



# **INFRASTRUCTURE COMMITTEE MEETING**

## **AGENDA**

**19 AUGUST 2025**

*Your attendance is required at an Infrastructure Committee meeting of Council to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 19 August 2025 commencing at 9:00 AM for transaction of the enclosed business.*

A handwritten signature in black ink, appearing to be "C. P.", is positioned above the printed name of the Chief Executive Officer.

**CHIEF EXECUTIVE OFFICER**  
13 August 2025

Next Meeting Date: 16.09.25

**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  
Councillor E B Hilse

In Attendance:

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

## **3 APOLOGIES AND LEAVE OF ABSENCE**

## **4 CONFIRMATION OF MINUTES**

Minutes of the Infrastructure Committee held 20 May 2025

## **5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA**

**6 BUSINESS OUTSTANDING**

Nil

**7 PUBLIC FORUMS/DEPUTATIONS**

Nil

**8 PRESENTATION OF PETITIONS**

Nil

**9 COMMITTEE REPORTS**

Nil

## 10 COUNCILLOR/DELEGATE REPORTS

### 10.1 PORTFOLIO UPDATE

**File No:** 10097  
**Attachments:** Nil  
**Authorising Officer:** Peter Kofod - General Manager Regional Services  
**Author:** Peter Kofod - General Manager Regional Services

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#### SUMMARY

*Portfolio Councillors for Waste and Recycling, Infrastructure and Water will provide an update on matters of interest within their portfolio.*

#### OFFICER'S RECOMMENDATION

THAT the Portfolio Updates for Waste and Recycling, Infrastructure and Water be received.

#### BACKGROUND

Councillors have requested an opportunity to speak about their relevant Portfolio during Committee Meetings.

The following Councillors will provide an update on their Portfolio at Infrastructure Committee:

- Councillor Shane Latcham – Waste and Recycling Portfolio
- Councillor Marika Taylor – Infrastructure Portfolio
- Councillor Edward Oram – Water Portfolio

## 11 OFFICERS' REPORTS

### 11.1 MONTHLY PROJECT STATUS REPORT FOR CIVIL OPERATIONS - JUNE 2025

**File No:** 7028

**Attachments:** 1. **Monthly Project Status Report for Civil Operations - June 2025**[↓](#)

**Authorising Officer:** Peter Kofod - General Manager Regional Services

**Author:** Ryan Swadling - Acting Manager Civil Operations

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#### 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 June 2025 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 June 2025:

- Unsealed Road Network
- 2024/2025 Capital Works Program
- Alexandra Street / Birkbeck Drive - Roundabout
- Derby Street / Denison Street / Kent Street – Intersection Upgrades
- Murray Street (Fitzroy Street to Denham Street) – Rehabilitation
- Rodboro Street – Traffic Calming Scheme
- Parkhurst Industrial Area Road Upgrades (McLaughlin Street, Wade Street & Johnson Street)

# **MONTHLY PROJECT STATUS REPORT FOR CIVIL OPERATIONS JUNE 2025**

## **Monthly Project Status Report for Civil Operations - June 2025**

**Meeting Date: 19 August 2025**

**Attachment No: 1**

## CIVIL OPERATIONS

### Monthly Project Report – June 2025



## UNSEALED ROAD NETWORK

During the month of June 2025, approximately 21.6 kms of roads were graded and a further 6.9 kms of roads re-sheeted with approximately 100mm of gravel to improve wet weather trafficability.

### Completed – June 2025

Road Name	Area	Total Length Graded (km)	Total Length Re-sheeted (km)
Bull Street	Marmor		0.14 kms
Calmorin Road	Ridgeland / South Yaamba	0.73 kms	
Glenroy Road	Glenroy	2.16 kms	2.62 kms
Oakey Creek Road	Oakey Creek	2.88 kms	2.85 kms
Rogers Lane	Marmor		0.16 kms
Rookwood Road	Gogango	3.90 kms	
Sisalana Road	Marmor	2.77 kms	1.15 kms
South Yaamba Road	South Yaamba	6.05 kms	
Toonda Road	Marmor	1.30 kms	
Weir Park Road	Gogango	1.84 kms	

### In Progress – July 2025

<ul style="list-style-type: none"> <li>• Craignaught Road</li> <li>• Glenroy Road</li> <li>• Lyttle Lane</li> <li>• Seymour Road</li> </ul>	<ul style="list-style-type: none"> <li>• Mandalay Road</li> <li>• Moller Road</li> <li>• Oakey Creek Road</li> <li>• South Yaamba Road</li> </ul>	<ul style="list-style-type: none"> <li>• Offord Road</li> <li>• Rookwood Road</li> <li>• San Jose Road</li> <li>• William Palfrey Road</li> </ul>
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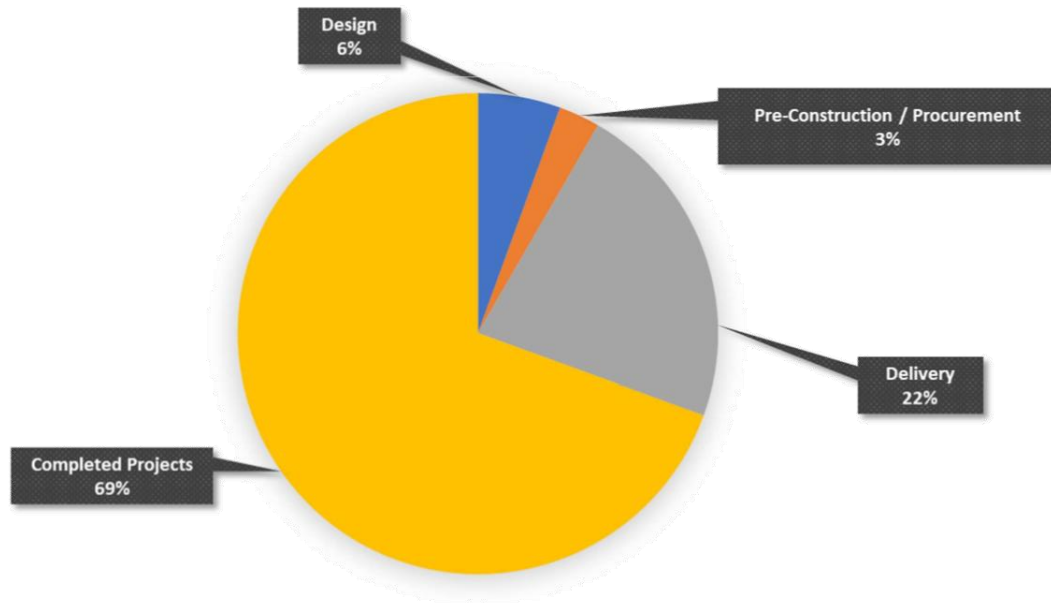
### Areas Programmed for August 2025

<ul style="list-style-type: none"> <li>• Jackson Rd</li> <li>• McQuire Road</li> <li>• Colliver Rd</li> </ul>	<ul style="list-style-type: none"> <li>• Half Penny Rd</li> <li>• Horger Rd</li> <li>• Cooks Road</li> </ul>	<ul style="list-style-type: none"> <li>• Goodwin Rd</li> <li>• Seeney Rd</li> <li>• Leydens Hill Rd</li> </ul>
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## CAPITAL WORKS PROGRAM

Summary (by project status)

### 2024-25 Capital Works Program - Civil Operations



Design			
2024-2025 Projects			Comment
Glenroy Road – Fitzroy River Bridge (for delivery 2025-2026 onwards)			Underway
Glenroy Road – Upgrades (for delivery 2025-2026 onwards)			Underway
Pre-Construction / Procurement			
2024-2025 Projects		Estimated Start Date	Comment
2024/2025 Annual Reseal Program – Micro-Surfacing (Slurry Seals)		July 2025	
Delivery			
2024-2025 Projects	Actual Start Date	Estimated Completion Date	Comment
Unsealed Road Gravel Program	July 2024	June 2025	Refer to Unsealed Road Network Update
Norman Road (German Street to Dodson Street) - Footpath (LRCI Phase 4 Funding)	March 2025	July 2025	
Alexandra Street / Birkbeck Drive Intersection – Early Works	December 2024	August 2025	Only Ergon works remaining
Dale Park - Access Road	June 2025	August 2025	
Murray Street (Fitzroy Street to Denham Street) - Rehabilitation	March 2025	August 2025	Additional landscaping works required
Rodboro Street - Traffic Calming Scheme and Footpath (Black Spot Funding)	June 2025	September 2025	
Parkhurst Industrial Area – Stage 3 - Johnson Street Rehabilitation (SLRIP / REFF Funding)	June 2025	October 2025	
South Yaamba Road – Reconstruction (SLRIP Funding)	June 2025	December 2025	



Completed
Parkhurst Industrial Area – Stage 1 – McLaughlin Street (HVSPF Funding)
Stanwell-Waroula Road - Sealing (RRUPP Funding)
Upper Dawson Road / Canning Street / Derby Street – Intersection Upgrades – (Black Spot Funding)
Somerset Road – Road and Stormwater Upgrades (TIDS Funding)
St Mary's Catholic Primary School – Footpath (STIP Funding – Tranche 5)
Denham Street (Canning Street to George Street) – Intersection Upgrades – (Black Spot Funding)
Dale Park - Asphalt Basin Stormwater Quality Device
Murphy Road, Kabra (Ch 0.44 to Ch 1.5) - Sealing (LRCI Phase 4 Funding)
St Paul's Catholic Primary School – Footpath (STIP Funding – Tranche 6)
Bawden Street / Bedford Street - Intersection Upgrade
Berserker State School – Footpath (STIP Funding – Tranche 5)
Emmaus College – Footpath (STIP Funding – Tranche 6)
Rockhampton State High School – Footpath (STIP Funding – Tranche 5)
Cambridge Street (Lennox Street to Murray Lane) - Footpath (LRCI Phase 4 Funding)
Glenmore State School – Footpath (STIP Funding – Tranche 5)
Witt Street (Dean St to Water St) – Rehabilitation
Denison Street (Derby Street to Stanley Street) - Rehabilitation (LRCI Phase 4 Funding)
The Cathedral College – Footpath (STIP Funding – Tranche 6)
Lion Mountain Road, Alton Downs (Ch 9.2 to 11.2) – Sealing
Bills Road, Marmor (Ch 0.23 to Ch1.33) - Sealing (LRCI Phase 4 Funding)
2024/2025 Annual Reseal Program – Spray Seals
Broadway Street (O'Connell Street to Quay Street)

Bus Stop and Bus Shelter Program


Parkhurst Industrial Area – Stage 2 – Wade Street Rehabilitation (SLRIP / REFF Funding)

Waraburra State School – Parking and Pedestrian Safety Works (STIP Funding – Tranche 5)

## MAJOR PROJECTS UPDATE

## Alexandra Street / Birkbeck Drive – Roundabout

Project Budget: \$7,900,000


Scope	Construction of a roundabout at the intersection of Alexandra Street, Belmont Road and Birkbeck Drive. One of the legs of the roundabout will be a new road linking with McLaughlin Street and Edenbrook Estate. Works include clearing, relocation of overhead electrical infrastructure, streetlighting, drainage, bulk earthworks, pavement, asphalt sealing, kerb and channel, concrete medians, landscaping and concrete footpaths.			
	Actual Start Date: June 2025		Estimated Completion Date: October 2026	
Initial Construction Estimate	\$8,620,000	Estimated Cost at Completion	\$8,620,000	Budget Health 
On the Horizon – Key Milestones & Deliverables				
<u>June</u> <ul style="list-style-type: none"><li>• Close Birkbeck Drive;</li><li>• Commence drainage and roadworks.</li></ul>		<u>July</u> <ul style="list-style-type: none"><li>• Continue with drainage works;</li><li>• Continue with roadworks;</li><li>• Ergon HV works to be completed.</li></ul>		<u>August</u> <ul style="list-style-type: none"><li>• Continue with drainage works;</li><li>• Continue with roadworks, including pavement works;</li><li>• Install water connection to roundabout for landscaping;</li><li>• Install conduit road crossings for streetlighting.</li></ul>
Comments	<ul style="list-style-type: none"><li>• This project is jointly funded by RRC and the State Government's Works for Queensland Program;</li><li>• Cost of Ergon's relocation work has increase significantly from their initial offer.</li></ul>			

## Derby Street / Denison Street / Kent Street – Intersection Upgrades

Project Budget: \$2,200,000

Scope	The works being undertaken include installing a single-lane roundabout, traffic calming solutions, raised safety platforms, improved intersection signage and improved roadway lighting.			
	Actual Start Date: February 2024		Estimated Completion Date: July 2025	
Initial Construction Estimate	\$2,190,000	Estimated Cost at Completion	\$2,200,000	Budget Health <div></div>
On the Horizon – Key Milestones & Deliverables				
<u>June</u> <ul style="list-style-type: none"><li>Removal of signage.</li></ul>	<u>July</u> <ul style="list-style-type: none"><li>Additional line marking;</li><li>Landscaping by Parks team;</li><li>Fencing.</li></ul>		<u>August</u> <ul style="list-style-type: none"><li>Installation of street light footings;</li><li>Practical completion.</li></ul>	
Comments	<ul style="list-style-type: none"><li>This project is jointly funded by RRC and the State Government’s Black Spot Program;</li><li>Process underway with Ergon for installation of street lights</li></ul>			

Murray Street (Fitzroy Street to Denham Street) – Rehabilitation				Project Budget: \$600,000
Scope	Works include the replacement of K&C on both sides of Murray Street. Undertake areas of pavement repairs and provide asphalt overlay. The works will also include renewed street scaping. <i>Actual Start Date:</i> March 2025 <i>Estimated Completion Date:</i> July 2025			
Initial Construction Estimate	\$600,000	Estimated Cost at Completion	\$665,000	Budget Health <div></div>
On the Horizon – Key Milestones & Deliverables				
<u>June</u> <ul style="list-style-type: none"><li>Commence kerb and channel on southern side of Murray Street;</li><li>Commence asphalt seal;</li><li>Commence streetscaping.</li></ul>	<u>August</u> <ul style="list-style-type: none"><li>Continue remaining kerb and channel;</li><li>Continue street scaping.</li></ul>		<u>August</u> <ul style="list-style-type: none"><li>Complete remaining kerb and channel;</li><li>Complete remaining asphalt seal;</li><li>Complete streetscaping.</li></ul>	
Comments	<ul style="list-style-type: none"><li>This project is jointly funded by RRC and the Federal Government’s Local Roads and Community Infrastructure Program.</li></ul>			

