7 3803,094	ŞU	-38,007	G	No illianciai change	
			Total Project Budget:		\$1,550,135							
							23/24FY		Remaining	Traffic Light	Monthly Update	
					Budget \$1,368,273	Actuals 3 \$573,18	Committals \$803,694	Forecast \$0	Budget	G	No financial change	
L					\$1,368,27	3 \$5/3,18	5 \$803,694	\$0	-\$8,606			
4	Walter Reid Redevelopment	3.6%	84.9%	Design & Construction	In progress	G	G	G	The design of Office accomes May.	of office la nmodatio	yout is 98% complete mind n, Roof and Facade works t	vith consultants. Demolition of internal accommodation unit completed. or adjustments to be made. Heritage exemption Approval received. stender brief has been developed and is to be advertised for Tender late of a viable option due to roof orientation and upgrading of existing
	Redevelopment								infrastructur		system to waiter keld is no	of a viable option due to roof orientation and upgrading of existing
		•	Funding	g Source Fu	ınding Amoui	nt Actuals	Projec Committals	t Life Forecast	Remaining Budget	Traffic Light	Monthly Update	
			Council Alle External Fu	ınding:	\$3,500,000 \$0	\$127,292	\$38,790	\$0	\$3,333,918	G	No financial change	
			Total Proje	ect Budget:	\$3,500,000	2022	3/24FY					
					Budget \$150,000	Actuals \$127,292	Committals	Forecast \$0	Remaining Budget -\$16,082	Traffic Light G	Monthly Update No financial change	
-					\$150,000	Ş127,232	\$36,730	, Jo				
5	GWTP Roof replacement	11.79%	107.2%	Design & Construction	Completed	G	G	G			orks are completed.	works (Filter Gallery Roof) scheduled for 24/25 financial year and after
			Fundi	ng Source	Funding Am	nount Actu		oject Life	cast Remainin			
			Council Alle	ocation:	\$2,000,00	00 6335	777 62.60	00 \$0			No financial change	
		External Funding: \$0 \$235,777 \$3,600 \$		\$1,760,6	23 G	No financial change						
			Total Pro	oject Budget:	\$2,000,00							
						2023/24FY		. Remaini	Traff ng Ligh			
				-	\$220,00			,600 \$0	Budget Budget	Ligit		
ļ					J220,00	\$23	ع, ۱۱۱	اد ا	, -913,37	, 6	No ilitaticiai cilalige	



JOI	ting Period: May 2024			% Budget		1		Traffic Light						Regional ² Cou
ID	Project Na	ame	%Total Budget Spent	Spent 23/24FY	Phase	Current Status	Scope	Budget	Schedule				N	Nonthly Update
				23/24F1			эсорс	Duuget	Scriedare		nstruction Co	mnlete		
	Mount Morga	an Pool	94%	98.3%	Design &	In progress	G	G	G	Official	Opening sche	duled for	13 April 2024 with Cou	uncillors and Funding Partners
					Construction	, ,	J		`	Variatio	n sought fror	n funding	body to increase the s	cope to fully expend the grant
						5 . P			Project L	fe		Traffic	An old trains	
					ing Source	Funding An		Actuals C	ommittals	Forecast	Remaining Budget	Light	Monthly Update	
		Council Allocation: External Funding:		\$2,000,0	\$	5,103,741	\$11,924	\$0	\$384,335	G	No financial change			
				_	oject Budget:	\$6,500,0		ļ						
								2023/24F			Remaining	Traffic Light	Monthly Update	
					-	\$5,718,2		Actuals C 5,621,949	ommittals \$11,924	Forecast \$0	Budget \$84,336	G	No financial change	
	North Rockhampton									on the o commis system column	development sioning activi engaged for p s now comple	of a comr ties have plant com eted.	missioning plan and the now been completed. missioning. Work on th	ioning from construction to operations. Work has been completed implementation of pre-commissioning activities. All dry Testing of the new areation system underway. On site SCADA server the Chemical dosing plant is underway with piles, footings and server the chemical dosing plant is underway with piles.
7	Sewage Treatm	nent Plant	50%	102.5%	Construction	In progress	G	G	G	_	inlet works o		dertaken. Road networ	k construction has commenced with concrete crane lay down areas
	Upgrad	ie								New ce	ntrifuge build	ing, Conti	rol building, road netw	ork, new dosing building and potable water line underway.
										Prelimir	nary Drawings	for Part	C- UV Treatment have	now been received.
				Fu	ınding Source	Fundi	ng Amount	Actuals	Proje: Committals		Remaining Budget	Traffic Light	Monthly Update	
				Council Allo		_	540,000	\$42,330,037	\$22,826,65	6 \$0	\$19,843,30	7 G	No financial change	
					xternal Funding: (W		460,000 000,000				1			
					l Project Budget:		.000,000					_		
								2023,		1	Remaining	Traffic Light	Monthly Update	
							949,638	Actuals \$13,279,677	\$22,826,65		Budget -\$23,156,69		No financial change	
ı						Ÿ1Z		720,270,011	722,020,0.		723,230,03		manear change	



port	ng Period: May 2024								Regional *Cou
ID	Project Name	%Total	% Budget Spent	Phase	Current		affic Light		Monthly Update
8	Gracemere & South Rockhampton STP Strategy	9%	23/24FY 88.0%	Design & Construction	In progress	G	Budget	Schedule	GSTP – Some measures have been implemented and others currently underway as follows: - Aeration - Modifications and improvements have been made to the aeration system on site. This project is now commissioned and put into service. - Dewatering - Sludge removal has been completed to this site. Lagoons now back in operation. - FRW has the responsibility for construction of the transfer pipeline from Gracemere to South Rockhampton STP. SRSTP – A number of measures have been undertaken and further are required. Status as follows: - Penstocks - New penstocks have been installed to allow for future flow control of ditches and required works. - Dewatering - Sludge removal has been completed to this site. Lagoons now back in operation. - Power Upgrade – Council have been working with Ergon and a designer in relation to power upgrade requirements for the site. - Design currently underway for further upgrades.
		Cour Exte	Funding So ncil Allocati rnal Fundin ital Project (on: g: Budget:	so \$42,556,243 \$0 \$42,556,243 Budget \$1,000,000	\$3,909,3	Committed \$1,202,1 23/24FY Committed	43 \$0	S37,444,755 G No financial change Traffic Light Monthly Update Budget
9	Glenmore Water Treatment Plant Upgrade	73%	79.1%	Design & Construction	In progress	G	G	R	Backwash pump, blower and compressor replacement complete and integrated Filter Upgrades Complete Coagulant dosing system completion, testing and integration Works to resupply sedimentation tank valves, penstocks and scrapers recommissioning to commence end of June 2024
			Council Alle External Fu	ocation:	\$23,723,960 \$0 \$23,723,960 Budget \$7,000,000	\$17,259,	\$ Committee 179 \$617,79 023/24FY \$ Committee	3 \$0	St,846,988 G No financial change Traffic Light Wonthly Update



portii	ng Period: May 2024		~ ~	1	1									Regional Cou
ID	Project Name	%Total Budget Spent	% Budget Spent	Phase	Current Status	_	Traffic			4			М	onthly Update
		budget spelle	23/24FY		Status	Scope	В	udget	Schedule					
										GEM L	iaising with E	rgon energ	gy for connection to grid	
										Ergon	Connection c	ontract ap	proved	
10	GWTP Solar Farm	88%	84.9%	Design &	In progress	G		G	Α	Interio	ck equipmen	t being sou	urced for final install	
10	GWIF Joial Lailli	8870	34.370	Construction	iii progress	G		G	A	-				
										-				
										-				
								Pı	oject Life	e		Traffic		
			Fundi	ng Source	Funding An	nount	Actuals	Commit	tals For	ecast	Remaining Budget	Light	Monthly Update	
					\$6,313,4	58	55,530,815	\$389,5	81 5	\$0	\$393,062	G	No financial change	
			External F	-	\$0		.,,.				, ,			
			Total Pro	oject Budget:	\$6,313,4	58	2023	/24FY						
					Budget	:	Actuals	Commit	tals For	ecast	Remaining Budget	Traffic Light	Monthly Update	
					\$2,533,9	21	\$2,151,278	\$389	,581	\$0	-\$6,938	G	No financial change	
										toward thrust	ls the Razorb blocks.	ack Rd. Ap	proximately 13.4kms ha	now open, 1. Lucas St to Fourmile road and 2. Fourmile road we been laid to date. Installation of valves and first few inline
				Design & Construction				G					kage C, Creek St to Mt N ackage starting 3 June.	Morgan South Reservoir started 20 May with setout and service
11	Mount Morgan Water	28%	83.1%		In progress	G	G G		G	Razorback Road Design progressing to 100% design to be issued to Council by end of May.				
	Pipeline Project				p g					Old Cap Highway Ergon underbore directional drilling works under Old Cap Highway completed 24 May 2024.				
										Counc	I continuing t	to monitor	quality control systems	used in the pipe laying process.
									Project L	ife		Traffic		
			Fund	ing Source	Funding Ar	nount	Actuals	Com	mittals	Forecast	Remaining Budget	Light	Monthly Update	
			Council All		\$10,700,		\$25,123,40	8 \$56,2	70,377					
			State Govt	Funding:	\$40,350, \$37,150,	000	476,561		\$4,990	\$0	\$6,806,215	G	Minor financial change	
				·				or the Mo		n Water	Freatment Plan	it project ha	s been deducted out of this	_
			l otal Pi	roject Budget:	\$88,200,	b	oudget.	23/24FY		_				
					Budge	t	Actuals	-i	mittals	Forecast	Remaining	Traffic Light	Monthly Update	
				ľ	\$24,000,		\$19,943,1	03 \$56,	270,377	\$0	-\$52,213,48	0 G	No financial change	
\blacksquare								_			•			

11.2 MONTHLY PROJECT STATUS REPORT FOR CIVIL OPERATIONS - APRIL 2024

File No: 7028

Attachments: 1. Monthly Project Status Report - Civil

Operations - April 2024

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: John Gwydir - Manager Civil Operations

SUMMARY

Monthly Project Status Report on all major capital projects being delivered by the Civil Operations section.

OFFICER'S RECOMMENDATION

THAT the Monthly Project Status Report for Civil Operations for April 2024 be received.

COMMENTARY

The Civil Operations section submits a monthly project status report outlining the status, key milestones and deliverables of major capital projects managed by the Unit.

The following projects are reported on for the month of April 2024:

- Unsealed Road Network
- 2023/2024 Capital Works Program
- Denham Street (Canning Street to George Street)
- Parkhurst Industrial Area McLaughlin Street, Wade Street and Johnson Street
- Somerset Road
- Derby Street / Denison Street / Kent Street
- Upper Dawson Road / Canning Street / Derby Street

MONTHLY PROJECT STATUS REPORT FOR CIVIL OPERATIONS - APRIL 2024

Monthly Project Status Report Civil Operations April 2024

Meeting Date: 4 June 2024

Attachment No: 1



UNSEALED ROAD NETWORK

During the month of April 2024, approximately 47 kms of roads were graded and a further 4.19 kms of gravel re-sheet programmed with approximately 100mm of gravel to improve wet weather trafficability.

Completed – April 2024								
Road Name	Area	Total Length Graded	Total Length Re- sheeted					
Flaggy Creek Road	Westwood	1 km						
Evergreen Road	Westwood	5.9 kms	0.73 kms					
Bartlem Road	Westwood	1.5 kms						
Bridgeman Road	Westwood	1.4 kms	0.30 kms					
Salsbury Road	Kalapa	0.6 kms						
Allen Road	Gracemere	1.9 kms						
O'Brien Road	Alton Downs	0.6 kms	0.90 kms					
South Yaamba Road	Alton Downs	6.14 kms	1.20 kms					
Glenroy Road	Morinish	21.7 kms	1.06 kms					
Sandy Creek Road	Kalapa	5.02 kms						
Barnett Road	Kalapa	1.36 kms						

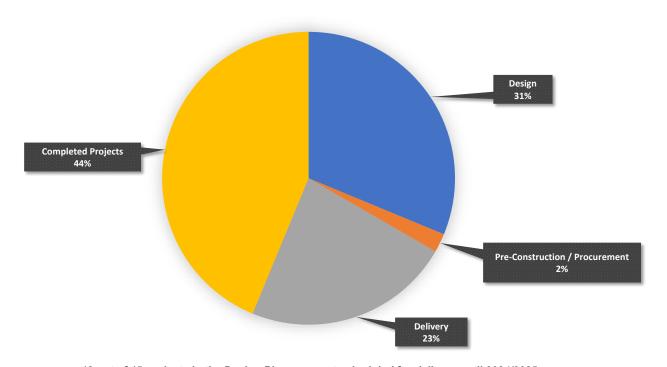
In Progress – May 2024									
Road Name	Area	Remaining Length to be Graded	Remaining Length to be Re-sheeted						
Glenroy Road	Morinish	15 kms	2.3 kms						
Enfield Road	Westwood	1 km							
Seymour Road	Ridgelands	1 km							
Sandy Creek Road	Kalapa	3 kms							
Davies Road	Westwood	0.65 kms							
Cemetery Road	Westwood	0.67 kms							

Roads Programmed During June 2024	
Sugarloaf Road	Rosewood Road
Halfpenny road	High Valley Road
Goodwin Road	Six Mile Road
Chippendale Road	

CAPITAL WORKS PROGRAM

Summary (by project status)

Civil Operations - Capital Works Program



13 out of 15 projects in the Design Phase are not scheduled for delivery until 2024/2025

Delivery

Annual Reseal Program – Micro-surfacing (Slurry Seals)

Design		
		Comment
2023/2024 Bus Stop Shelter Program (BSSP Funding)		Designs for delivery in 2024/2025
2023/2024 Passenger Transport Accessible Infrastructure Program (PTAIP Funding)		Designs for delivery in 2024/2025
Alexandra Street – Birkbeck Drive to William Palfrey Road – New Construction		Design for delivery in 2024/2025
Berserker State School – Intersection modifications (STIP Funding – Round 2)		Design for delivery in 2024/2025
Emmaus College – Footpath (STIP Funding – Round 3)		Design for delivery in 2024/2025
Glenmore State School – Footpath (STIP Funding – Round 2)		Design for delivery in 2024/2025
Glenroy Road – Fitzroy River Bridge		Design for delivery in 2024/2025
Glenroy Road Upgrade		Design for delivery in 2024/2025
Lion Mountain Road - Sealing		
Rockhampton State High School – Footpath (STIP Funding – Round 2)		Design for delivery in 2024/2025
St Mary's Catholic Primary School – Footpath (STIP Funding – Round 2)		Design for delivery in 2024/2025
St Paul's Catholic Primary School – Footpath (STIP Funding – Round 2)		Design for delivery in 2024/2025
The Cathedral College – Footpath (STIP Funding – Round 3)		Design for delivery in 2024/2025
Waraburra State School – Parking and pedestrian safety works (STIP Funding – Round 2)		Design for delivery in 2024/2025
Well Station Creek Road, Wycarbah - Floodway		
Pre-Construction / Procurement		
	Estimated Start Date	Comment

May 2024

	Actual Start Date	Estimated Completion Date	Comment
Annual Reseal Program – Asphalt Resurfacing	July 2023	June 2024	80% completed
Dale Park - Access Road Improvements	August 2023	September 2024	On Hold due to resource constraints
Annual Reseal Program – Spray Seals	April 2024	June 2024	40% completed
Annual Reseal Program – Slurry Seals	May 2024	June 2024	Started 20 May 2023
Denham Street (Canning Street to George Street) – Intersection Upgrades – Blackspot Funding	October 2023	August 2024	Refer Major Project Update
Derby Street / Denison Street / Kent Street – Intersection Upgrades – Blackspot Funding	February 2024	September 2024	Refer Major Project Update
Parkhurst Industrial Area – McLaughlin Street, Wade Street & Johnson Street – Reconstruction (HVSPP Funding)	November 2023	July 2025	Refer Major Project Update
Quay Lane – North to Albert Street – Stormwater drainage	September 2023	May 2024	90% completed
Somerset Road – Road and stormwater upgrades (TIDS Funding)	January 2024	December 2024	Refer Major Project Update
Stanwell-Waroula Road - Sealing (RRUPP Funding)	October 2023	August 2024	Refer Major Project Update
Unsealed Road Gravel Program	July 2023	June 2024	Refer Unsealed Road Network Update
Upper Dawson Road / Canning Street / Derby Street – Intersection Upgrades – Blackspot Funding	April 2024	July 2024	Refer Major Project Update

Completed Projects

Alexandra Street – Rehabilitation (TIDS Funding)

Berserker Street – Elphinstone to Leamington – Road Rehabilitation

Campbell Street (Cambridge Street to Albert Street) - Reconstruction (LRCI Funding)

Caribea Estate - Drainage - Stage 3 (Inlets)

Eton Street (Denham Street to end) - Road Reconstruction

Frenchville State School – Set Down Area (STIP Funding – Round 1)

Completed Projects

Hanrahan Crossing - Floodway Construction

Hollingsworth Street – Rehabilitation (TIDS Funding)

Limestone Creek Diversion - Stormwater - Open Channel Construction

Lower Dawson Road, Allenstown (No. 311 Lower Dawson Road to Jellicoe Street) - Footpath

Mount Archer State School – Footpath (STIP Funding – Round 1)

Mt Morgan Central State School – XX (STIP Funding – Round 1)

Mt Morgan State High School – Bus Stop (STIP Funding – Round 1)

Norman Road – Footpath (Cycle Networks Grants Program)

North Rockhampton State High School – Robinson Street – Footpath (STIP Funding – Round 1)

River Rose Drive – New Road Construction (LRCI Funding)

Rockhampton Grammar School – Quarry Street Footpath (STIP Funding – Round 1)

Rockhampton Special School – XX (STIP Funding – Round 1)

Scrubby Creek Bridge – Old Capricorn Highway (Bridge Rehabilitation Program)