Rodboro Street - Traffic Calming Scheme			Project Budget: \$1,500,000	
Scope	Project includes construction of mini-roundabouts at Rodboro Street / Tomkins Street and Rodboro Street / Nobbs Street intersections, installation of coloured local area traffic treatments at some intersections, installation of concrete centre islands at some locations, installation of improved line marking and construction of concrete footpath along Rodboro Street between McKean Street and Water Street.			
	Actual Start Date: May 2025		Estimated Completion Date: September 2025	
Initial Construction Estimate	\$1,500,000	Estimated Cost at Completion	\$1,584,000	Budget Health 
On the Horizon – Key Milestones & Deliverables				
<u>June</u> <ul style="list-style-type: none"><li>Commence road widening works;</li><li>Commence footpath works along McKean Street / Bawden Street.</li></ul>	<u>July</u> <ul style="list-style-type: none"><li>Continue footpath works;</li><li>Commence asphalt works at Rodboro Street / Tomkins Street and Rodboro Street / Nobbs Street;</li><li>Commence kerb and channel works at Rodboro Street / Berserker Street;</li><li>Contractor to commence footpath works along Water Street / Bawden Street.</li></ul>		<u>August</u> <ul style="list-style-type: none"><li>Install rubber roundabouts at Rodboro Street / Tomkins Street and Rodboro Street / Nobbs Street;</li><li>Install coloured intersection treatments;</li><li>Commence kerb and channel works at Rodboro Street / Bawden Street;</li><li>Fencing works adjacent to Elizabeth Park.</li></ul>	
Comments	<ul style="list-style-type: none"><li>This project is jointly funded by RRC and the State Government's Black Spot Program</li><li>Multiple resources to be allocated during initial stages of project</li></ul>			

Parkhurst Industrial Area Road Upgrades (McLaughlin Street, Wade Street & Johnson Street)			Project Budget: \$10,000,000	
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.  <b>Actual Start Date:</b> November 2023 <b>Estimated Completion Date:</b> July 2025			
Initial Construction Estimate	\$9,147,000	Estimated Cost at Completion	\$9,147,000	Budget Health <div></div>
On the Horizon – Key Milestones & Deliverables				
<u>June</u> <ul style="list-style-type: none"><li>Asphalt surfacing to Wade Street (Stage 2);</li><li>Wade Street re-opened 7 June;</li><li>Johnson Street / Alexandra Street (Stage 3) commenced.</li></ul>	<u>July</u> <ul style="list-style-type: none"><li>Johnson Street / Alexandra Street (Stage 3) ongoing.</li></ul>	<u>August</u> <ul style="list-style-type: none"><li>Johnson Street / Alexandra Street (Stage 3) prepare for asphalt sealing works.</li></ul>		
Comments	<ul style="list-style-type: none"><li>This project is jointly funded by RRC, the State Government’s Regional Economic Futures Fund (REFF) and the Federal Government’s Safer Local Roads Investment Program (SLRIP);</li><li>Stage 1 (McLaughlin Street) completed August 2024;</li><li>Stage 2 (Wade Street) completed June 2025;</li><li>Stage 3 (Johnson Street) to be completed August 2025.</li></ul>			

**11.2 PROJECT DELIVERY CAPITAL REPORT - INFRASTRUCTURE - JULY 2025**

**File No:** 16255  
**Attachments:** 1. Infrastructure Status Reports - July 2025 [↓](#)  
**Authorising Officer:** Peter Kofod - General Manager Regional Services  
**Author:** Andrew Collins - Manager Project Delivery

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**SUMMARY**

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

**OFFICER'S RECOMMENDATION**

THAT the Project Delivery Capital Report – Infrastructure – July 2025 be received.

**COMMENTARY**

The Project Delivery section submits the monthly project report outlining the status of capital projects managed by the Unit on behalf of the Regional Services Department.

The following projects are reported on for the month of July 2025, detailed individual reports are attached:

Project
Mount Morgan Water Pipeline Project
NRSTP Upgrade
GWTP Solar Farm
GWTP Roof Replacement
Airport Solar

# **PROJECT DELIVERY CAPITAL REPORT – INFRASTRUCTURE JULY 2025**

## **Infrastructure Status Reports July 2025**

**Meeting Date: 19 August 2025**

**Attachment No: 1**

## PD-PRO-2025 GWTP Roof replacement

## Monthly Status Report

Jul-2025

Project Management								
Council Custodian:	Fitzroy River Water	Project Manager:	Darren Toohey		Project Phase:	Design & Construction		
Project Scope								
Activity	Scope				Traffic Light	Scope Change		
Design & Construction	Stage 1: Assessment, Design and construction of the Following Items: 1- Condition assessment for Administration roof and Filter Gallery roof. 2- Admin and Chemical Store Roof replacement in addition to removal, replacement and relocation of air conditioning units as required.				G	No scope change		
Construction	Stage 2: Filter Gallery Roof replacement				G	No scope change		
Project Funding and Finance								
Funding Source	Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update		
		Actuals	Committals	Remaining Budget				
Council Allocation:	\$2,000,000	\$286,229	\$963,978	\$749,794	G	No financial change		
External Funding:	\$0							
Total Project Budget:	\$2,000,000							
	2025/26FY				Traffic Light	Monthly Update		
	Budget	Actuals	Committals	Remaining Budget				
	\$1,728,201	\$14,429	\$963,978	\$749,794	G	No financial change		
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Procurement of Filter Gallery Roof Contractor	17-Feb-25	30-Apr-25	17-Feb-25	30-Apr-25	100%	100%	G	No schedule change
Construction of Filter Gallery Roof	14-May-25	29-Aug-25	14-Jun-25	29-Aug-25	59%	50%	G	No schedule change
Procurement of Pump High lift Contractor	14-Apr-25	30-May-25	10-Jul-25	14-Aug-25	54%	30%	G	No schedule change
Construction of Pump High Lift Roof	30-Jul-25	30-Sep-25	28-Aug-25	30-Sep-25	0%	0%	G	No schedule change
Project Milestones								Date
Completion of Filter Gallery Roof contractor procurement								24-Apr-25
Filter Gallery Roof Construction completion								30-Aug-25
Completion of Pump High lift roof contractor procurement								14-Aug-25
Pump High lift roof Construction completion								30-Sep-25
Commentary								
Filter Gallery Roof Contractor on track for completion by 30 August 2025. Measures continuing to be implemented to safeguard critical infrastructure, ensuring the Filter Gallery remains fully operational and protected from water contamination during construction.								
Additional works will be undertaken on the High Lift Pump Station roof.								
Three Month Horizon								
Aug-2025			Sep-2025			Oct-2025		
Roof replacement (Filter Gallery)			Roof Replacement (High Lift)			Roof Replacement (High Lift)		



## PD-PRO-2021 GWTP Solar Farm

## Monthly Status Report

Jul-2025

Project Management								
Council Custodian:	Fitzroy River Water	Project Manager:	Nathan Everton	Project Phase:	Construction			
Project Scope								
Activity	Scope			Traffic Light	Scope Change			
The project has been split into a Civil Works Package to prepare the site and the solar installation scope.								
Design & Construction	Finalise the Design and construct a small-scale solar power generation facility (solar facilities) at the Glenmore Water Treatment Plant.			G	No scope change			
Project Funding and Finance								
Funding Source	Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update		
		Actuals	Committals	Remaining Budget				
Council Allocation:	\$6,313,458	\$5,879,481	\$395,582	\$38,395	G	No financial change		
External Funding:	\$0							
Total Project Budget:	\$6,313,458							
	2025/26FY			Traffic Light	Monthly Update			
	Budget	Actuals	Committals	Remaining Budget				
	\$433,977	\$0	\$395,582	\$38,395	G	No financial change		
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Finalise Design and Construction of Solar Generation Plant	01-Sep-22	01-Dec-23	01-Sep-22	19-Sep-25	95%	95%	R	Major schedule change
Project Milestones								Date
Onsite work has commenced.								01-Apr-23
Project Completion.								19-Sep-25
Commentary								
Final commissioning plan and drawings received from the Contractor. Works scheduled for late August, subject to approval of commissioning plan.								
Risk	Risks (Cause, Risk, Impact)				Risk Responses			
Technical	Because of Technical HV interlocking requirements, commissioning may be delayed.				Discussion for FRW to complete Mechanical interlocking. To be advised 30/06/2025 . FRW chasing up Mechanical interlock (Castel keying) with NHP separate to this project.			
Technical	Solar tracking Batteries may not operate for commissioning due to time of inactivity and charging from system.				May be required to replace all solar tracking system drive batteries.			
Planning	Due to Ergon acceptance of solution to the metering technical requirements, may result in delay of completing the project.				Have been in contact with NHP for alternate Solution.			
Key Tasks & Deliverables This Month								
Design and Construction of Safety Interlock Controls. Decision to install and finalise works for turn on.								
Three Month Horizon								
Aug-2025			Sep-2025			Oct-2025		
Install of final interlocking components			Commissioning of all systems			Project Complete.		

## PD-PRO-2021-008 Mount Morgan Water Pipeline Project

## Monthly Status Report

Jul-2025

Project Management								
Council Custodian:	Fitzroy River Water	Project Manager:	Edward Brooks		Project Phase:	Design & Construction		
Project Scope								
Activity	Scope				Traffic Light	Scope Change		
Design & Construction	The main scope of works for the project includes the construction of a potable water pipeline from Gracemere to Mt Morgan (about 28 km). The project also includes the construction of two reservoirs and pump station at Lucas Street Gracemere, Pump station at Old Cap Hwy and New pump station and reservoir at Moonmera and re-dosing equipment at termination.				G	No scope change		
Project Funding and Finance								
Funding Source	Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update		
		Actuals	Committals	Remaining Budget				
Council Allocation:	\$17,802,601	\$68,172,266	\$18,839,768	\$1,140,567	G	No financial change		
State Govt Funding:	\$40,350,000							
Federal Govt Funding	\$30,000,000							
Total Project Budget:	\$88,152,601	*\$454,967 for the Mount Morgan Water Treatment Plant project has been included in the total Project Life budget.						
		2025/26FY			Traffic Light	Monthly Update		
	Budget	Actuals	Committals	Remaining Budget				
	\$14,980,162	\$0	\$18,839,768	-\$3,859,607	G	No financial change		
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Construction	01-Oct-23	19-Dec-25	01-Oct-23	19-Dec-25	82%	84%	G	No schedule change
Project Milestones								Date
Commencement of Work on Site								12-Dec-23
Construction completion								19-Dec-25
Commentary								
The laying of pipe is now complete. Pipeline cleaning and disinfection plans being finalised by Contractor.								
Lucas St Final works on reservoirs 2 & 3 being completed, hydrostatic testing to follow. Large portion of underground and above ground pipework now complete, final tie in still to finish. Electrical and mechanical fit out continuing.								
Moonmera Pump Station underground pipework final tie in only remains. Above ground pipework started in pump station building. Pump Station building electrical fit out continuing.								
Old Cap Highway Pump Station above ground pipework final tie in remains. Electrical and mechanical fit out still continuing								
Risk Categories	Risks (Cause, Risk, Impact)				Risk Responses			
Procurement	Mt Morgan South Reservoir bypass proposal works.				Finalising plan for South Reservoir bypass using standard off the shelf materials.			
Construction	Construction expected to be completed by completion date, however Commissioning may continue beyond December.				Independent Commissioning Team on Council side engaged to assist Contractor in development of accurate and comprehensive commissioning documentation.			
Key Tasks & Deliverables This Month								
Pipeline works all installed, final cleaning, disinfection and commissioning to follow. Lucas Street Pump Station finishing on reservoirs and electrical and mechanical fit out continue onsite. Moonmera Pump Station above ground pipework started and electrical fit out continuing. Old Cap Pump Station electrical and mechanical fit out continuing.								
Three Month Horizon								
Aug-2025			Sep-2025			Oct-2025		
Pipeline cleaning and disinfection, awaiting commissioning of pump stations. Lucas Street electrical and mechanical fit out continues. Moonmera above ground pipework continues and electrical fit out continue. Old Cap electrical and mechanical fit out should near completion and commissioning documents to be reviewed.			Pipeline commissioning will await pump station completion. Lucas Street electrical and mechanical fit out continues. Moonmera electrical and mechanical fit out continues. Old Cap Testing and precommissioning work to start.			Lucas Street Pump Station electrical and mechanical fit out nearing completion, move into testing and control systems. Moonmera Pump Station works continue. Old Cap Pump Station testing and commissioning.		