Stanley Street / East Street - Intersection Upgrade (Blackspot Funding)

St Joseph's Primary School – Footpath (STIP Funding – Round 1)

MAJOR PROJECTS UPDATE

Denham Street (Canning Street to George Street)

Total Project Cost (estimate): \$1,302,000

Scope

The works being undertaken include the installation of a raised safety platform, channelised right turns, blister islands and upgrades to the pedestrian crossings and refuge areas which will involve additional pavement repair works and an asphalt overlay

Actual Start Date: October 2023 Estimated Completion Date: August 2024

Federal / State Contribution

\$1,082,000

Council Contribution (original estimate)

\$118,000

Revised Council Contribution (estimate)

\$220,000

Budget Health

On the Horizon - Key Milestones & Deliverables

May

- Works on Site 2 (Denham St / West St Intersection) - kerb, footpaths and drainage works on the southern side of Denham Street
- Works on Site 3 (Denham St / Murray St Intersection) - kerb replacement works and median island/footpath works on NE corner

June

- Works on Site 2 (Denham St / West St Intersection) - continuing on the southern side of Denham Street
- Works on Site 3 (Denham St / Murray St Intersection) scheduled for completion early
 lune

<u>July</u>

 Works on Site 2 (Denham St / West St Intersection) scheduled for completion mid-July

Comments

There have been significant issues on all three sites with the removal of redundant services, the relocation of gas lines as well as the reconstruction of stormwater chambers which was unknown until excavation works were undertaken.

Parkhurst Industrial Area – McLaughlin Street, Wade Street & Johnson Street

Total Project Cost (estimate): \$6,217,000

Scope

This project will enhance safety for heavy vehicle movements at key intersections within the Parkhurst Industrial Area and improve urban and regional freight supply chains and economic development due to its immediate proximity to the Rockhampton Ring Road project. Scope of works includes road widening, pavement strengthening and construction of kerb and channel.

Actual Start Date: November 2023

Estimated Completion Date: July 2025

Federal / State Contribution

\$4,917,600

Council Contribution (original estimate) \$1,229,400 Revised Council Contribution (estimate)

\$1,300,000



On the Horizon - Key Milestones & Deliverables

<u>May</u>

- FRW sewer construction underway
- Work continuing on kerb lines 1 and 3 and drainage works

<u>June</u>

- FRW sewer construction completed
- Work continuing on kerb replacements and drainage upgrades

<u>July</u>

- Asphalt and line marking works
- Completion of Stage 1 (McLaughlin Street)

Comments

Somerset Road, Gracemere

Total Project Cost (estimate): \$3,200,000

Scope

The works being undertaken include full pavement reconstruction, road widening, stormwater upgrades and the addition of kerb and channel on the property side of Somerset Road.

Actual Start Date: February 2024 Estimated Completion Date: December 2024

Federal / State Contribution

\$470,967

Council Contribution (original estimate)

\$2,021,388

Revised Council Contribution (estimate)

\$2,729,033

Budget Health

On the Horizon - Key Milestones & Deliverables

<u>May</u>

- Drainage works have reached 90% completion
- Kerb and channel from Ch 75 to Ch 320 completed
- Pavement from Ch 75 to Ch 320 to reach 70% completion

<u>June</u>

- Ch 75 to Ch 320 all road works and drainage to be complete
- Ch 480 to Ch 640 pavement excavation to commence

<u>July</u>

- Ch 320 to Ch 480 pavement excavation to commence
- Ch 480 to Ch 640 kerb and channel to be completed

Comments

Works are currently progressing well and still predicted to be delivered within budget and timeframe estimates. A second crew has been slated to commence in June on Ch 480 to Ch 640 for the pavement excavation.

90% of the underground drainage works have been completed and delivered by the contractor with the remaining 10% to be completed by Council.

Derby Street / Denison Street / Kent Street Total Project Cost (estimate): \$2,180,000 The works being undertaken include installing a single-lane roundabout, traffic calming solutions, raised safety platforms, improved intersection signage and improved roadway lighting. Scope Actual Start Date: February 2024 Estimated Completion Date: September 2024 Council Revised Budget Federal / Contribution Council Health \$1,947,500 \$232,500 State (original Contribution Contribution estimate) (estimate) On the Horizon - Key Milestones & Deliverables <u>May</u> <u>July</u> <u>June</u>

 Nearing completion of northern side of Derby & Kent Streets

- Works will be underway on southern side of Derby & Kent Streets
- Works will begin for roundabout (full intersection)

 Works will be nearing completion for roundabout (full intersection)

Comments

Upper Dawson Road / Canning Street / Derby Street

Total Project Cost (estimate): \$980,000

Scope

Provide various intersection improvements including raised safety platform, channelised right turns, blister islands, pedestrian crossings and refuges.

Actual Start Date: April 2024

Estimated Completion Date: July 2024

Federal / State Contribution

\$901,500

Council Contribution (original estimate)

\$78,500

Revised Council Contribution (estimate)

Budget Health

On the Horizon - Key Milestones & Deliverables

May

- Pavement repairs completed
- · Asphalt works completed
- Commence installation of concrete islands

<u>June</u>

- Pavement repairs completed
- Asphalt works completed
- Concrete footpath and islands to reach completion
- Line marking to reach 90% completion
- Platform crossing to reach completion

<u>July</u>

- Line marking to reach completion
- Fencing to commence and reach completion
- Ergon Energy Street lighting design to be finalised and date given by Ergon for installation.

Comments

Works have reached 80% completion and are scheduled to be completed in July. There has been a hold with Ergon Energy and their processes for street lighting requests. It is expected that this won't have a huge impact on delivering the works.

11.3 ROCKHAMPTON AIRPORT PRECINCT LEVEE PROJECT

File No: 1743, 13702

Attachments: 1. Preferred Levee Options

2. Airport Levee Afflux Mapping !

3. Business Case Slide Pack Extract

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: Martin Crow - Manager Infrastructure Planning

SUMMARY

In 2022, Council undertook a feasibility study to assess the viability of a flood mitigation levee for the Rockhampton Airport. This report seeks Council's direction in relation to further developing this project.

OFFICER'S RECOMMENDATION

THAT Council do not progress further the Rockhampton Airport Precinct Levee Project at this time.

COMMENTARY

The conclusions and recommendations from the Preliminary Business Case for the Rockhampton Airport Precinct Levee investigation remain unchanged from what was reported to Council in April 2022.

These conclusions and recommendations rely heavily on support from other levels of government to recognize the strategic nature of the Rockhampton Airport to support broader regional social and economic outcomes. This is essentially required to overcome a poor Benefit to Cost ratio of between 0.22 to 0.28 depending on the option chosen.

Council may recall that Airport management had a strong preference for option 10 (Full runway option) in order to maintain access for the full range of aircraft now and into the future and to avoid the installation of a permanent levee wall footing system across the main runway. With either option, there are still some unresolved issues that would need to be addressed as the project develops. These relate primarily to mitigating afflux issues through further works or potentially compensation packages.

Council may wish to advocate with the State and Federal Government's to test their appetite for funding the Airport Levee Project however an initial requirement will be to complete a detail design and cost estimate and produce a detailed business case. Working against the completion of this work at this point in time are:

- the delayed delivery period for the Rockhampton Ring Road project with final design aspects impacting the flood modelling required to be undertaken to properly assess the final design,
- the uncertainty around the SRFL project and therefore it's influence over the Airport Levee design; and
- the significant cost escalations in construction costs which could see the initial capital cost increase to over \$150 million further eroding the poor Benefit to Cost ratio.
- Council's stormwater and Flood Mitigation Technical resources are currently committed to a number of floodplain risk management studies for our local creek catchments and it is envisaged that a similar process will be undertaken for riverine flooding in the next 2 to 3 years to better guide riverine flood mitigation strategies.

If Council wish to proceed to the Detailed design and Business Case Development Stage, then it is likely that a budget of between \$1.0 million to \$1.5 million would be required to carry out this work.

It is difficult to support further investment in this project at this point in time given the uncertainties, cost escalations and resourcing issues mentioned previously and considered in the context of the significant budget pressures facing Council over the next 10 years.

BACKGROUND

In mid-2020, Council has engaged engineering consultancy GHD to undertake a comprehensive feasibility study to determine the viability of an Airport Flood Levee to protect the Rockhampton airport precinct and surrounds from riverine flooding. The objective of the feasibility study was to determine the feasibility of an Airport Flood Levee with a 1% AEP flood immunity (and supporting infrastructure) to preserve the functionality of Rockhampton Airport and associated business precinct, and to protect the surrounding community during flood. The study outcomes informed a preliminary business case for two shortlisted levee options (options 3a and 10) which would provide the basis on which Council could make a considered decision about whether or not to proceed further to full business case with the recommended option(s). Please refer to Attachment 1 for an overview of the final two preferred levee alignments, and Attachment 2 for a copy of the levee afflux maps for the 1%AEP Fitzroy River flood event for the 2 shortlisted options.

In April 2022 a report was presented to Council supported by a presentation by GHD on the work completed during the project and the conclusions of the Preliminary Business Case. A direction from Council was not sort at that time as the final drafting of the business case had not been completed. The preliminary business case was subsequently completed with no change to the outcomes previously presented to Council however the project has sat in abeyance ever since. Please refer to Attachment 3 for the section of the GHD presentation relating to the Preliminary Business case. The conclusions and recommendations from the preliminary business case where as follows.

Conclusions & Recommendations

The Stage 2: Options Assessment concludes that the preferred option to addressing the identified issues associated with flooding impacts at the RAP is to construct new levee infrastructure that would protect the RAP from flood events. The delivery of this infrastructure aligns with key strategic documents and government policies including Queensland State Infrastructure Plan (2016), the State's strategic direction for delivery infrastructure and the Economic Directions Statement for Queensland Airport (2013), which identifies airports of strategic significance and outlines a plan to increase their areas of competitive advantage by attracting new investment.

In accordance with the relevant government policies and strategies, a strategic case has been identified that the provision of this infrastructure will enable the economic development at the RAP and the region, give further confidence and reliability for Defence and airport operations. The delivery of the levee will help unlock other key regional investments including the South Rockhampton Flood Levee, giving further assurance for investors and local industry.

Results from the economic analysis have determined that levee Option 3a produces the highest BCR of 0.28 while levee Option 10 produces a BCR of 0.22. CBA analysis alone does not suggest a compelling case to deliver the options identified in this report. However, the BCR should be considered alongside the additional qualitative benefits that were not able to be monetised for inclusion in the CBA framework, and the broader economic impact of the development of the levee to ascertain the economic viability of the project. These considerations include:

 Government policy whereby Rockhampton Airport achieves the standard required to meet the objectives of a Commonwealth designated 'Airport of Strategic Importance' as an alternate international airport, and function as an airport of economic significance and enable defence services as per the Economic Directions Statement for Queensland Airports (2013);

- Broader positive implications and benefits to the Rockhampton region with intangible benefits such as improved social wellbeing, ongoing Defence operations, and the catalytic effect of the project that will contribute to community uplift, improve reputation for the region and enable major economic development through tourism and other industries:
- Wider economic benefits where the preferred options will create an additional 256 jobs for Option 3a and 419 job for Option 10 over the first 10 year period. The short term construction phase of the project will deliver approximately \$244.56 million in additional GRP output for Option 3a and \$398.39 million in additional GRP output for Option 10.

This Stage 2: Options Assessment should be considered by RRC to advocate for the cofunding contribution from State and Federal Government which will enable the Project to progress to the next phase of development.

In order to formally conclude this project, a direction is now being sought from Council as to whether to proceed with further stages of this project. In accordance with the State Government's Project Assurance Framework, these stages would include Detail Design and Estimate to be incorporated into a Detailed Business Case and then if supported and funded, onto project delivery and commissioning.

BUDGET IMPLICATIONS

If Council wishes to support the progression of the Airport Precinct Levee Project to the detailed design and business case stage, a budget allocation of \$1.5 million will be required. Construction and commissioning costs are likely to be in the order of \$150 million with ongoing operational and maintenance costs after that

CORPORATE/OPERATIONAL PLAN

The Rockhampton Airport Precinct Levee Project Feasibility Study corresponds to the Corporate Plan "Our Infrastructure" commitment to undertake asset management and planning and work within our projects priorities to provide infrastructure to support the community.

CONCLUSION

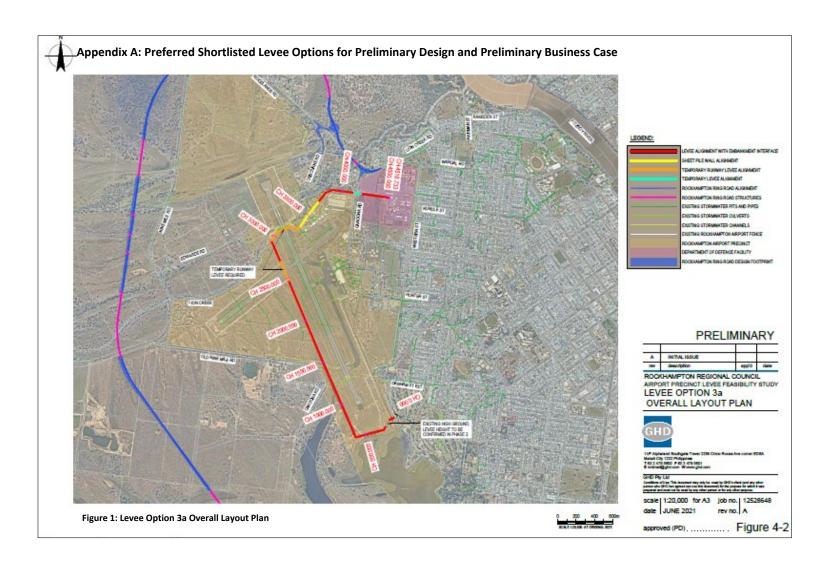
This report identifies the conclusions and recommendations of the Rockhampton Airport Precinct Levee Preliminary Business Case. To progress this project further, Council would be required to complete a detail design and business case development stage at an estimated cost of \$1.5 million. Due to a number of uncertainties around other projects in the floodplain and resourcing and budget issues, it is proposed that no further investment be undertaken at this time.

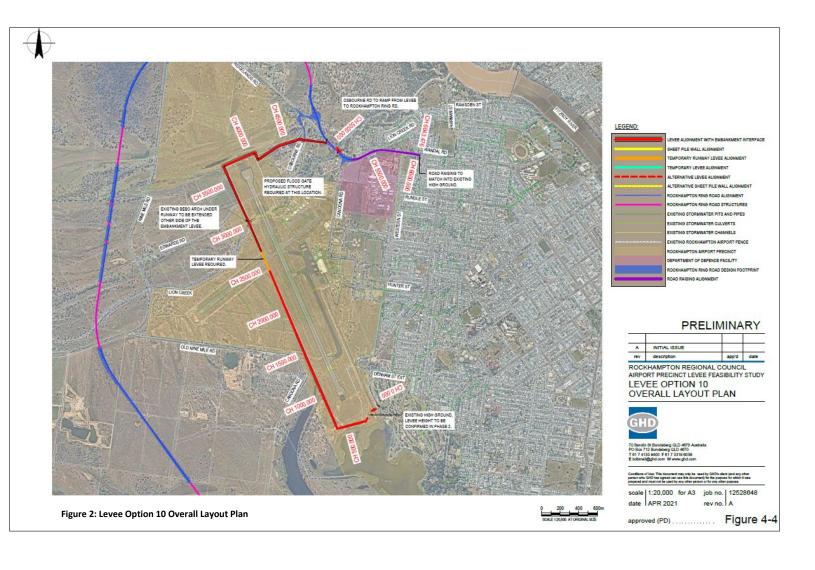
ROCKHAMPTON AIRPORT PRECINCT LEVEE PROJECT

Preferred Levee Options

Meeting Date: 4 June 2024

Attachment No: 1



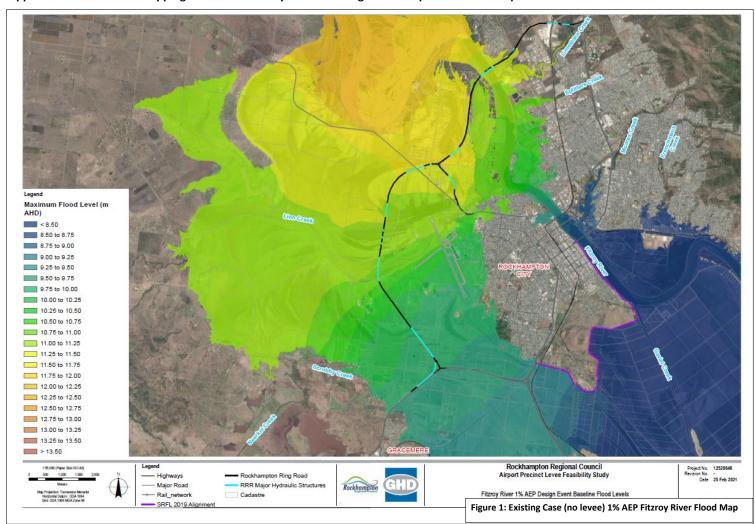


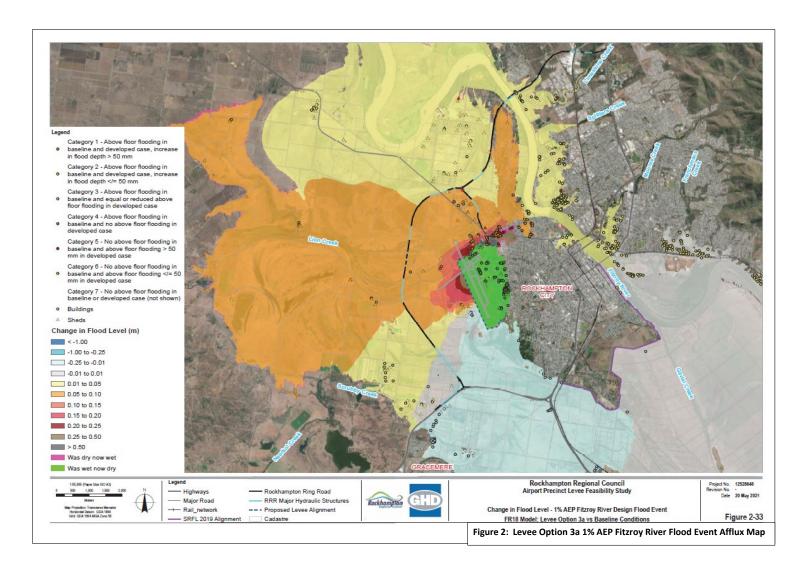
ROCKHAMPTON AIRPORT PRECINCT LEVEE PROJECT