## PD-PRO-2020 North Rockhampton Sewage Treatment Plant Upgrade

Monthly Status Report

Jul-2025

Project Management									
Council Custodian:		Fitzroy River Water	Project Manager:		Andrew Collins	Project Phase:		Construction	
Project Scope									
Activity		Scope				Traffic Light	Scope Change		
Construction		The scope of works includes a range of electrical, mechanical, civil, building, and structural works to upgrade and augment the North Rockhampton Sewage Treatment Plant to support a 75,000 Equivalent Persons (EP) capacity. This project basically creates a new process train (Part 2A) and upgrades the two existing process trains on site (Part 2B). Scope now includes the construction of a new UV Disinfection Plant. This additional scope has received funding under the RAF scheme.				R	Major scope change		
Project Funding and Finance									
Funding Source		Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update		
			Actuals	Committals	Remaining Budget				
Council Allocation:		\$76,540,000	\$60,573,811	\$9,483,336	\$24,692,853	R	Major financial change		
State Govt Funding (W4O/BOR/RAF):		\$18,210,000							
Total Project Budget:		\$94,750,000							
			2025/26FY			Traffic Light	Monthly Update		
Budget		Actuals	Committals	Remaining Budget					
		\$15,325,674	\$0	\$9,483,336	\$5,842,338	G	No financial change		
Project Schedule									
Scope		Baseline		Forecast/Actuals			Traffic Light	Schedule Update	
		Start	Finish	Start	Finish	Plan%			% Complete
Part A&B - Construction of New Process and Upgrade of 2 Existing Process		11-Mar-22	19-Dec-25	11-Mar-22	19-Dec-25	90%	89%	G	No schedule change
Part C - Future Proofing Element Design, Documentation and Procurement		01-Jul-24	30-Jun-25	01-Jul-24	30-Jun-25	100%	100%	G	No schedule change
Part C - Future Proofing Element - UV Disinfection		30-Jun-25	01-Jun-27	30-Jun-25	01-Jun-27	1%	1%	G	No schedule change
Project Milestones									
Completion of all Works Associated with the NRSTP Upgrade Part A								01-Jun-24	
Completion of Process Proving New Plant								18-Oct-24	
Commence Work Part B (Existing Plant)								02-Jun-24	
Completion of Upgrade Ditch No. 2 (Existing Plant)								01-Sep-25	
Completion of Upgrade Ditch No. 1 (Existing Plant)								19-Dec-25	
Completion of UV Disinfection Plant								01-Jun-27	
Commentary									
The contractor is currently undertaking remedial works to replace a failed application of the epoxy paint system in Ditch 2 and Clarifier 2. Meanwhile, construction works on the Chemical Dosing Building and Dewatering Building are nearing completion. Commissioning activities for both facilities are scheduled to commence within the next two months, pending final inspections and system integration. Design consultants are currently reviewing commissioning plans.									
The construction of the internal road network has now been completed.									
A Variation Price Request has been issued for the construction of the new UV Disinfection Plant. The majority of funding for this component is via the Residential Activation Fund (RAF), for which we have received \$9.75M.									
Risk Categories		Risks (Cause, Risk, Impact)				Risk Responses			
Technical		Due to Condition Assessment Report (PS) Ditch No.2 and unknown condition, it may affect time and cost.				Consider contingency of time and cost for project completion. The completed condition assessment has not indicated any major concerns.			
Key Tasks & Deliverables This Month									
Work to continue to advance on Stage 2B. Commissioning of Chemical Dosing and Centrifuge.									
Three Month Horizon									
Aug-2025			Sep-2025			Oct-2025			
Part B works underway.			Part B works underway.			Part B works underway.			

## PD-PRO-2023 South Rockhampton New STP

## Monthly Status Report

Jul-2025

## Project Management

Council Custodian:	Fitzroy River Water	Project Manager:	Andrew Collins	Project Phase:	Strategic Assessment
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## Project Scope

Activity	Scope	Traffic Light	Scope Change
Concept Design	Initial site option analysis and confirmation of Process Technology.	G	No scope change

## Project Funding and Finance

Funding Source	Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update
		Actuals	Committals	Remaining Budget		
Council Allocation:	\$105,024,209	\$12,304	\$0	\$105,011,905	G	No financial change
External Funding:	\$0					
Total Project Budget:	\$105,024,209					
	2025/26FY				Traffic Light	Monthly Update
	Budget	Actuals	Committals	Remaining Budget		
	\$7,696	\$0	\$0	\$7,696	G	No financial change

## Project Schedule

Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
South Rockhampton New STP (Options + Concept)	01-Jul-27	20-Dec-29	01-Jul-27	20-Dec-29	0%	0%	A	Minor schedule change

## Commentary

Project temporarily on hold pending delivery of new sewer strategy.

Risk Categories	Risks (Cause, Risk, Impact)	Risk Responses

## Key Tasks &amp; Deliverables This Month

Three Month Horizon		
Aug-2025	Sep-2025	Oct-2025
On hold	On hold	On hold

## Budget Review

Project Life			2025/26FY		
Current Budget	Proposed Budget	Surplus / Shortage	Current Budget	Proposed Budget	Surplus / Shortage
\$105,024,209			\$7,696		

## 2026-27 - Budget Review

2026/27FY		
Current Budget	Proposed Budget	Surplus / Shortage
\$15,300,571		

## PD-PRO-2020 South Rockhampton STP Interim Works

## Monthly Status Report

Jul-2025

## Project Management

Council Custodian:	Fitzroy River Water	Project Manager:	Daniel Farlow	Project Phase:	Detail Design
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## Project Scope

Activity	Scope	Traffic Light	Scope Change
Design & Construction	The scope of works covers the implementation of short-term measure to stabilise South Rockhampton Sewerage Treatment Plant.	R	Major scope change

## Project Funding and Finance

Funding Source	Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update
		Actuals	Committals	Remaining Budget		
Council Allocation:	\$47,078,973	\$4,895,404	\$5,666	\$42,177,903	G	No financial change
External Funding:	\$0					
Total Project Budget:	\$47,078,973					
	2025/26FY				Traffic Light	Monthly Update
	Budget	Actuals	Committals	Remaining Budget		
	\$5,990,400	\$5,767	\$2,976	\$5,981,657	G	No financial change

## Project Schedule

Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Tendering Process for Interim Phase 2	13-Sep-24	22-Dec-24	13-Sep-24	22-Dec-24	100%	20%	R	Major schedule change
Phase 2 of Interim works	12-Jan-25	22-Dec-25	12-Jan-25	22-Dec-25	58%	0%		

## Project Milestones

	Date
Completion of tendering process for the Interim construction Phase 2.	22-Dec-24

## Commentary

Project On Hold.

Report to be presented to Council detailing updated sewer strategy.

Risk Categories	Risks (Cause, Risk, Impact)	Risk Responses

## Key Tasks &amp; Deliverables This Month

Three Month Horizon		
Aug-2025	Sep-2025	Oct-2025
On hold	On hold	On hold

## Budget Review

Project Life			2025/26FY		
Current Budget	Proposed Budget	Surplus / Shortage	Current Budget	Proposed Budget	Surplus / Shortage
\$47,078,973			\$5,990,400		
2026-27 - Budget Review					
2026/27FY					
Current Budget	Proposed Budget	Surplus / Shortage			
\$0					

## PD-PRO-2024 Airport Solar Assessment and Installation

Monthly Status Report

Jul-2025

Project Management								
Council Custodian:	Airport	Project Manager:	Nathan Everton	Project Phase:	Design & Construction			
Project Scope								
Activity	Scope			Traffic Light	Scope Change			
Design & Construction	Installation of 976kW solar generation system on the Airport terminal building roof and enabling infrastructure for other Airport tenancy solar including Ergon approvals.			G	No scope change			
Project Funding and Finance								
Funding Source	Funding Amount	Project Life (10 Years) as at 08/08/2025			Traffic Light	Monthly Update		
		Actuals	Committals	Remaining Budget				
Council Allocation:	\$1,391,322	\$898,087	\$911,987	\$501,248	G	No financial change		
External Funding:	\$920,000							
Total Project Budget:	\$2,311,322							
	2025/26FY			Traffic Light	Monthly Update			
	Budget	Actuals	Committals				Remaining Budget	
	\$1,680,512	\$267,277	\$911,987	\$501,248	G	No financial change		
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Airport Solar Planning and Assessment	13-Apr-23	13-Dec-24	13-Apr-23	13-Dec-24	100%	100%	G	No schedule change
Airport Solar Contractor Procurement	13-Dec-24	26-Feb-25	15-Dec-24	22-Apr-25	100%	100%	A	Minor schedule change
Airport Solar Construction	26-Feb-25	24-Oct-25	22-Apr-25	27-Feb-26	32%	32%	G	No schedule change
Commentary								
Approximately 85% of civil conduiting works have been completed. All solar panel racking (framing) has been installed on the roof, and the Quality Assurance Report has been finalised. The design phase is 100% complete, and procurement of inverters is also complete, with units currently stored in the warehouse. Solar panels have been ordered and are likewise in the warehouse, awaiting delivery to site.								
Risk Categories	Risks (Cause, Risk, Impact)				Risk Responses			
Planning	Delay of design portion of the Construction Contract due to Ergon Energy. Still waiting executed contract from Ergon Energy.				Verbal approval of the connection agreement has been received. However, following up with Ergon to receive the formal executed contract documents.			
Key Tasks & Deliverables This Month								
Civil Works on site to complete Pit and Duct. Completion of the solar panel racking on the roof.								
Three Month Horizon								
Aug-2025		Sep-2025			Oct-2025			
Installation of DC cable tray and cabling to roof. Installation of fibre optics for control system.		Installation of solar system on roof.			Installation of solar system on roof. Installation of control and protection boards			

**11.3 NAMING OF UN-NAMED ROAD OFF THIRSTY CREEK ROAD, GOGANGO**

<b>File No:</b>	<b>394</b>
<b>Attachments:</b>	1. <b>Location of Road to be named</b> <a href="#">↓</a> 2. <b>Assessment of road name submissions</b> <a href="#">↓</a>
<b>Authorising Officer:</b>	<b>Martin Crow - Manager Infrastructure Planning</b> <b>Peter Kofod - General Manager Regional Services</b>
<b>Author:</b>	<b>Stuart Harvey - Coordinator Infrastructure Planning</b>

**SUMMARY**

*This report provides a recommendation for the naming of an un-named road off Thirsty Creek Road, Gogango and seeks Council's adoption of this name.*

**OFFICER'S RECOMMENDATION**

THAT the un-named road off Thirsty Creek Road, Gogango be named 'Rubys Road'.

**COMMENTARY**

Council's Naming of Infrastructure Assets policy has been applied in response to a request for the un-named road to be named. One submission was received, including one street name nomination.

An assessment panel consisting of Council Regional Services Officers was established to evaluate the nominated road names. The nominations have been considered and graded against the criteria set out in the Naming of Infrastructure Assets Policy on a scale of 1-5. One being the submission does not align with the criteria, five being the submission accurately reflects the criteria.

The following table lists the names proposed, the number of nominations receives for each, the assessment panels scoring and the resulting rank. (Attachment 2 contains full assessment criteria and scoring).

<b>Proposed Name</b>	<b>Nominations</b>	<b>Score</b>	<b>Rank</b>
Rubys Road	1	41/45	1

The submission for "Rubys Road" rated the highest score as a result of the assessment against the criteria as it was the only nomination.

According to the nominator, Mrs. Ruby & Mr. Ned Ohl lived up near the end of the road from the 1950s to the late 1970s and retained ownership of the land when they moved away, and later sold the land 15 years ago. The property was used for dairy and pig farming while Ruby and her family resided at the property with her nine children.

The assessment panel considered naming the road after the property owner to show recognition of the early and prominent residents of the area being Ruby Ohl and her family.

**BACKGROUND**

In August 2024 Council was approached by a resident to name an existing Council maintained un-named road which accesses his property.

In accordance with Council's Policy 'Naming of Infrastructure Assets', nominations were sought from the public and community groups submitting a name for the consideration of Council.

The procedure adopted by Council requires that advertising be undertaken calling for nominations of names by placing a notice on Councils website and a public notice placed in a Saturday edition of a local newspaper.

Nominations were called for in CQ Today Public Notices on 14 September 2024 with submissions to be received prior 29 September 2024 and a notice placed on Councils website.

Residents and property owners in proximity to the un-named road were also contacted over phone calls and emails to inquire about submissions for the road due to a lack of submission to the email given in the advertisement.

A suggestion was submitted for 'Rubys Road' as a common name for the road by residents living in the area. Relatives of Ruby Ohi were contacted to discuss and seek permission to utilise the name for the road. As there were no other current submissions for the road, 'Rubys Road' was the only name assessed.

### **PREVIOUS DECISIONS**

The Naming of Infrastructure Assets policy was adopted by Council at its 16 December 2008 Meeting. The applicable policy is now Version 2 of the Naming of Infrastructure Assets adopted in March 2013 and its associated procedure.

### **BUDGET IMPLICATIONS**

The cost of signage is dependent on size but is estimated to be under \$500.00 including installation.

### **LEGISLATIVE CONTEXT**

The naming of new roads and assets must comply with Rural and Urban Addressing (AS/NZS 4819:2011) - Australian/New Zealand Standard

### **LEGAL IMPLICATIONS**

There are no known legal implications for naming this road.

### **STAFFING IMPLICATIONS**

The staff resources to erect the signage is included within the figure identified in the budget implications section.

### **RISK ASSESSMENT**

Despite seeking name suggestions through a variety of means, Council only received one submission and has assessed against this name. There is a risk of community dissatisfaction at missing the opportunity to suggest a name for this road.

### **CORPORATE/OPERATIONAL PLAN**

This report aligns with our corporate plan goal 5.1 Our Region has infrastructure that meets current and future needs.

### **CONCLUSION**

After applying the Infrastructure Naming procedure, a new name for the un-named road is presented to Council for endorsement.

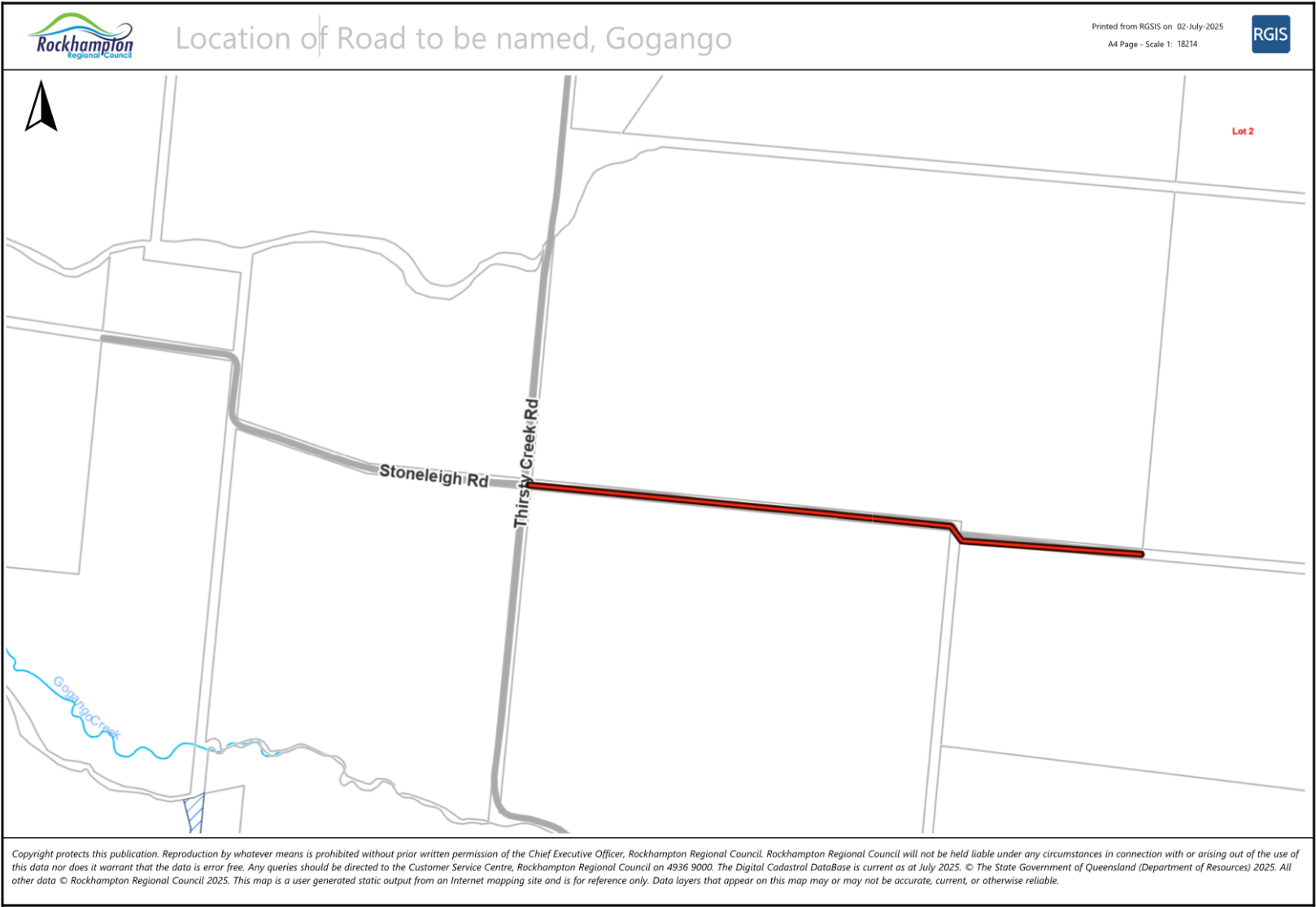


# **NAMING OF UN-NAMED ROAD OFF THIRSTY CREEK ROAD, GOGANGO**

**Location of Road to be named**

**Meeting Date: 19 August 2025**

**Attachment No: 1**



# **NAMING OF UN-NAMED ROAD OFF THIRSTY CREEK ROAD, GOGANGO**

## **Assessment of road name submissions**

**Meeting Date: 19 August 2025**

**Attachment No: 2**

## Assessment Criteria for Naming of Road

Submission closed

1 Does not align with criteria  
 2 Marginally align with criteria  
 3 Partially align with criteria  
 4 Mostly align with criteria  
 5 Accurately Reflects criteria

Submission by:	Local Resident			
Dataworks Doc No.				
Name submitted	Rubys Road			

Past resident of the area between the 1950s and 1970s, raising nine children and utilising the area for agriculture during early settlement of the area.

## 5.1 Naming Criteria for Infrastructure Assets

a)		a) <b>Uniqueness</b> – name duplication within the local government area is to be avoided. If possible, duplication of names in proximity to adjoining local government areas should also be avoided.	5			
b)		<b>Sources</b> – the following should be observed: Preferred sources for road names include the following:	3			
	(i)	Aboriginal names				
	(ii)	Locality history				
	(iii)	Early explorers, pioneers, settlers				
	(iv)	War/casualty lists				
	(v)	Thematic names such as flora, fauna or ships				
c)		<b>Propriety</b> – names which are characterised as follows should be avoided:- Offensive or likely to give offence; - Incongruous or out of place; - Commercial or company	5			
d)		<b>Communication</b> – in order to assist both service providers and the traveling public to read, understand and recognise names quickly and efficiently, the following should be observed:	4			
	-	Names should be reasonably easy to read, spell and pronounce				
	-	Unduly long names and names composed of two or more words should be avoided; in particular				
	(i)	the use of given names should generally be avoided and should only be included with a family name where it is essential to identify an individual or avoid ambiguity;				
	(ii)	whilst street and cul de sac names should have only one word, it is recognised that some roads require a two-word name because of their geographical relationship, eg Hidden Valley Road.				
e)		<b>Spelling</b> – the following should be observed:	5			
	-	Where it is intended that a road has the same name as a place or feature with an approved or accepted geographical name, particular care should be taken to ensure that the correct spelling is adopted unless there are exceptional circumstances requiring a different spelling to be used				
	-	Where names have been changed or corrupted by long established local usage, it is not usually advisable to attempt to restore the original form. The spelling which is sanctioned by general usage should be adopted, eg Berry/Barry, Schwarz/Schwartz.				
	-	Generally road names proposed or approved should not contain abbreviations, eg the 'Creek' in Limestone Creek Road' should not be abbreviated. An exception to this is 'ST', which should always be used in place of 'Saint'.				
f)		<b>Form</b> – the following should be observed:	5			
	-	The apostrophe mark should be omitted in the possessive case, eg 'Smith's Road' should be Smiths Road.				
	-	It is further preferable to delete a possessive 's' unless the euphony becomes harsh, eg 'Smith Road.				
	-	The use of hyphens should be avoided.				
g)		<b>Additional suffix or prefix</b> – the use of a compass point prefix or an additional suffix such as 'north' or 'extension' should be avoided, eg Ivey Street West.	5			
h)		<b>Street Type Selection Principles</b> – the following should be observed:	4			
		When a street type with a geometric or geographic connotation is chosen, it should generally reflect the form of the road.				
i)		Suitable street types – a list of recommended street types in common use is given in the table below.	5			

Total Points

41

**11.4 NAMING OF UN-NAMED ROAD 1.7KM ALONG DALMJA RIDGELANDS ROAD, RIDGELANDS****File No:** 394**Attachments:**

1. **Location of un-named road**[↓](#)
2. **Assessment of road name submissions**[↓](#)
3. **Survey plan of goldfields**[↓](#)

**Authorising Officer:** Martin Crow - Manager Infrastructure Planning  
Peter Kofod - General Manager Regional Services**Author:** Stuart Harvey - Coordinator Infrastructure Planning**SUMMARY**

*This report provides a recommendation for the naming of an un-named road 1.7km along Dalma-Ridgeland Road, Ridgeland and seeks Council's adoption of this name.*

**OFFICER'S RECOMMENDATION**

THAT the un-named road 1.7km along Dalma-Ridgeland Road, Ridgeland be named 'Goldfields Lane'.

**COMMENTARY**

Council's Naming of Infrastructure Assets policy has been applied in response to a request for the un-named road shown in Attachment 1 to be named. Three submissions were received, each of which nominated one name each.

An assessment panel consisting of Council Regional Services officers was established to evaluate the nominated road names. The nominations have been considered and graded against the criteria set out in the Naming of Infrastructure Assets Policy on a scale of 1-5. One being the submission does not align with the criteria, five being the submission accurately reflects the criteria.

The following table lists the names proposed, the number of nominations receives for each, the assessment panels scoring and the resulting rank. Attachment 2 contains full assessment criteria and scoring.

Proposed Name	Nominations	Score	Rank
Sullivans Lane	1	38/45	3
Goldfields Lane	1	43/45	1
Watts Road	1	39/45	2

The submission for "Goldfields Lane" rated the highest score as a result of the assessment against the criteria.

According to the nominator, the name "Goldfields Lane" references a significant historical feature of the area, that being a gold field subject to prospecting from 1866, leading to settlement in the area now known as Ridgeland. The survey plan for the gold field is shown in Attachment 4 of the report.

The assessment panel considered naming the road after the distinct historical feature in the area in which the unnamed road is located.

**BACKGROUND**

In August 2024 Council was approached by a resident to name an existing Council maintained un-named road which accesses their property.

In accordance with Council's Policy 'Naming of Infrastructure Assets', nominations were sought from the public and community groups submitting a name for the consideration of Council.

The procedure adopted by Council requires that advertising be undertaken calling for nominations of names by placing a notice on Councils website and a public notice placed in a Saturday edition of a local newspaper.

Nominations were called for in CQ Today Public Notices on 14 September 2024 with submissions to be received prior 29 September 2024 and a notice placed on Councils website.

Residents and property owners in proximity to the un-named road were also contacted over phone calls and emails to enquire about name submissions for the road as there was a lack of submission to the advertisement.

A suggestion was submitted for 'Goldfields Lane' on the basis that of a significant historical feature of the area, that being a gold field subject to prospecting from 1866. The discovery of the gold field in turn led to settlements in the area being established.

A suggestion was submitted for 'Sullivan's Lane' on the basis that a corner at an intersection on Dalma-Ridglands Road is known as Sullivan's Corner by the residents of Ridglands, due to a family of that name owning the property at this corner for several years.

A suggestion was submitted for 'Watts Road' on the basis that of a family with the name have owned and live on the property at the end of the unnamed road for many years, and that many members of the family remain in the Ridglands area.

### **PREVIOUS DECISIONS**

The Naming of Infrastructure Assets policy was adopted by Council at its 16 December 2008 Meeting. The applicable policy is now Version 2 of the Naming of Infrastructure Assets adopted in March 2013 and its associated procedure.

### **BUDGET IMPLICATIONS**

The cost of signage is dependent on size but is estimated to be under \$500.00 including installation.

### **LEGISLATIVE CONTEXT**

The naming of new roads and assets must comply with Rural and Urban Addressing (AS/NZS 4819:2011) - Australian/New Zealand Standard.

### **LEGAL IMPLICATIONS**

There are no known legal implications for naming this road.

### **STAFFING IMPLICATIONS**

The staff resources to erect the signage is included within the figure identified in the budget implications section.

### **RISK ASSESSMENT**

Despite seeking name suggestions through a variety of means, Council only received three submissions and have assessed against these names. There is a risk of community dissatisfaction at missing the opportunity to suggest a name for this road.

### **CORPORATE/OPERATIONAL PLAN**

This report aligns with our corporate plan goal 5.1 Our Region has infrastructure that meets current and future needs.

### **CONCLUSION**

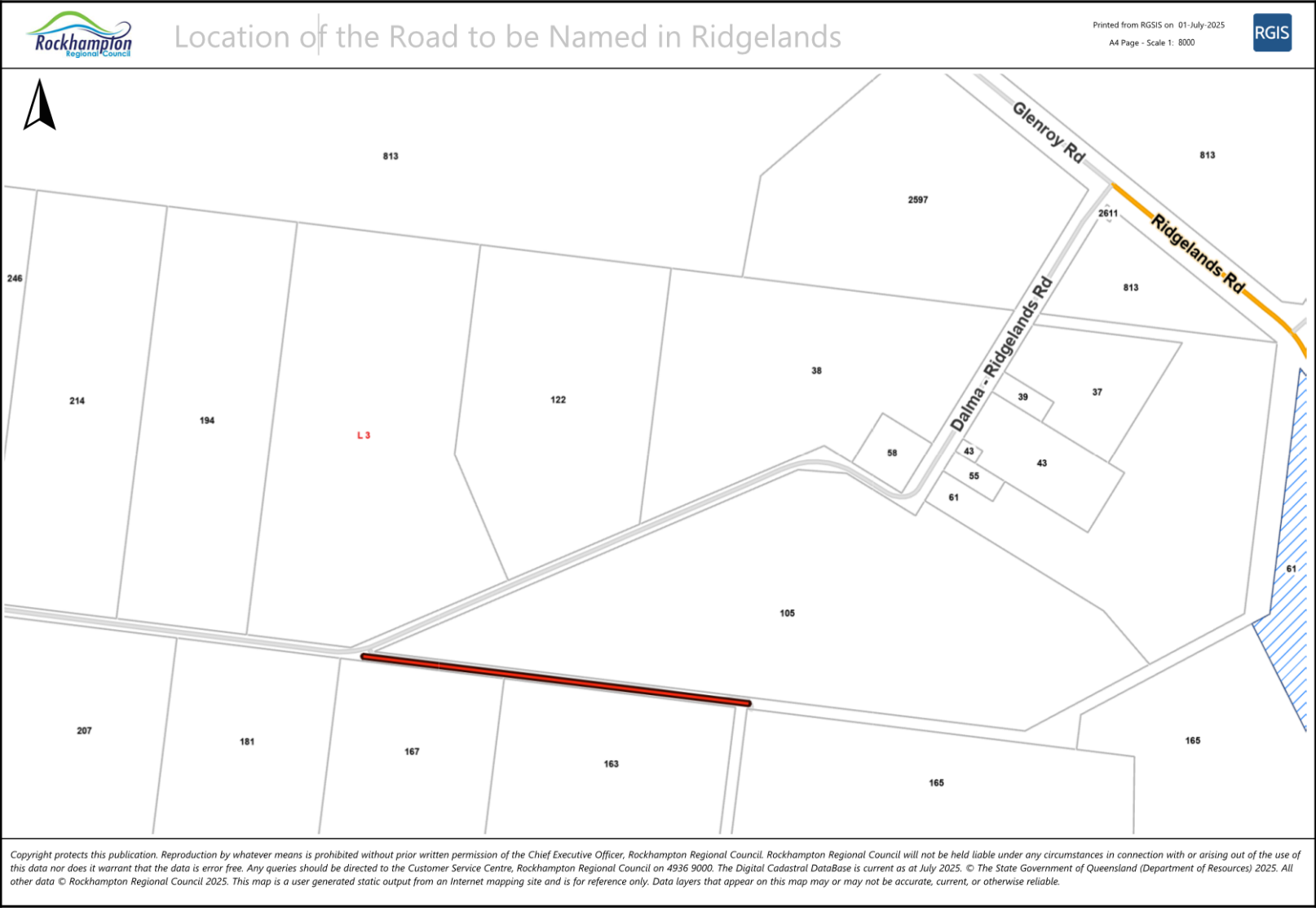
After applying the Infrastructure Naming procedure, a new name for the un-named road is presented to Council for endorsement.