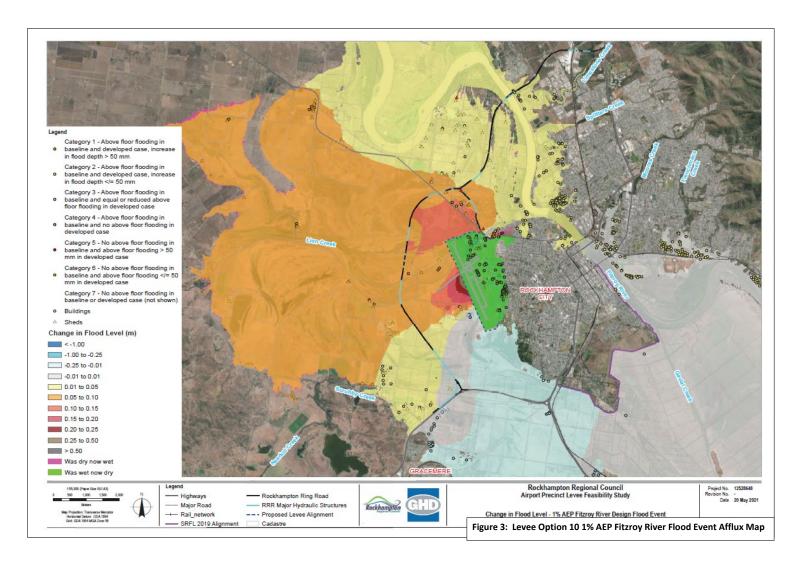
Airport Levee Afflux Mapping

Meeting Date: 4 June 2024

Appendix B Flood Afflux Mapping for 1% AEP Fitzroy River Flooding Levee for preferred levee options







ROCKHAMPTON AIRPORT PRECINCT LEVEE PROJECT

Business Case Slide Pack Extract

Meeting Date: 4 June 2024



Phase 4 – Preliminary Business Case

→ John Polin and Matt Box, GHD

Benefits of the project

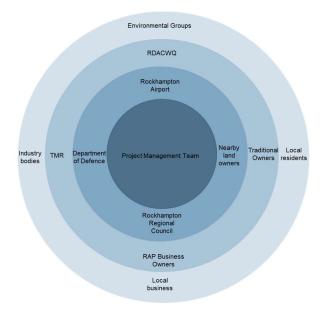
Benefit	Description	KPI's
Benefit 1: Economic growth is unlocked	Greater economic growth and development as a result of continued airport operations	Investment in RAP and investment reliability and certainty Growth in high value products, tourism, and mining sectors Opportunities from new and existing infrastructure is leveraged
		Increase in number of business and other worker travellers through Rockhampton Airport
Benefit 2: Increased community resilience to natural disasters	Providing flood mitigation strategies for Rockhampton increases the ability of the region to defend themselves against flooding events and reduce social impacts should flooding occur	Reduced costs of disaster recovery Improved disaster recovery timeframes Improved public perception of responsiveness
Benefit 3: More efficient airport and Defence operations	Proving flood resilience to the RAP will further allow defence operations to operate year-round and will reduce the risk of airport shutdown	Continuity of Public Air Services Continuity and reliability of Defence air and land operations Improved health outcomes

Social Impact

A social impact evaluation was undertaken which identifies the stakeholders who will be affected by or have an interest in the project, as well as the social impacts which may potentially arise from construction and operation of the proposed levee. Figure 1.2 below categorises stakeholders by their relative importance, from most affected (inner ring) to least affected (outer ring).

The negative social impacts that were identified were as follows.

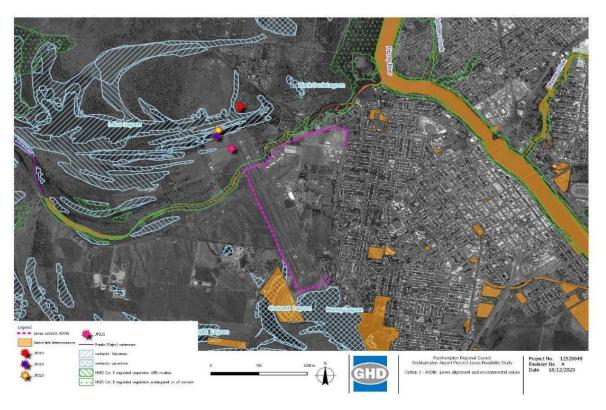
- Potential to create conflict between members of the local community infavour-of or opposed to the project;
- Acquisition of private property is perceived poorly by the community and the media, diminishing the social license to operate;
- The indirect afflux area that will have an increase of water inundation due
 to the levee may inundate heritage sites, as well as having additional
 impacts to the wider community, as some residences that previously were
 not a flood risk now sit on afflux areas; and
- Biodiversity impacts of clearing vegetation to accommodate levee infrastructure.



Environmental Assessment

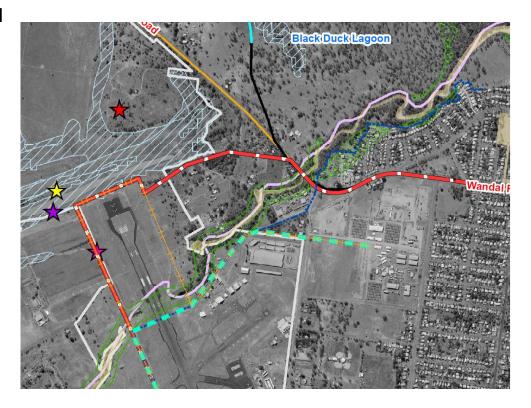
- Levee Option 3a has been determined to have less impact on environmental values than option 10. The levee has reduced impacts to Lion Creek and Lotus lagoons as well as native vegetation and fish passage and avoids the residential areas to the east of the airport.
- Levee Option 10 provides for an increase in flood immunity, however, presents a greater risk to environmental values including biodiversity, waterways and cultural heritage. Impacts to native vegetation, fish passage, watercourses and wetlands are anticipated to be greater from Option 10. There are likely to be additional approvals constraints and timeframes associated with Option 10. Therefore, Option 3a is preferred from an environmental perspective.
- A search of the project area identified three culturally significant places in the vicinity of each of the proposed levee options:
 - Rockhampton Botanic Gardens
 - · Rockhampton War Memorial
 - St. Aubins, a heritage listed detached house demonstrating the history of Rockhampton's build environment at a time of significant growth.

Environmental Assessment



Phase 4 Preliminary Design Presentation - 19 April 2022 I GHD

Environmental Constraints



Economic Assessment – Cost Benefit Analysis

Project Out-Turn Costs

- Option 3A P50 \$76.2M
- Option 10 P50 \$125M

Project Operating Costs

- Option 3A –\$17.1M
- Option 10 \$29.5M

Over 50 years Council would be required to fund \$94M and \$155M of total cost for Option 3a and 10 respectively

Impact	Option 3A (NPV)	Option 10 (NPV)
	Costs	'
Capital Expenditure (\$M)	\$60.18	\$99.26
Operational Expenditure (\$M)	\$3.98	\$6.57
Total Costs (\$M)	\$64.16	\$105.82
	Benefits	
Avoided Direct Building Damage (\$M)	\$(2.52)	\$(0.44)
Land Values (\$M)	\$12.39	\$14.95
Continued Airport Operations (\$M)	\$7.76	\$7.76
Avoided Clean Up Costs (\$M)	\$0.04	\$0.09
Avoided Disaster Management Costs (\$M)	\$0.21	\$0.22
Reduced Risk of Injury and Death (\$M)	\$0.04	\$0.05
Tourism Benefit (\$M)	\$0.19	\$0.19
Total Benefits (\$M)	\$18.11	\$22.87
Net Project Benefit (\$M)	\$(46.06)	\$(82.95)
BENEFIT COST RATIO	0.28	0.22

Economic Assessment – Cost Benefit Analysis

- Option 3a is estimated to increase total economic output in the Rockhampton region by \$200.959 million over the first 10-year period. From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$73.606 million, \$16.033 million more paid in wages and salaries, and a gain of \$28.189 million in terms of value-added.
- Option 3a is additionally expected to support 226 FTEs of employment throughout the 2 years of its construction, and an additional 3 FTEs annually once commissioned.
- Option 10 is estimated to increase total economic output in the Rockhampton region by \$331.388 million over the first 10-year period. From this direct expansion in the economy, flow-on supply-chain effects in terms of local purchases of goods and services are anticipated, and it is estimated that these indirect impacts would result in a further increase to output valued at \$121.380 million, \$26.438 million more paid in wages and a gain of \$46.485 million in terms of value-added.
- Option 10 is additionally expected to support 374 FTEs of employment throughout the 2 years of its construction, and an additional 3 FTEs annually once commissioned.