# **NAMING OF UN-NAMED ROAD 1.7KM ALONG DALMA RIDGELANDS ROAD, RIDGELANDS**

## **Location of un-named road**

**Meeting Date: 19 August 2025**

**Attachment No: 1**





# **NAMING OF UN-NAMED ROAD 1.7KM ALONG DALMA RIDGELANDS ROAD, RIDGELANDS**

## **Assessment of road name submissions**

**Meeting Date: 19 August 2025**

**Attachment No: 2**

## Assessment Criteria for Naming of Road

Submission closed

- 1 Does not align with criteria  
 2 Marginally align with criteria  
 3 Partially align with criteria  
 4 Mostly align with criteria  
 5 Accurately Reflects criteria

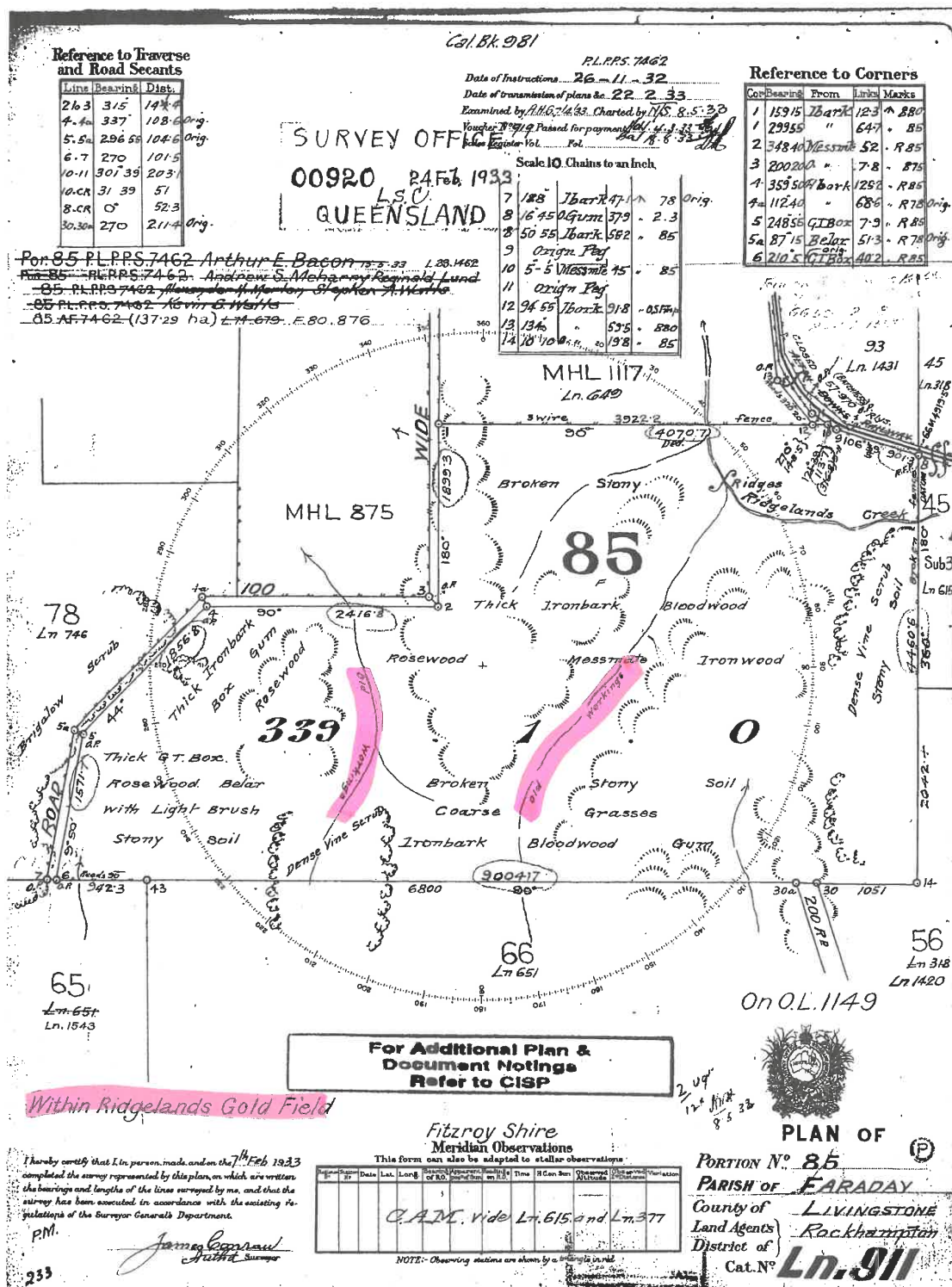
Submission by:		Local Resident	Local Resident	Local Resident
Dataworks Doc No.				
Name submitted		Sullivans Lane	Goldfields Lane	Watts Road
		A corner at an intersection on Dalma-Ridglands Road in known as Sullivan's Corner by the residents of Ridglands, due to a family of that name owning the property at this corner for several years.	A significant historical feature of the area, that being a gold field subject to prospecting from 1866. The discovery of the gold field in turn lead to settlements in the area being established	A family with the name have owned and live on the property of the end of the unnamed road for many years, and that many members of the family remain in the Ridglands area.
5	Naming Criteria for Infrastructure Assets			
a)	<b>Uniqueness</b> – name duplication within the local government area is to be avoided. If possible, duplication of names in proximity to adjoining local government areas should also be avoided.	1	5	1
b)	<b>Sources</b> – the following should be observed: Preferred sources for road names include the following:			
	(i) Aboriginal names			
	(ii) Locally history	3	4	3
	(iii) Early explorers, pioneers, settlers			
	(iv) War/casualty lists			
	(v) Thematic names such as flora, fauna or ships			
c)	<b>Propriety</b> – names which are characterised as follows should be avoided: - Offensive or likely to give offence; - Incongruous or out of place; - Commercial or company	5	5	5
d)	<b>Communication</b> – in order to assist both service providers and the traveling public to read, understand and recognise names quickly and efficiently, the following should be observed:			
	- Names should be reasonably easy to read, spell and pronounce			
	- Unduly long names and names composed of two or more words should be avoided; in particular	4	4	5
	- the use of given names should generally be avoided and should only be included with a family name where it is essential to identify an individual or avoid ambiguity.			
	- whilst street and cul de sac names should have only one word, it is recognised that some roads require a two-word name because of their geographical relationship, eg Hidden Valley Road.			
e)	<b>Spelling</b> – the following should be observed:			
	- Where it is intended that a road has the same name as a place or feature with an approved or accepted geographical name, particular care should be taken to ensure that the correct spelling is adopted unless there are exceptional circumstances requiring a different spelling to be used			
	- Where names have been changed or corrupted by long established local usage, it is not usually advisable to attempt to restore the original form. The spelling which is sanctioned by general usage should be adopted, eg Berry/Barry, Schwarz/Schwartz.	5	5	5
	- Generally road names proposed or approved should not contain abbreviations, eg the 'Creek' in Limestone Creek Road should not be abbreviated. An exception to this is 'ST', which should always be used in place of 'Saint'.			
f)	<b>Form</b> – the following should be observed:			
	- The apostrophe mark should be omitted in the possessive case, eg 'Smith's Road' should be Smiths Road.	5	5	5
	- It is further preferable to delete a possessive 's' unless the euphony becomes harsh, eg 'Smith Road.			
	- The use of hyphens should be avoided.			
g)	<b>Additional suffix or prefix</b> – the use of a compass point prefix or an additional suffix such as 'north' or 'extension' should be avoided, eg Ivey Street West.	5	5	5
h)	<b>Street Type Selection Principles</b> – the following should be observed:			
	- When a street type with a geometric or geographic connotation is chosen, it should generally reflect the form of the road.	5	5	5
i)	- Suitable street types – a list of recommended street types in common use is given in the table below.	5	5	5
Total Points		38/45	43/45	39/45

# **NAMING OF UN-NAMED ROAD 1.7KM ALONG DALMA RIDGELANDS ROAD, RIDGELANDS**

## **Survey plan of goldfields**

**Meeting Date: 19 August 2025**

**Attachment No: 3**



103877

No. MHL 880 <sup>1117</sup>

10. 2. 16

103877

**For Additional Plan & Document Notings Refer to CISP**

*Reference to Corners.*

1	318°45'	Gum	100.4	MHL 880
2	358°10'	Iron	62.7	"
3	134°	"	59.5	"
4	34°55'	"	91.2	"
5	159°15'	"	12.3	"

POR. 54.

NOTE: Lot Description takes effect upon amendment to the current Lease Document

I hereby certify, on honour, that this survey has been carried out with the theodolite, and that boundaries shown on the diagram accord with those marked and defined on the ground.

*R. Bond* Authorised Surveyor.

DATE 10. 2. 16 CHAINS TO AN INCH.

REVISED UNDER written INSTRUCTIONS FROM THE WARDEN, NO. \_\_\_\_\_

DATED 31. 12. 15 TRANSMITTED TO THE WARDEN WITH

MY LETTER NO. \_\_\_\_\_ DATED 24. 1. 16

*R. Bond* Surveyor.

**SURVEY.**

NAME OF CLAIM MHL 880

PARISH OF FARADAY

COUNTY OF Livingstone

DISTRICT OF Port Curtis

Cat. No. 03877

**Rkn 261**

**H**

Protects the plan/s being ordered by you. Unauthorised reproduction or amendments are not permitted.

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**11.5 ROCKHAMPTON REGION PLANNING SCHEME LGIP AMENDMENT AND ALIGNMENT AMENDMENT**

**File No:** 11344

**Attachments:**

1. **LGIP Reviewer Statement**[↓](#)
2. **LGIP Reviewer Checklist**[↓](#)
3. **Community Engagement Plan**[↓](#)

**Authorising Officer:** Martin Crow - Manager Infrastructure Planning  
Peter Kofod - General Manager Regional Services

**Author:** Stuart Harvey - Coordinator Infrastructure Planning

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**SUMMARY**

*Council officers have prepared an LGIP amendment and Planning Scheme amendment (Package D - Local Government Infrastructure Plan Alignment) in accordance with requirements of the Planning Act. These amendments are presented to Council seeking endorsement to write to the Minister requesting a state review.*

**OFFICER'S RECOMMENDATION**

THAT Council write to the Minister requesting a state review of the proposed LGIP amendment in accordance with section 25 of the Planning Act 2016.

THAT Council resolves to undertake an amendment to the Rockhampton Region Planning Scheme entitled Package D - LGIP Alignment amendment and submits the amendment in accordance with section 18 of the *Planning Act 2016* for State Interest Review.

**COMMENTARY****LGIP amendment**

Council officers have prepared a LGIP amendment to ensure Council plans for the provision of trunk infrastructure in an efficient and orderly manner, estimates the cost of that infrastructure to assist long term financial planning and allows Council to continue to levy infrastructure charges and stipulate conditions for trunk infrastructure on development approvals.

The major changes to the LGIP amendment include:

- Update of planning assumptions to reflect changes to the Planning Scheme, 2021 census data, 2023 Queensland Government Statistician's Office (QGSO) population projections and available economic data. The planning assumptions state the assumptions about population and employment growth and about the type, scale, location and timing of development (up to 2046), including the demand for each trunk infrastructure network. The results are presented in the Planning Assumption Report version 4.
- Reduction of the priority infrastructure area (PIA) to align with the Planning Act 2016 and Minister's Guidelines and Rules with regard to accommodating no more than 15 years of urban growth, to be able to meet desired standards of service (DSS) and reduce Council's financial risk of delivering unplanned trunk infrastructure works. The PIA identifies the area Council has prioritised for the provision of trunk infrastructure to service the existing urban development and to accommodate 10 to 15 years of urban development growth.
- Update of Parks desired standards of service (DSS) which included changes to rate of land provision, accessibility standard and indicative embellishments. The DSS state the key standards of performance for a trunk infrastructure network.

- Updates to plans for trunk infrastructure (PFTI) to reflect changes to the trunk infrastructure provided, estimated timing of construction and estimated cost. The plans for trunk infrastructure identify the trunk infrastructure networks intended to service the existing and assumed future urban development at the DSS. The PFTIs are identified in the schedule of works and PFTI mapping.
- Removal of stormwater trunk infrastructure from the LGIP. The stormwater trunk network has been removed as the planning scheme policies and codes, namely the Stormwater management planning scheme policy and Stormwater management code, require developers to mitigate their stormwater impacts to pre-development conditions which eliminates the need for wider trunk stormwater infrastructure.
- Update of the schedule of works (SOW) model to reflect changes in planning assumptions, PFTIs and infrastructure charges. The SOW model uses a standardised process to estimate future expenditure on trunk infrastructure and projected revenue from infrastructure charges. This enables Council to identify any gaps between projected infrastructure charges revenue and proposed expenditure on trunk infrastructure.

As part of the requirements outlined in the Minister's Guidelines and Rules for making a LGIP amendment, Council engaged an Appointed reviewer to undertake a compliance check of the proposed LGIP amendment. Council engaged Integran Pty Ltd from the state government panel of pre-approved LGIP reviewers to undertake the compliance check. Integran have provided the Appointed reviewer statement and checklist (attachments 1 and 2), confirming that the proposed LGIP amendment complies with and addresses the requirements identified in Part 6 of the Minister's Guidelines and Rules.

Council must now write to the Minister requesting a state review of the proposed LGIP amendment, prior to undertaking public consultation.

#### **Planning Scheme Package D - Local Government Infrastructure Plan Alignment Amendment**

While undertaking this LGIP review it was identified that there were additional changes required to the Planning Scheme outside of Part 4 and Schedule 3. An LGIP Alignment amendment (Package D) to the Rockhampton Region Planning Scheme is therefore proposed to include the following changes:

- Updating estimated resident population (ERP) figures, population projections and development assumptions in the Strategic Framework;
- Update Strategic Framework Map - Settlement Pattern (Rockhampton) to reflect changes to identified sport and recreation areas;
- Update the Reconfiguring a lot code to strengthen provision of parks being required as part of large greenfield or brownfield development;
- Update the Reconfiguring a lot code to improve clarity on application of performance outcome 20 regarding provision of streetscape and landscape treatments when lot reconfiguration involves the creation of a new street (other than in a rural zone or the rural residential zone);
- Update the Structure Plan Planning Scheme Policy to require consideration of parks when developing a structure plan;
- Strengthening the Local Parks Planning Scheme Policy to ensure sufficient parks are provided as part of large greenfield or brownfield development, removing reference to infrastructure agreements and updating desired standards of service including embellishments;
- Update the Stormwater Management Planning Scheme Policy and Code for improved clarity and to reflect best practice as a result of removal of the Stormwater network from the LGIP; and

- Update the Landscape Code to provide additional clarity to provision to prevent previously experienced issue around impacts of development on watercourses.

**Consultation**

After State interest checks are completed, Council will be required to undertake public consultation on both amendments to the Planning Scheme. The attached Consultation Plan identifies the consultation format and timeframes associated.

Due to file size, the proposed amendments have been provided to Council via a separate link.

**BACKGROUND**

The Local Government Infrastructure Plan (LGIP) is a part of the Rockhampton Regional Planning Scheme that highlights how Council will provide adequate trunk infrastructure to service the proposed development growth in the region.

The purpose of the local government infrastructure plan (LGIP) is to:

- integrate infrastructure planning with the land use planning identified in the planning scheme
- provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
- enable a local government to estimate the cost of infrastructure provision to assist its long-term financial planning;
- ensure that trunk infrastructure is planned and provided in an efficient and orderly manner; and
- provide a basis for the imposition of conditions about infrastructure on development approvals.

The document is underpinned by the Planning Assumptions Model data and desired standards of service and these are used to plan and forecast required trunk infrastructure projects across the networks of Water, Sewer, Transport and Parks.

On 4 June 2024, Council Officers presented the objectives of the LGIP amendment to Councillors during a briefing session.

**PREVIOUS DECISIONS**

On 28 June 2022, Council resolved to commence a Local Government Infrastructure Plan amendment and write to the chief executive, advising that a 5-year review has been completed, and seeks to amend the Local Government Infrastructure Plan.

On 5 December 2023, Council adopted the Planning Assumptions Report (Version 4).

**BUDGET IMPLICATIONS**

A Local Government is required to fund the trunk infrastructure identified in the LGIP from a combination of sources including infrastructure charges and rates revenue. The projects and timings in the LGIP should be reflected in the Long-Term Financial Forecast and future capital works programs.

**LEGISLATIVE CONTEXT**

The processes for undertaking a major amendment to the planning scheme and amendment to the LGIP are outlined under the Planning Act 2016 and the Ministers Guidelines and Rules.

**LEGAL IMPLICATIONS**

There are no known legal implications of updating the Planning Scheme in line with the Planning Act and Ministers Guidelines and Rules.



**STAFFING IMPLICATIONS**

Work associated with consultation for the amendments will be accommodated within the existing resources within Infrastructure Planning and Strategic Planning.

**RISK ASSESSMENT**

The proposed LGIP amendment has been developed in accordance with legislative requirements and has been independently checked by the Appointed Reviewer.

**CORPORATE/OPERATIONAL PLAN**

The amendments to the planning scheme and LGIP align with the following Operational Plan 2024–25 goals:

- 1.1 - We are fiscally responsible
- 3.1 - We plan for growth with the future needs of the community, business and industry in mind
- 5.1 - Our Region has infrastructure that meets current and future needs

**CONCLUSION**

Council officers have prepared an LGIP amendment and Planning Scheme amendment (Package D - Local Government Infrastructure Plan Alignment) and recommend that Council resolve to write to the Minister requesting a state review of the proposed amendments as outlined in the Minister's Guidelines and Rules.

# **ROCKHAMPTON REGION PLANNING SCHEME LGIP AMENDMENT AND ALIGNMENT AMENDMENT**

## **LGIP Reviewer Statement**

**Meeting Date: 19 August 2025**

**Attachment No: 1**

**Appointed reviewer statement template***Approved form MGR5.2 under the Planning Act 2016*

## External Review of Rockhampton Regional Council Local Government Infrastructure Plan

Prepared by: Integran Pty Ltd.

Version	Date	Reviewer name and signature
Draft	04/04/2025	Jason Natoli 

## Introduction

Integran Pty Ltd has been engaged by Rockhampton Regional Council to undertake an External Review of its proposed Local Government Infrastructure Plan (LGIP).

Integran Pty Ltd is required to:

- (1) evaluate whether a proposed LGIP complies with the requirements outlined under the *Planning Act 2016* and the Minister's Guidelines and Rules, including:
  - (a) the SOW model requirements in Schedule 7 of the Guideline and Rules.
  - (b) the LGIP template.
  - (c) the approved form MGR5.1 – LGIP Review Checklist; and
- (2) comply with the fundamental ethical principles of integrity, objectivity, professional competence, due care and professional behaviour when reviewing the LGIP; and
- (3) Provide a written statement and the completed checklist to the local government detailing the findings of the compliance check.

## Scope exclusions

The following items are outside the scope of this review:

- A verification of the accuracy of individual inputs used in the preparation of an LGIP.
- A detailed review of the local government's Long Term Financial Forecast (LTFF) or asset management plan (AMP) other than to determine the extent of their alignment with the LGIP.
- Detailed line by line formula assessment of the SOW Model
- Detailed assessment of the live Population Model
- Detailed Infrastructure Costing assessment

### Compliance check process

The process used for the compliance check is as follows:

Stage	Description
<b>Engaged</b>	<ul style="list-style-type: none"> <li>Integran Pty Ltd was appointed by Rockhampton Regional Council as the LGIP external reviewer on 12 September 2024.</li> </ul>
<b>Review</b>	<ul style="list-style-type: none"> <li>Informal review commenced early October.</li> <li>Detailed Review commenced on 18 November 2025.</li> <li>Additional detail and updates were provided on 27 February 2025</li> <li>The final suite of documents and other information required to undertake the LGIP external review completed on the 26 March 2025.</li> <li>Discussions were held with Council Officers during the review period to discuss planning assumptions and financial sustainability matters.</li> <li>A summary discussion was held on the 28 March 2025 via Teams</li> </ul>
<b>Final report</b>	<ul style="list-style-type: none"> <li>Final report issued on 31 March 2025</li> </ul>

The following local government and Integran personnel were involved in the external review:

Name	Title	Date of discussion (s)	Scope of discussion
Jamie Meyer	Infrastructure Planning Engineer	<ul style="list-style-type: none"> <li>29/8/24 - Teams</li> <li>20/11/24 - Teams</li> </ul>	<ul style="list-style-type: none"> <li>Inception Meeting</li> <li>Initial Review Comments</li> </ul>
Stuart Harvey	Coordinator Strategic Infrastructure	<ul style="list-style-type: none"> <li>16/12/24 - Teams</li> <li>13/1/25 – Phone</li> </ul>	<ul style="list-style-type: none"> <li>Additional Follow up on Findings</li> <li>Clarification/ Progress Discussion on Data updates</li> </ul>
Jason Natoli	Director Integran		
Simon Bentley	Executive Advisor	<ul style="list-style-type: none"> <li>5/3/25 - Phone</li> <li>27/3/25 – Teams</li> </ul>	<ul style="list-style-type: none"> <li>Updates Handover</li> <li>Final Findings and Recommendations</li> </ul>
Keving Ng	Advisor/ Analyst	<ul style="list-style-type: none"> <li>02/4/25 - Phone</li> </ul>	<ul style="list-style-type: none"> <li>Minor corrections to SoWs and PFTI consistency.</li> </ul>

## External Review findings

The LGIP has been assessed under the provisions of the *Planning Act 2016* and the *Ministers Guidelines and Rules (MGR) version 3.0* (which commenced on 22<sup>nd</sup> July 2024).

### General

Review of the draft Rockhampton Regional Council LGIP has found that the content and format of the LGIP complies with the LGIP template, LGIP checklist, and MGR.

Notwithstanding, Integran provides the following observations to aid in the continued improvement of the strategic infrastructure planning process that is fundamental to the LGIP and provide significant benefit to the production of the AMP and LTFP.

The LGIP provides the only basis to consider the investment implications and the consequential maintenance and renewal obligations past the 10-year horizon. In doing so, it provides a significant opportunity to ensure that the long-term financial sustainability of Council can be managed with greater visibility and foresight.

### Preliminary Section

The documents have been drafted in accordance with the template set out by MGR.

Council's LGIP has excluded the stormwater trunk network, stating that planning scheme policies and codes require developers to mitigate the impact to pre-development conditions which eliminates the need for wider trunk stormwater infrastructure.

### Planning Assumptions

The Planning Assumptions are appropriate as they help to ensure that market considerations are accounted for, to influence the supply of varying housing product forms.

In respect of the Ultimate assumption's, consideration should be given in any future review to undocumented constraints and justifiable factors which may impact the ultimate yield. These could include land withholding, heritage, local market conditions, cost barriers, etc. This will ensure infrastructure sizing is efficient and a proper assessment of yield (and therefore charges revenue) is considered as part of the LGIP.

Otherwise, the Planning assumptions appropriately capture the growth implications.

### Infrastructure Demands

It was not clear from the reporting if the demand figures had been arrived through analysis of observed "Rockhampton" data held by Council or if it was an adaptation of typical demand rates used in the preparation of network planning reports.

Where possible the use of localised figures will ensure more accurate planning such as water supply metered consumption, cordon counts, etc. Some work and clarification of this would also assist the reader with the veracity of the figures.

**Priority Infrastructure Area (PIA)**

The PIA area has been tailored to accommodate growth between 10-15 years according to Planning assumptions used in the LGIP and as stated in Council comments with the LGIP Review checklist. Council noted that the PIA had been reduced as it previously including large areas of urban development which had capacity well beyond the 15 years. This was particularly as a consequence of large master planned land holdings.

Integran has been informed that the determination of the PIA was informed by ultimate planning of trunk infrastructure. This is critical to be able to assess and discern the efficient delivery of infrastructure and to understand implications of triggers for new assets to service growth. It also means that various locational scenarios for accommodating growth can be considered to determine the most appropriate pathways for services to be delivered and the cost implications of these various approaches.

It would be suggested that work commence late this year or in early 2026 to revisit the capacity of the PIA to ensure it provides sufficient capacity to meet the growth requirements based on the data available at time about delivered growth, remaining capacity and future growth rates.

When undertaking a capacity review, it is important to distinguish that the current year moves away from the 'base date' of the underlying LGIP assumptions model and as a result the 'capacity' is consumed year on year. That is, by next year the remaining capacity will be only to service 10 years and so this must be updated to keep the sufficient capacity within the bounds defined by the MGR.

Should it be necessary the PIA must be amended to maintain sufficient capacity.

**Service Catchments**

The Service Catchments for all networks in LGIP as presented were all consistent across the networks based on the same aggregation of the suburb localities/projection areas.

Service catchments determine the demand, apportionment of cost and ultimately the resultant infrastructure network plans. They further define the area where council's servicing obligation apply as stated in DSS of the LGIP.

For clarity, it is recommended that in future revisions to the network planning underpinning the LGIP, individual service catchments should be investigated as a means to better reflect how the infrastructure provides shared servicing to identified areas of premises. This can ensure the catchments aligns with the layout and operation of the network to service demands and who should share in the costs. This also allow council to manage servicing obligation according to technical and funding barriers, or community expectation on a network-by-network basis (e.g Mount Morgan).

Our review revealed that cost apportionment appeared to be appropriate given the manner in which the servicing could be aligned in the model across selected projection areas. This combined with fact that the catchments for the varying networks are relatively homogeneous, given the terrain and network layouts in Rockhampton.

**Desired Standards of Service**

Integran highlighted the challenges in ensuring consistency in the delivery the DSS to all urban areas and encourages Council to consider how this should be managed in the LGIP where a variation is required in a particular area given certain constraints. The DSS should provide clarity and certainty of infrastructure outcomes, and this should be clear in the documents and plans to set community expectations. Additional policy should be also linked in to support the planning scheme/LGIP, which justifies the reduced development prospects or the extent to which the DSS will apply.

Refined DSS would also provide policy direction for the AMP, capital plan, LTFP and the related considerations to guide the renewal and maintenance regimes of existing assets and the planning of any future infrastructure provision, including funding needs and sources.

**PIA and PFTI Mapping**

LGIP PIA and PFTI maps are provided in PDF and it has been discussed that these will also be provided on Council's Online Interactive Map. The PDF version provides a static record of all LGIP mappings which align to previous version of the LGIP to provide clarity on the lawful document.

The following are list of recommendation to improve the LGIP mapping. This is not critical but encouraged to assist the reader and legibility.

- Both PDF and Online Interactive Map
  - o Not all future assets are labelled on PFTI maps. Future Assets that belong to same project or program with different locations are still required to be individually labelled.
- Online Interactive Map only
  - o Point symbols should be shown above other layers or should not have transparent background. Some existing asset point symbology is obstructed by line features.
- PDF Map only
  - o Provide a note on each map advising that the information is available also online and provide a Web address or landing page;
  - o It is recommended to revisit symbology used in Future Sewerage main and Trunk Rising Mains in Sewer Network PFTI Maps which are not easily differentiable.
  - o The locality boundaries in legend map may serve similar purpose to a grid reference, but it is recommended to introduce a labelled grid reference system over the Key Map at a useful scale for easier navigation around the map series.



**General Observations on the Schedule of Works (SOW) Model**

The Schedule of Works Model provided have been reviewed and found to be working as per the version available on the State government website. Notwithstanding compliance with the MGR being achieved, Integran makes the following observations on the population of the SoW model.

- The build-up of existing asset costs seems to be taken from the Asset Registers and future asset costs are paste project values. The unit rate approach in SoW model has not been utilised. As a result, the extrinsic material would be well served from a statement of the costing approach for existing and future assets of varying types. This reporting would further define consistency with MGR and to clarify the build-up of planned values. This would be very important when the costings are used in ICN's and negotiating Infrastructure Agreement and the like to ensure like-for-like conditioned trunk work is aligned to the SOW costing
- Use of observed costs from Bill of Quantities provided by developers for offset claims or through Council delivered projects will ensure that costs are "market" based.
- Setting up the SOW model to accept this form of data can allow for rapid assessment of changes and testing of materiality of impact on the charges and overall sustainability.