Business Case – Key Conclusions

BCR is low, often typical of levee projects) however with a project of state significant, the BCR should be considered alongside the additional qualitative benefits that were not able to be monetised for inclusion in the CBA framework, and the broader economic impact of the development of the levee to ascertain the economic viability of the project. These considerations include:

- Government policy whereby Rockhampton Airport achieves the standard required to meet the objectives of a
 Commonwealth designated 'Airport of Strategic Importance' as an alternate international airport, and function as
 an airport of economic significance and enable defence services as per the Economic Directions Statement for
 Queensland Airports (2013);
- Broader positive implications and benefits to the Rockhampton region with intangible benefits such as improved social wellbeing, ongoing Defence operations, and the catalytic effect of the project that will contribute to community uplift, improve reputation for the region and enable major economic development through tourism and other industries;
- Wider economic benefits where the preferred options will create an additional 256 jobs for Option 3a and 419 job for Option 10 over the first 10 year period. The short term construction phase of the project will deliver approximately \$244.56 million in additional GRP output for Option 3a and \$398.39 million in additional GRP output for Option 10.

Business Case – Key Conclusions Continued

Defence Ability to Operate

Urban Renewal Opportunities

Improved Social Wellbeing

Social, psychological and economic impact

Interruption of services and lifestyles

Employment related impacts

Impact on community wellbeing

Support of Emergency Operations

Catalytic Effect of the Project

11.4 ALEXANDRA STREET PARKING PETITION

File No: 5252

Attachments: 1. Option 1 Concept

2. Option 2 Concept 4

Authorising Officer: Martin Crow - Manager Infrastructure Planning

Peter Kofod - General Manager Regional Services

Author: Stuart Harvey - Coordinator Infrastructure Planning

SUMMARY

Council officers have received a petition regarding road safety concerns from various businesses in Alexandra Street between Maloney Street and Farm Street. A road safety investigation has been performed, investigating safety concerns in this area and recommending appropriate treatments.

OFFICER'S RECOMMENDATION

THAT Council endorse the line marking plan Option B consisting of installation of parking bays, edge lines, no stopping lines and an indented bay to improve safety on Alexandra Street.

COMMENTARY

Petition:

In February 2024 Council received a petition from several businesses along Alexandra Street.

The petition detailed the concerns around this section of Alexandra Street such as:

- Lack of sight distance while entering and existing the businesses on Alexandra Street due the recent reinforcement of on-street parking only by the local laws officer.
- Safety concerns for cyclists on Alexandra Street.
- Unsafe for garbage collection truck to collect waste due to on-street parking.
- Lack of safe location for delivery services to park their vehicles without having to make dangerous manoeuvres.

The petition calls for formalised concrete parking on the verge on Alexandra Street between Farm Street and Maloney Street.

Historically, business owners and their customers have unlawfully parked vehicles on the road verge as it is wide and removed from through traffic. During the site investigation, it was observed that most vehicles were parking on the road verge. Previously, Local Laws Officers had responded to a complaint by a community member regarding parking on the verge on Alexandra Street between Maloney Street and Farm Street and issued a series of infringements to vehicles parked unlawfully.

Council officers have consulted with some of the business owners on-site to further discuss the issues raised in the petition. During these discussions, the owners emphasised that, as a part of the intersection upgrade, the Council should have considered providing concrete bays to allow for safe parking of vehicles on road verge where they have been parking for the last 30 years. The owners also insisted that they find it unsafe to park the vehicle on street due to the volume and type of vehicles using Alexandra Street. Furthermore, they believe that the recent upgrade at the Farm Street and Alexandra Street intersection has also caused the queue lengths to increase, which impedes their ability to exit a vehicle.

Assessment:

Officers have undertaken an assessment of the site, considered it within the context of the wider transport network and considering the issues raised within the petition.

With regards to the comments made above regarding Waste Vehicles, Council approached the Waste Team and were advised that there are no current issues with waste collection on Alexandra Street. Collections in this location are not that dissimilar to other higher order roads with on street parking.

Council officers have investigated and identified 2 potential options to improve safety and operation of on-street parking on Alexandra Street between Maloney Street and Farm Street.

Option 1: Installation of Indented parking

Currently, Alexandra Street between Maloney Street and Farm Street has residential housing on one side and commercial/industrial properties on the other side. The residential housing has minimal requirement for on-street parking as they have access to parking internally in their property. Commercial properties on the other hand have a greater demand for parking and hence the installation of these indented parking would add benefit to properties on this side of Alexandra Street.

It is to be noted that almost all the business on Alexandra Street between Maloney Street and Farm Street have their own internal space for parking and that these are not always fully occupied. However, it has been observed by Council officers that there is a greater presence of on street parking between 220 Alexandra Street to 204 Alexandra Street. Considering the above, Option 1 proposes the installation of 2.2m wide, 122m long concrete indented bay at this section of Alexandra Street. The installation of the indented bay would require reconstruction of kerb and channel at this section on Alexandra Street and a significant concrete slab. The cost of works is estimated at \$255,000 and provides approximately 11 parking spaces.

Indented bays would formalise current verge parking activities and allow for space on the shoulder for cyclists to use for a certain length before they have to merge with the traffic at the Alexandra and Farm Street intersection.

Option 2: Installation of edge lines, parking lines, no stopping lines and an indented bay

Alexandra Street between Maloney Street and Farm Street has a road width of 12.6m. This enables the installation of edge lines forming 3.5m through lane and provides shoulder space of 2.8m on either side. These measurements enable the installation of parking bays measuring 2.2m wide and 5.4m/6m in length with a 600mm buffer to the edge of carriageway. With the current substantial pavement widths, parking bays could be marked on all available section on Alexandra Street between Maloney Street and Farm Street. Parking bays between driveways will be positioned centrally to maximise sight distance while exiting the driveways onto Alexandra Street. Provision of linemarking on street would formalize 31 parking bays in this section of Alexandra Street.

Council officers note the comments made by business owners around vehicle volumes and heavy vehicles using Alexandra Street and this impeding their ability to park on street. However, as a comparison, Hollingsworth Street experiences similar volumes and has a similar percentage of heavy vehicles. It currently has on street parking and does not experience any issues in either reported crashes or complaints from the community. Council officers acknowledge that the presence of on street parking can impact sight lines when entering the road however considers parked cars to mostly be a temporary obstruction and it is generally possible to achieve sight lines by using gaps in parking on approach to the conflict point.

This proposed option does not provide any bike lane for cyclists and they are required to share the road space with traffic in the carriageway. Whilst Alexandra Street is on the Principal Cycle Network, there are currently no cycling provisions other than wide shoulders. There will be a need for cycling infrastructure on Alexandra Street but this will be subject to a future planning project.

It is noted that the intersection upgrade works on Farm Street and Alexandra Street included the provision of a 180m long left turn lane. As a result, 204 Alexandra Street has no available shoulder for on-street parking and, with adjacent driveways, the nearest on street parking location is 45m away from the property. For consistency with other downsteam works, Officers have proposed the installation of an indented bay in front of 204 Alexandra Street similar to the indented bays installed near the Farm Street intersection on Alexandra Street. This would be able to accommodate 2 parked vehicles and cost approximately \$34,000.

Alexandra Street features in Council's LGIP and future planning, with necessary upgrade works to widen the carriageway and provide increased capacity as traffic demand increases. As a part of this future works, there will likely be changes to kerblines to accommodate the extra carriageway width. This may prompt future indenting of parking in this section however that work would be completed as part of the upgrade project. There is a hesitation to indent parking now and replace kerb when there is a future likelihood of the kerbline moving.

Given the significant cost and the general availability of on street parking on Alexandra Street officers recommend that Option 2 is endorsed.

BACKGROUND

Parking on the Verge is unlawful under *Transport Operations Road Use Management (Road Rules) Regulation 2009.* Parking on the verge is not permitted as it can:

- Block access for pedestrians if there is no other footpath
- Impede sight distance for motorists entering the road
- Damage utility infrastructure located within the verge
- Reduce the verge to an unsightly state

Alexandra Street is classed in the Rockhampton Planning Scheme as an Urban Arterial Road. Currently, this street has Average Annual Daily Traffic (AADT) of 7306 Veh/day, with an AM peak of 613 Veh/hour and a PM peak of 663 Veh/hour. Alexandra Street is also identified on the Principal Cycle Network Plan and given the wide road reserve available on Alexandra Street, there is a possibility to duplicate the lanes in the future to accommodate the future growth in traffic. This would result in removing any infrastructure provided in the road reserve including any indented bays or footpath installed in this location.

While Council has no obligation to provide on-street parking for every property, Council has previously provided these indented bays in locations such as Norman Road, Haynes St and Thozet Road where upgrade works have resulted in removal of shoulder space leaving no room for residents/businesses to park on street. In the case of Alexandra Street, Council has provided some indented bays close to the signals at Farm Street due to the removal of shoulder space at this location.

PREVIOUS DECISIONS

Nil

BUDGET IMPLICATIONS

There is currently no allocation in the capital budget Option 1 - construction of indented bays, on Alexandra Street as per Option 1.

Option 2, due to its relatively low cost (\$34,000), could be funded through the Road Safety and Minor Works budget.

CORPORATE/OPERATIONAL PLAN

The report contributes to Council's Corporate Plan goals, specifically:

3.1.1 Consult on, advocate, plan, deliver and maintain a range of safe urban and rural public infrastructure appropriate to the Region's needs, both present and into the future.

CONCLUSION

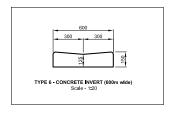
Officers have investigated the concerns raised within the petition and have recommended that linemarking is implemented in Alexandra Street with a small indented parking bay constructed adjacent to 204 Alexandra Street.

ALEXANDRA STREET PARKING PETITION

Option 1 Concept

Meeting Date: 4 June 2024





PAVEMENT MARKING LEGEND

80mm - 100mm Wide (White) 150mm Wide (White)

9,0m 9,0m 3.0m

100mm Wide (150mm - Freeway) (White)

NOTES

- 112m Indented parking to be installed on Alexandra Street
- Provides approximately 11 parking spaces



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ALEXANDRA STREET
MALONEY STREET TO FARM STREET
TRAFFIC MANAGEMENT
OPTION 1

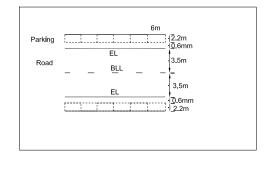
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ALEXANDRA STREET PARKING PETITION

Option 2 Concept

Meeting Date: 4 June 2024





PAVEMENT MARKING LEGEND

NOTES
- Install 31 marked car parking spaces.

CONCEPT27/05/2024

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ALEXANDRA STREET

MALONEY STREET TO FARM STREET

TRAFFIC MANAGEMENT

OPTION 2

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11.5 BLACKSPOT NOMINATION 2024/25

File No: 5252 Attachments: Nil

Authorising Officer: Martin Crow - Manager Infrastructure Planning

Peter Kofod - General Manager Regional Services

Author: Stuart Harvey - Coordinator Infrastructure Planning

SUMMARY

The following report outlines the proposed Blackspot Projects to be nominated for the next round of funding (2024/25).

OFFICER'S RECOMMENDATION

THAT Council endorse the following applications for 2024/25 Blackspot funding round:

- Canning Street (North Street to Cambridge Street);
- 2. Denham Street intersection improvements;
- 3. Razorback Road alignment improvements; and
- 4. Dean Street / Elphinstone Street intersection improvements

COMMENTARY

Council officers have been preparing applications for the 2024/25 round of Blackspot Funding. The program is fully funded by the Federal Government, and administered through the State, to address areas with a proven crash history through proposing safety treatments with a known benefit.

As part of the application process, a benefit cost analysis is performed on each proposed site. This is based upon the benefits of the proposed treatment measured against the crash history and is expressed as a Benefit Cost Ratio (BCR). To be eligible for blackspot funding, the proposed treatment must score a BCR of 2.0 or greater. This often limits the scope of works for Blackspot intersections.

In the previous rounds application (23/24) Council successfully applied for funding for Rodboro Street route calming scheme and in 22/23 Council received funding for Upper Dawson Road / Derby Street / Canning Street, Denham Street, and Derby Street / Denison Street.

For the 24/25 Round, Council officers are proposing the following locations and treatments:

- Razorback Road alignment to Poison Creek Road. Proposing to improve horizontal alignment through road widening and improve superelevation on select curves.
- Canning Street between North Street and Cambridge Street. Implementation of a channelized right turn at Canning and Albert Street, pedestrian crossing point on Canning Street, footpaths and conversion to a Left in/Left out arrangement at Canning and Cambridge Street intersection.
- Denham Street Extended between Bowen Terrace and Eton Street. Traffic calming scheme composed of raised medians, improvements to minor leg intersections and mini roundabout.
- Dean Street and Elphinstone Street intersection. Introduction of dedicated right turn treatments to remove filtered turns.

The concept designs for the proposed treatments are still being finalised. Council will expect to know the outcome of our applications in June 2025 with design and construction to commence in the 25/26 financial year.

BACKGROUND

The Federal Blackspot Program is a federal funding grant, administered by the State, to improve the safety at Blackspot locations. A blackspot intersection is defined as an intersection with over 3 casualty crashes in the past 5 years. The blackspot program aims to fully fund the works submitted in the application and the works must be completed within the nominated financial year. Blackspot treatments can also be submitted proactively through the completion of a road safety audit.

An investigation into the effectiveness of the historically completed treatments constructed through Blackspot funding identified that between 2002 and 2015 RRC received funding to upgrade 27 sites totalling \$5,301,000. The implementation of the identified treatments at these sites provided a total estimated saving of \$4,062,763 per year in targeted crash costs, or an average annual saving of \$150,472 per site. The findings of this investigation also identified that the treatments implemented under the Blackspot Program had a dramatic effect on crash reduction at the sites, with a 54.6% drop in all crash types and a 43.3% reduction in crashes specifically attributed to the installed treatment type (i.e. target crashes).

BUDGET IMPLICATIONS

Projects nominated under the Federal Blackspot Fund will receive up to \$2.0M in funding. Although Council can elect to contribute to the project, a contribution to Blackspot proposals is not mandatory.

RISK ASSESSMENT

The Federal Government Blackspot Funding program assists Council and State Government Departments to reduce the number of casualty and fatality crashes within the Rockhampton Regional Council area. The systematic treatment of Blackspot identified locations reduce the overall crash risks within our region.

CORPORATE/OPERATIONAL PLAN

This project aligns with the corporate plan outcome 1.1: Safe, accessible, reliable and sustainable infrastructure and facilities.

CONCLUSION

Council officers have proposed several locations to apply for under the Blackspot Funding program. This report seeks Council's endorsement of these proposed locations.

11.6 SCHOOL TRANSPORT INFRASTRUCTURE PROGRAM

File No: 12534

Attachments: 1. STIP Flow Chart

2. Warraburra Bus set down J.

Crescent Lagoon Childrens Crossing
 Gracemere State School Setdown

4. Gracemere State School Setdown

Martin Crow - Manager Infrastructure Planning
Peter Kofod - General Manager Regional Services

Author: Stuart Harvey - Coordinator Infrastructure Planning

SUMMARY

Authorising Officer:

Council officers are proposing to submit projects under the School Transport Infrastructure Program (STIP). This program is a sub program of the Targeted Road Safety Program. This report seeks Council's endorsement for the submission of these projects.

OFFICER'S RECOMMENDATION

THAT Council endorse the following submissions for the School Transport Infrastructure Program 2024:

- Warraburra State School bus set down improvements Middle Road
- Crescent Lagoon State School Supervised Crossing
- Gracemere State School set down improvements

COMMENTARY

The Department of Transport and Main Roads have released the next round of funding under the Targeted Road Safety Program called School Transport Infrastructure Program (STIP) 2022-2026. STIP provides funding to improve the safety and operation for schools through new or improved infrastructure at the school and/or on the surrounding road network.

Funding is available for STIP for the installation of new or improved transport related infrastructure at a school and/or surrounding road network, such as, but not limited to:

- construction / upgrading of bus set-down areas, indents/ bays
- construction / upgrading of bikeways and shared pathways
- installation / upgrading of traffic signals and other intersection improvements
- construction / upgrading or extension of Stop, Drop and Go Zones
- construction / upgrading of pedestrian pathways, fencing and barriers
- Installation of kerb extensions

The maximum amount of state funding available for a project is \$500,000 except in special circumstances. It is anticipated that most projects will be funded at a 50:50 subsidy basis (for example co-funding between TMR and Local Government). While 100 percent funding is available, this is at the discretion of the Approver.

The funding process has several steps of investigations and analysis undertaken by various parties. Attachment 1 highlights the process that is required to obtain funding. Ideas are raised by the community, schools, road authority, Member of Parliament and submitted through a STIP ideas form to TMR.

The TMR Manager (Road Safety) arranges a Safe School Travel investigation to assess the issue and consider potential road safety treatments. The Safe School Travel investigation recommends either a STIP nomination or the resolution of the issue without the need for new infrastructure. If STIP nomination is recommended, the Road Safety Manager works with Council to determine an appropriate treatment before submission of the funding application. This application is then assessed by a TMR technical committee and recommendations are given to the Minister for approval.