**Financial Sustainability Assessment (FSA)**

The Financial Sustainability Assessment has pointed to a deficit of circa \$200M at the end of the modelling period. This comes after a review of renewal percentages and terminal values of some of the large projects.

The debt challenge is not borne out in the determination of the average user charge which shows a figure which is near to the maximum related charge. This discrepancy tends to indicate a high reliance of the demand in the current modelling period to 2036 being tasked with funding shortfall of delivery in the past or building capacity for those beyond 2036.

This problem persists despite work being done to account for the 'spare capacity' provided in some future projects.

Integran believes this could be contributed by the following reasons.

- Typically, a selection of the large capital investments in the SoW model are likely to be Renewals, Upgrade, Augmentation or a mix according to their drivers. These mixed projects are by their nature ones which are not fully funded by LGIP revenues.
- Transport and Open Space aspects should be reviewed to ensure they account for elements of renewal and also the extent to which they service demand beyond 2036.
- Further review of Subsidies and Grants identified in the SoW Model.
- Refined review of Terminal Values or 'spare capacity' should be determined on the larger assets where capacity has been planned to service development beyond 2036 are not being terminated in the modelling. This has the effect of loading cost and value onto the users within the modelling period which is demonstrated by a high "impact" charge rate (i.e future cost apportioned only to future demand to 2036).

Council has undertaken significant work to address this issue, and it is important this is consistent across the model for all networks. More work on this aspect on an annual basis with the LFTP will further sharpen the focus.

It is important to highlight this does not solve the funding issue to deliver the scope of work set out in the LGIP which is still significant and by virtue of the planning and engineering assessment highly necessary. The refinements noted above are necessary to ensure the principles of equity, fairness and transparency are reflected in the model.

Whilst, this FSA work helps to set out the reality of costs and funding required to manage deficit figures in the predicted cashflow, Council should also consider using this strategic data and the resulting sustainability picture to support applications for other funding sources which may be available to supplement consolidated revenue, accumulated depreciation and infrastructure charges to deliver the scope of works

- Grants and subsidies from state and commonwealth governments, or other sources as available. (e.g RAF 2025)
- Other General Revenue sources as required.
- Specific usage charges where the application of these relate to improvements to existing infrastructure.

#### **Asset Management Plan (AMP), Long Term Financial Plans (LTFP) and LGIP Alignment**

Council has sought to align the future growth elements in the AMP's to the growth projections in the LGIP which part of meeting the MGR objectives for alignment. This should provide key information in the demand consideration and growth-related infrastructure requirements which has to be then considered as either entirely new infrastructure or upgraded/augmented existing infrastructure.

The AMP generally considers the renewal timing assets based on age, condition or capacity and therefore the impacts of future growth-related upgrades can be considered alongside. Where there is synergy in the timing of both, this would give rise to clear determination of the share of funding from both depreciation and charges that must be reported in the SOW model to understand the funding obligations.

Both the DSS in the LGIP and the level of service in the AMP should be working together to deliver efficient whole of life cycle costs, which is fit for purpose and provide an appropriate level of performance.

Under the LTFP, further work could include identification of the varying funding sources for each project and program of work in the LTFP and the extent to which the works are funded from the Infrastructure Charges to support new capacity need, versus depreciation (renewal) funding for upgraded or augmented assets.

This may include other funding sources to including consolidated revenues, tied grants, loans and subsidies.

In short, the focus of alignment is to ensure that the planning, design, funding and delivery of projects is properly accounting for the varying drivers from growth and the aging asset base. The LGIP and AMP should work together to inform in both of these directions, which in turn should coordinate this thinking to then to inform the LTFP.

**Compliance with MGR – State Agency Consultation (MGR Ch5 Part 3 Section 8.3)**

The MGR, supporting guidelines and practice notes require Council to consult with any relevant state agencies responsible for infrastructure or property matters in the area and a distributor-retailer responsible for providing water and wastewater services for the area (if applicable). In the case of Rockhampton Local Government Region, each agency consulted, together with the issues raised and Council's corresponding responses and actions are provided in the table below.

From Integran's review, many of the comments related to classification and terminology which have been addressed by Council prior to Integran's assessment.

Relevant State Agency	State Agency Response	Council Response
Department Transport and Main Roads	Nil response provided	
Department of Education	Nil response provided	
Department of State Development and Infrastructure	Nil response provided	
Economic Development Queensland	<ul style="list-style-type: none"> <li>• The ultimate development capacity and dwelling projections for the PDA are currently under review by EDQ</li> <li>• Given the various constraints on the land, including flooding, ultimate development yield for the PDA is likely to be substantially less than the 1,500 dwellings anticipated in the existing development scheme; and</li> <li>• The assumption that the PDA will deliver 150 dwellings by 2041 is considered reasonable at this stage.</li> </ul>	No response necessary.
Queensland Fire and Emergency Services	Nil response provided	
Queensland Government Accommodation Office	Nil response provided	
Department of Housing, Local Government, Planning and Public Works	<p>The definitions table at the beginning of the PAR includes the term 'SPP' which it has defined as "State Planning Provisions". This term is used throughout the document in a variety of ways e.g.</p> <ul style="list-style-type: none"> <li>• Section 2.2: "...State Planning Policy (SPP) use type definitions (e.g. Single Unit Dwelling reclassified to Dwelling House..."</li> <li>• Section 2.2.1: "...corresponding SPP use definitions..."</li> <li>• Section 2.3: "...the SPP zones..."</li> </ul> <p>It is also noted the headings in the table in Appendix A (Density Assumptions Table) refer to "QPP Zone" and "QPP Use Type".</p> <p>Within Queensland's planning framework:</p> <ul style="list-style-type: none"> <li>• the abbreviation 'SPP' commonly refers to the State Planning Policy</li> </ul>	Accept recommendations

Relevant State Agency	State Agency Response	Council Response
	<ul style="list-style-type: none"> <li>zone purposes are defined in schedule 2 of the Planning Regulation 2017</li> <li>use terms are defined in schedules 3 and 24 of the Planning Regulation 2017</li> <li>the term QPP commonly referred to the now-superseded Queensland Planning Provisions (made under the repealed Sustainable Planning Act 2009)</li> </ul> <p>It is recommended:</p> <ul style="list-style-type: none"> <li>the references to zones and use terms in the PAR refer to the Planning Regulation 2017 instead of the SPP/QPP.</li> <li>the SPP definition be removed from the PAR.</li> </ul>	
	<p>This section states "the constraint areas ... predate changes made in the major amendment to the planning scheme. As such, the constraint areas may have been changed in the major amendment to the planning scheme since the constraints contained in the PAM were finalised". It is not clear which amendment (and therefore which constraints) is being referred to. If the constraint mapping used in the PAM is current as at a particular version of the planning scheme/adoption of a particular planning scheme amendment, this should be clearly stated.</p>	<p>Amend paragraph to read:</p> <p>Table 5 shows the list of constraints and their assumed impact on development yield. The mapping of the constraint areas is shown in Appendix F. The constraint areas contained in Appendix F predate changes made in the <b>Rockhampton Regional Planning Scheme 2015 Major Amendment Version 4.4 (2023)</b>. As such, the constraint areas may have changed in the major amendment to the planning scheme since the constraints contained in the PAM were finalised. Any changed constraint areas will be incorporated into the next iteration of the PAM (and PAR) to inform the next planning scheme.</p>
	<p>Several development constraints list 2017 MSES data sets as the data source. There have been multiple updates to MSES mapping since 2017. It is recommended that the most recent MSES mapping be included in the PAM.</p>	<p>Any reference to MSES (2017) will be cited as MSES 2020 and Heritage (2017) will be cited as Heritage 2021. The constraint overlays applied to the PAM were the most recent datasets available from the State at the time the PAM development yields were being calculated.</p>
	<p>Further clarification is sought on the process/calculations used to determine the assumed densities.</p>	<p>Provided zone density calculations</p>
Department of Transport and Main Roads	Nil Response Provided	

A review of state agency comment and council response has shown that council had made appropriate amendments to LGIP to address the issues being raised.

## Conclusions

Overall, the review draft Rockhampton Regional Council LGIP complies with MGR and reviewer checklist and can proceed. This includes

- The LGIP template and MGR version 3.0 requirements – in relation to the structure and content of the LGIP document including the planning and demand assumptions, priority infrastructure area, desired standards of service, plans for trunk infrastructure and schedules of work.
- MGR version 3.0 – in relation to the process for preparing the LGIP, including consultation with State Agencies under Section 8.3.

The Review process was well supported by the responsible officers from Council through the provision of timely and adequate information for the review. Further, the officers were accommodating in reviewing early commentary of Integran to assist in the clarification and refinement of some elements prior to the formal review embodied in this report and associated checklist.

As noted above, there are some suggested ongoing improvements to the LGIP which are not critical to the compliance of the LGIP, but which Integran believe would support the maturing of the process and particularly the integration of the Asset Management and budgeting processes of Council.

## Recommendations

Integran Pty Ltd recommends to the Rockhampton Regional Council that the LGIP should proceed based on the updated versions of the documents provided in early April 2025 and subject to minor amendments required to the Water and Sewer Network Plans for Trunk Infrastructure (as noted in Checklist Items #42, 43 & 52).

## Recommended conditions to be imposed

No conditions are considered necessary based on the review conducted.

# **ROCKHAMPTON REGION PLANNING SCHEME LGIP AMENDMENT AND ALIGNMENT AMENDMENT**

## **LGIP Reviewer Checklist**

**Meeting Date: 19 August 2025**

**Attachment No: 2**

LGIP review checklist									
Approved form MGR5.1 under the Planning Act 2016									
<b>Review principles:</b> <ul style="list-style-type: none"> <li>A reference in the checklist to the LGIP is taken to include a relevant reference to the <i>Planning Act 2016</i> and chapter 5 of the Minister's Guidelines and Rules.</li> <li>Terms in this checklist that are defined in the <i>Planning Act 2016</i> or the Minister's Guidelines and Rules.</li> </ul> The checklist must not be taken to cover all requirements of the <i>Planning Act 2016</i> and the Minister's Guidelines and Rules. Local governments must still have regard to the requirements as set out in the <i>Planning Act 2016</i> and the Minister's Guidelines and Rules when preparing or amending an LGIP.									
Local government infrastructure plan (LGIP) checklist					To be completed by appointed reviewer				
LGIP outcome	LGIP component	Number	Requirement	Requirement met (yes/no)	Local government comments	Compliant (yes/no)	Justification	Corrective action description	Recommendation
The LGIP is consistent with the legislation for LGIPs and the Minister's Guidelines and Rules	All	1.	The LGIP sections are ordered in accordance with the LGIP template.	Yes		Yes	The LGIP sections are ordered in accordance with LGIP template.	N/A	LGIP may proceed.
		2.	The LGIP sections are correctly located in the planning scheme.	Yes		Yes	The LGIP has been drafted as Part 4, and Schedule 3 of the planning scheme.	N/A	LGIP may proceed.
		3.	The content and text complies with the mandatory components of the LGIP template.	Yes		Yes	Contents and text included in the LGIP complies with the mandatory components of the LGIP template.	N/A	LGIP may proceed.
		4.	Text references to numbered paragraphs, tables and maps are correct.	Yes		Yes	All references to paragraphs, tables and maps in Part 4 and Schedule 3 are correct.	N/A	LGIP may proceed.
	Definitions	5.	Additional definitions do not conflict with statutory requirements.	Yes		Yes	There are no additional definitions in the LGIP.	N/A	LGIP may proceed.
	Preliminary section	6.	The drafting of the Preliminary section is consistent with the LGIP template.	Yes		Yes	The Preliminary section has been prepared in accordance with the LGIP template.	N/A	LGIP may proceed.
		7.	All five trunk networks are included in the LGIP. (If not, which of the networks are excluded and why have they been excluded?)	Yes	The stormwater trunk network has been removed as the planning scheme policies and codes require developers to mitigate their stormwater impacts to pre-development conditions which eliminates the need for wider trunk stormwater infrastructure. Council is currently experiencing minimal infill development that will influence the flow regimes of existing developed catchments.	Yes	The LGIP includes the following networks: <ul style="list-style-type: none"> <li>- Water Supply</li> <li>- Wastewater</li> <li>- Transport</li> <li>- Public Parks and Land for Community Facilities</li> </ul> Stormwater network has been removed as per Council justification as there is no guidance on this under the Act and MGR.	N/A	LGIP may proceed.
	Planning assumptions - structure	8.	The drafting of the Planning assumptions section is consistent with the LGIP template.	Yes		Yes	The Planning Assumptions section has been drafted generally in accordance with the LGIP template however the order of the Planning Assumptions Tables in Schedule 3 are different to those in the LGIP Template, specifically the Planned Densities tables being placed at the bottom of the section.	N/A	LGIP may proceed.
		9.	All the projection areas listed in the tables of projections are shown	Yes		Yes	The projection areas are referenced on the PIA maps and	It is recommended that the Planning Assumption information be made available on Council's interactive	LGIP may proceed.