For this round of funding, officers have proposed projects which have been assessed, and a suitable improvement developed. The identified projects are:

- Warraburra School set down improvements Middle Road. This project complements
 a previous successful application for Warraburra School. Works are formalizing
 onstreet parking on Middle Road with introduction of marked bays and kerb and
 channel along with the inclusion of a formalized indented bus bay. This is estimated
 to cost \$279,500 with no contribution from Council
- Gracemere State School set down improvements. This project looks to improve the set down and parking facilities at Gracemere State School. The project shifts the existing bus zone and improves delineation of the set down zone. It also formalizes some parking at the west of the school. The estimated cost of works is \$195,500 with no contribution from Council
- Crescent Lagoon State School supervised crossing. This project introduces a children's crossing on Eton Street at Crescent Lagoon School. This crossing will have a crossing supervisor and associated footpath to encourage parents parking and walking students into school. The estimated cost of works is \$289,500 with no contribution from Council.

The STIP funding has a total of \$40 million investment from 2022-23 to 2025-26 with \$10 million of dedicated funding available each year. It is anticipated that this round of successful STIP projects will be announced in late 2024. Council will continue to work in partnership with TMR and the local schools to investigate and address issues raised by the school community for future inclusion in the STIP program.

BACKGROUND

Council and the Department of Transport and Main Roads have been working with the schools within the region over many years to improve infrastructure for parents to pick up and drop off students. Most schools experience a large volume of school traffic within a short 15–30 minute period and this can be difficult to safely manage. Council's focus is on providing road infrastructure that creates a safe road environment during this busy period. This is often accompanied with a level of education and enforcement to ensure that a holistic approach to managing safe school travel is considered.

BUDGET IMPLICATIONS

The funding grant will fund projects up to \$500,000 and is anticipated that this is on the basis of 50:50 subsidy basis.

Where Council has already recently undertaken or committed to undertake construction works nearby to the project site, through the existing capital program, this will be considered as the RRC contribution to the nominated projects. Where there are no nearby projects that contribute to school safety outcomes, Council will be seeking 100% contribution from the State.

Council does not have any nearby works to include as contribution nor any available capital allocation and so these nominations will be seeking 100% contribution from the State.

RISK ASSESSMENT

The proposed projects represent little risk to Council's Capital program in terms of both timing and cost as they are mostly simple, low-cost projects. The construction of these projects will aim to address and mitigate existing known road safety risk around the schools.

CORPORATE/OPERATIONAL PLAN

This project aligns with the corporate plan outcome 1.1: Safe, accessible, reliable and sustainable infrastructure and facilities.

CONCLUSION

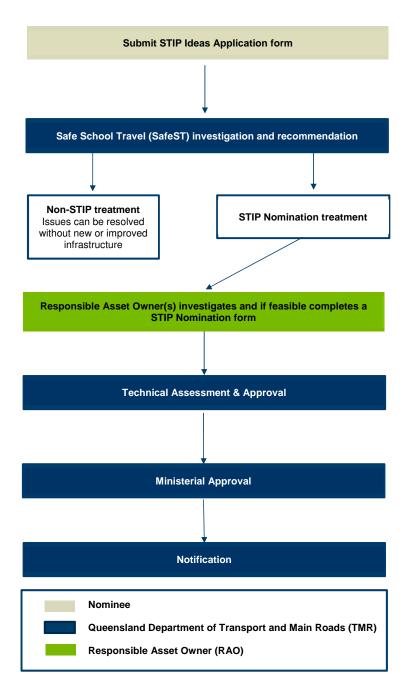
A summary of the School Transport Infrastructure Program (STIP) funding grant and current list of proposed projects are presented to Council for endorsement. Future projects for funding will be assessed and submitted as they arise.

SCHOOL TRANSPORT INFRASTRUCTURE PROGRAM

STIP Flow Chart

Meeting Date: 4 June 2024

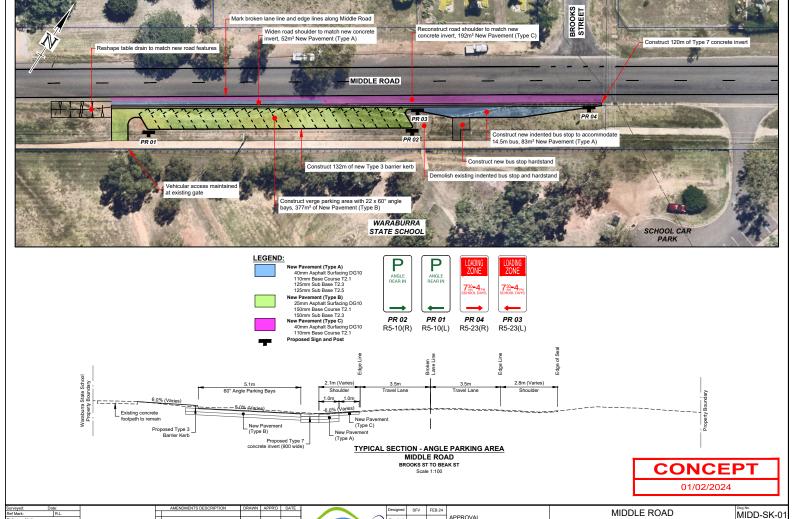
School Transport Infrastructure Program: Process Flowchart



SCHOOL TRANSPORT INFRASTRUCTURE PROGRAM

Warraburra Bus set down

Meeting Date: 4 June 2024



Rockhampton

RPEQ No.

DATE

MANAGER INFRASTRUCTURE PLANNING

Sheet No. 1 of

BROOKS STREET TO BEAK STREET (GRACEMERE)

BUS STOP AND CAR PARK CONSTRUCTION OVERALL LAYOUT PLAN



CONCEPT

01/02/2024

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MIDDLE ROAD BROOKS STREET TO BEAK STREET (GRACEMERE) BUS STOP AND CAR PARK CONSTRUCTION EXISTING LAYOUT

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SCHOOL TRANSPORT INFRASTRUCTURE PROGRAM

Crescent Lagoon Childrens Crossing

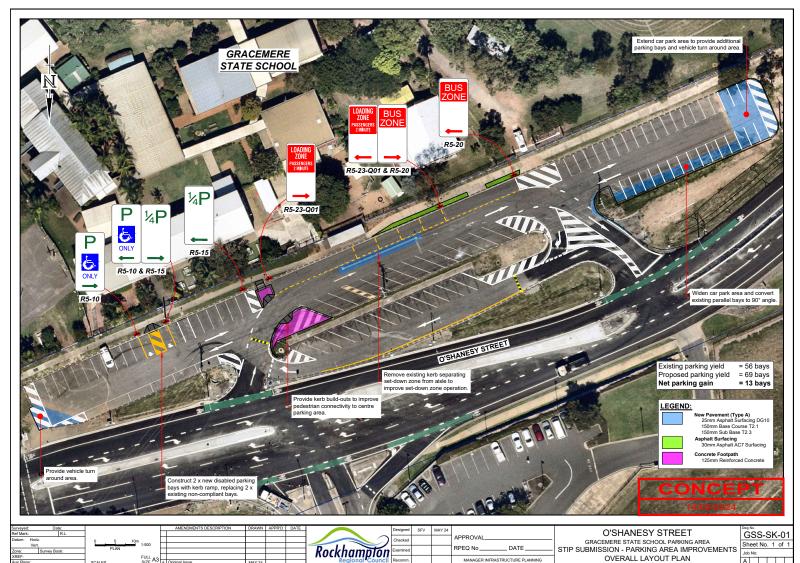
Meeting Date: 4 June 2024



SCHOOL TRANSPORT INFRASTRUCTURE PROGRAM

Gracemere State School Setdown

Meeting Date: 4 June 2024



12 NOTICES OF MOTION

Nil

13 QUESTIONS ON NOTICE

Nil

14 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting

15 CLOSED SESSION

In accordance with the provisions of section 254J(3) of the *Local Government Regulation* 2012, a local government may resolve to close a meeting to the public to discuss confidential items, such that its Councillors or members consider it necessary to close the meeting.

RECOMMENDATION

THAT the meeting be closed to the public to discuss the following items, which are considered confidential in accordance with section 254J(3) of the *Local Government Regulation 2012*, for the reasons indicated.

16.1 Materials Recycling Facility

In accordance with section 254J(3)(g) of the *Local Government Regulation 2012* it is considered necessary to close the meeting to discuss negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government. (This report is considered confidential in accordance with section 254J(3)(g), of the Local Government Regulation 2012, as it contains information relating to negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interest of the local government.)

16 CONFIDENTIAL REPORTS

16.1 MATERIALS RECYCLING FACILITY

File No: 13511 Attachments: Nil

Authorising Officer: Peter Kofod - General Manager Regional Services

Author: Michael O'Keeffe - Manager Rockhampton Regional

Waste and Recycling

In accordance with section 254J(3)(g) of the *Local Government Regulation 2012* it is considered necessary to close the meeting to discuss negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government. (This report is considered confidential in accordance with section 254J(3)(g), of the Local Government Regulation 2012, as it contains information relating to negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interest of the local government.)

SUMMARY

The purpose of this report is to update Council on the current viability of establishing a Materials Recovery Facility to process recyclable material within the region.

17 CLOSURE OF MEETING