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			on the relevant maps and vice versa.				later referred to the detailed schedules.	online mapping, specifically the PIA boundary and Projection Areas, to ensure absolute clarity on a lot level.	
		10.	All the service catchments listed in the tables of projected infrastructure demand are identified on the relevant plans for trunk infrastructure (PFTI) maps and vice versa.	Yes		Yes	All service catchments are identified on specific catchment maps and present on the PFTI mapping.	N/A	LGIP may proceed.
	Planning assumptions - methodology	11.	The population and dwelling projections are based on those prepared by the Queensland Government Statistician (as available at the time of preparation) and refined to reflect development trends in the local government area.	Yes	The Rockhampton region resident population growth projections are benchmarked using the Queensland Government population projections (medium series), 2023 edition. The medium series projections provide a balanced outlook and are the only series projections generated at the SA2 level. Residential development sequencing and population growth projections are guided by the allocation of population growth at the SA2 level. The allocation of population growth is informed by the medium series population projections, the extent, distribution and scale of residential development approvals across the Rockhampton region and emerging development activity. Refer section 2.5 of Planning Assumptions Report	Yes	<p>The population and dwelling projections are based on QGSO. The PAR 2023 illustrates at Table E.1 the variances between the projections at the SA2 level between the PAM and the QGSO.</p> <p>These variances for the Rockhampton area are not considered material for the determination or implementation of the LGIP.</p> <p>The variance for Fitzroy shows a materially different Base population at 2023 population. Either projection from PAM or QGSO could be incorrect, and this variance continues through the projection.</p> <p>Overall, the differences between the LGIP and the QGSO equate to a 2% shortfall in 2023, reducing in the forward projections to 2036 and 2041 (which assists in the determination of PIA Capacity). On this basis, these differences are not considered material for the purpose of the LGIP.</p>	N/A	LGIP may proceed.
		12.	The employment and non-residential development projections align with the available economic development studies, other reports about employment or historical rates for the area.	Yes	With no current regional employment or economic development studies available, employment growth is assumed to grow in line with population growth. Analysis of data from .id (informed decisions) shows that, historically, the ratio between local employment and population is approximately 52%. Employment industry was informed by Regional	Yes	In the absence of more detailed analysis and reporting the current projections of employment tracking on trend by industry and aligned to population are considered appropriate at this time.	N/A	LGIP may proceed.



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					Employment Projections Data Tables - 2010-11 to 2040-41 – Long term projections at a Central Qld level by QGSO (published 2016, reviewed 2018). Refer section 2.5 of Planning Assumptions Report				
		13.	The developable area excludes all areas affected by absolute constraints such as steep slopes, conservation and flooding.	Yes	These are identified in Table 5 of the Planning Assumptions Report	Yes	Review of the assumptions shows a relevantly detailed assessment of the constraint data being applied to a parcel-based assessment of the yield and related impacts from identified constraints within the planning scheme.	N/A	LGIP may proceed.
		14.	The planned densities reflect realistic levels and types of development having regard to the planning scheme provisions and current development trends.	Yes	Refer section 2.4.3 of Planning Assumptions Report	Yes	The densities tables are set out which align to the expectations of the planning scheme. These have been applied of the developable areas of land identified post removal of constraints.	N/A	LGIP may proceed.
		15.	The planned densities account for land required for local roads and other infrastructure.	Yes	Refer section 2.4.2 of Planning Assumptions Report	Yes	These assumptions are clearly set out in the PAR and are applied to further remove land beyond the constraints to allow for a net area of developable land. The allowances made for each landuse type are consistent with industry standards for different development types.	N/A	LGIP may proceed.
		16.	The population and employment projection tables identify "ultimate development" in accordance with the defined term.	Yes	Refer section 4.4 of Planning Assumptions Report	Yes	Ultimate Development is defined as "For an LGIP, for an area or premises, means the likely extent of development that is anticipated in the area, or on the premises, if the area or premises are fully developed." The Ultimate figures as set out in the extrinsic material are consistent with the definition.	N/A	LGIP may proceed.
		17.	Based on the information in the projection tables and other available material, it is possible to verify the remaining capacity to accommodate growth, for each projection area.	Yes		Yes	The summary reporting in the PAR and the Tables in SC 3 of the LGIP allow for the determination of Dwellings, population and employee capacity at varying times over the projection period from 2023 to 2041 and then to Ultimate.	N/A	LGIP may proceed.

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							Although not separated into 'inside' and 'outside' PIA for each Projection Area, the tables do provide an overall PIA assessment at the bottom of each. This is consistent with the definition of Projection Areas and the Planning Assumption requirements of the Guidelines and other guidance material to LGIPs.		
		18.	The determination of planning assumptions about the type, scale, timing and location of development, reflect an efficient, sequential pattern of development.	Yes	Refer section 2.5 of Planning Assumptions Report	Yes	The Council has through its process establish some logic to the sequencing of growth. The assessment of the PIA demonstrated an acceptable logic where it includes land where existing infrastructure is in place to accommodate growth or where planned future infrastructure can be delivered efficiently.	N/A	LGIP may proceed.
		19.	The relevant state agency for transport matters and the distributor-retailer responsible for providing water and wastewater services for the area (if applicable), has been consulted in the preparation of the LGIP (What was the outcome of the consultation?)	Yes	TMR advised that it has no objections to the assumptions report to be used as the basis for the Council's LGIP. TMR requests the opportunity to comment on the LGIP and future trunk infrastructure proposals contained therein (once available). This can be undertaken during the statutory consultation period	Yes	Sufficient correspondence has been reviewed with TMR and other relevant state agencies to support the LGIP and to provide insight as to the consequences of growth for these agencies. There was no commentary that gave rise to concern for the progression of the LGIP. The comments received from each of the relevant State Agencies and Council's corresponding responses is provided within the Reviewer Statement	N/A	LGIP may proceed.
	Planning assumptions - demand	20.	The infrastructure demand projections are based on the projections of population and employment growth.	Yes		Yes	While no detailed assessment has been undertaken, review of the demands demonstrate general alignment and tracking to the population and employment growth.	N/A	LGIP may proceed.
		21.	The infrastructure units of demand align with those identified in the Minister's Guidelines and Rules, or where alternative demand units are used, their numerical relationship to the standard units of	Yes		Yes	Standard units have been used in the assumption's tables and the demand output tables in Schedule 3 of the LGIP.	N/A	LGIP may proceed.

<b>Review principles:</b> <ul style="list-style-type: none"> <li>A reference in the checklist to the LGIP is taken to include a relevant reference to the <i>Planning Act 2016</i> and chapter 5 of the Minister's Guidelines and Rules.</li> <li>Terms in this checklist that are defined in the <i>Planning Act 2016</i> or the Minister's Guidelines and Rules.</li> </ul> The checklist must not be taken to cover all requirements of the <i>Planning Act 2016</i> and the Minister's Guidelines and Rules. Local governments must still have regard to the requirements as set out in the <i>Planning Act 2016</i> and the Minister's Guidelines and Rules when preparing or amending an LGIP.									
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			demand is identified and explained.						
		22.	The demand generation rates align with accepted rates and/or historical data.	Yes		Yes	The overview of the demand assumptions has not revealed any figures that would warrant investigation or amendment.	N/A	LGIP may proceed.
		23.	The service catchments used for infrastructure demand projections are identified on relevant PFTI maps and demand tables.	Yes		Yes	The catchments are mapped and equally referenced in the demand tables in Schedule 3 of the LGIP	N/A	LGIP may proceed.
		24.	The service catchments for each network cover, at a minimum, the urban areas, and enable urban development costs to be compared.	Yes		Yes	Yes the catchments do cover the urban areas of the scheme.	N/A	LGIP may proceed.
		25.	The asset management plan (AMP) and Long Term Financial Forecast (LTFF) align with the LGIP projections of growth and demand. (If not, what process is underway to achieve this?)		Council is continually improving alignment between LGIP, AMP's and the LTFF. The LTFF and asset management planning processes use the same growth projections. The current PFTI's are inputs to the LTFF. All asset management plans are currently being reviewed and so progress is being made as part of this process to further align these documents.	Yes	From a review of the provided AMP's for water supply and sewerage and the inputs from those plans to the LTFF there is sufficient alignment to the LGIP.	N/A	LGIP may proceed
	Priority infrastructure area (PIA)	26.	The drafting of the PIA section is consistent with the LGIP template.	Yes		Yes	The wording is consistent.	N/A	LGIP may proceed.
		27.	Text references to PIA map(s) are correct.	Yes		Yes	The references to the maps and schedules are correct	N/A	LGIP may proceed
		28.	The PIA boundary shown on the PIA map is legible at a lot level and the planning scheme zoning is also shown on the map.	Yes		Yes	The PIA boundary is sufficiently identified but is difficult to discern the boundary at a lot level on the PDF maps.	It is recommended that the Planning Assumption information be made available on Council's interactive online mapping, specifically the PIA boundary and Projection Areas, to ensure absolute clarity on a lot level.	LGIP may proceed
		29.	The PIA includes all areas of existing urban development serviced by all relevant trunk infrastructure networks at the time the LGIP was prepared.	Yes	To meet this requirement, the PIA has been reduced. The existing PIA covers all urban areas regardless of infrastructure services provided.  However, there are areas within the urban zone where trunk infrastructure is not planned for due to low population growth / demand or where the cost to provide infrastructure cannot be justified. There are also situations where	Yes	The PIA includes all areas of existing urban development serviced by all relevant trunk infrastructure network in the LGIP.	N/A	LGIP may proceed.

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					properties may have access to a infrastructure network but not at the DSS. One area where the existing PIA has been significantly reduced is Mount Morgan. In Mount Morgan there are existing properties or parcels of land, that are within the urban zones and within the existing PIA but do not currently have access to sewer reticulation. Many do not want to connect to sewer reticulation if provided. The planning assumptions population growth rate for Mount Morgan is 0.1% per annum or an increase of 65 people over 23 years. There is a risk that a single ROL (eg a 1 into 2) within the existing PIA could trigger the construction of a trunk pump station and rising main. The Developer would pay the infrastructure charge and Council would be obligated to provide the trunk infrastructure to service the whole catchment.				
		30.	The PIA accommodates growth for at least 10 years but no more than 15 years.	Yes	To meet this requirement, the existing PIA has been reduced. The existing PIA can accommodate well beyond 15 years of growth; however, the proposed PIA has been reduced to accommodate approximately 13 years of growth. This has largely occurred at the main residential development fronts of Parkhurst and Gracemere where the existing PIA boundary has been contracted.	Yes	The PIA accommodates approximately 13 years of growth based on the assessment made and presented which includes a reasonable consideration of market needs in housing choice.	N/A	LGIP may proceed.
		31.	The PIA achieves an efficient, sequential pattern of development.	Yes	Reducing the existing PIA will encourage more efficient, sequential development in line with Council's planning assumptions.	Yes	The area and capacity of the PIA has sufficient development to allow for the 13 years of growth and generally follows the logical roll out of infrastructure along an emerging development front.	N/A	LGIP may proceed
		32.	If there is an area outside the PIA that the planning assumptions show is needed for urban growth in the next 10 to 15 years, why has the area been excluded from the PIA?	No		Yes	The assumptions show little urban growth outside the PIA during the PIA period.	N/A	LGIP may proceed
		33.	The drafting of the DSS section is consistent with the LGIP template.	Yes		Yes	The drafting is set out in the manner specified in the LGIP Template	N/A	LGIP may proceed

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	<b>Desired standards of service (DSS)</b>	34.	The DSS section states the key planning and design standards for each network.	Yes		Yes	The drafting is set out in the manner specified in the LGIP Template	N/A	LGIP may proceed
		35.	The DSS reflects the key, high level industry standards, regulations and codes, and planning scheme policies about infrastructure.	Yes		Yes		N/A	LGIP may proceed
		36.	There is alignment between the relevant levels of service stated in the local government's AMP and the LGIP. (If not, what process is underway to achieve this?)		Council is currently reviewing the Asset Management Plans for infrastructure and will endeavour to establish alignment between the AMP and the LGIP DSS. As highlighted by the financial outputs of the model, Council will continue to have difficulty timing and funding renewal and new trunk works that precisely meet the required DSS in the LGIP. It is noted that the DSS represents in part, an aspirational level of service which is often adjusted in response to funding changes, financial considerations and shifts in growth. It does not necessarily equal the current level of service.	Yes	From a review of the provided AMP's for water supply and sewerage and the inputs from those plans to the LTFF there is sufficient alignment to the LGIP.	N/A	LGIP may proceed
	<b>Plans for trunk infrastructure (PFTI) – structure and text</b>	37.	The drafting of the PFTI section is consistent with the LGIP template.	Yes		Yes	The drafting is set out in the manner specified in the LGIP Template	N/A	LGIP may proceed
		38.	PFTI maps are identified for all networks listed in the Preliminary section.	Yes		Yes	The drafting is set out in the manner specified in the LGIP Template	N/A	LGIP may proceed
		39.	PFTI schedule of works summary tables for future infrastructure are included for all networks listed in the Preliminary section.	Yes		Yes	The drafting is set out in the manner specified in the LGIP Template and provide better identification to Council's LTFFP	N/A	LGIP may proceed
	<b>PFTI – Maps</b> [Add rows to the checklist to address these items for each of the networks]	40.	The maps clearly differentiate between existing and future trunk infrastructure networks.	Yes		Yes	The mapping does show both existing and future infrastructure in different symbology.	N/A	LGIP may proceed
		41.	The service catchments referenced in the schedule of works (SOW) model and infrastructure demand summary tables are shown clearly on the maps.	Yes		Yes	The catchments are clearly shown.	N/A	LGIP may proceed.

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		42.	Future trunk infrastructure components are identified (at summary project level) clearly on the maps including a legible map reference.	Yes		Yes	There are isolated examples of future trunk infrastructure where the labels are obscured on PFTI. Council has agreed to review and update. Detail otherwise available online.	PFTI Mapping is to be reviewed and amended to ensure Label for future infrastructure are clearly identified on the mapping.	LGIP may proceed subject to these references being corrected.
		43.	The infrastructure map reference is shown in the SOW model and summary schedule of works table in the LGIP.	Yes		Yes	An assessment of the SoW Model and Schedule 3 Tables has identified some inconsistencies with the PFTI mapping for future Water and Sewer Assets.	Council has been notified of the specific inconsistencies between the PFTI mapping for Water and Sewer networks and has given an undertaking that these are to be rectified	LGIP may proceed once these amendments have been made.
	<b>Schedules of works</b> <i>[Add rows to the checklist to address these items for each of the networks]</i>	44.	The schedule of works tables in the LGIP comply with the LGIP template.	Yes		Yes	The drafting is set out in the manner specified in the LGIP Template	N/A	LGIP may proceed
		45.	The identified trunk infrastructure is consistent with the <i>Planning Act 2016</i> and the Minister's Guidelines and Rules.	Yes		Yes	Yes the items accord with the MGR.	N/A	LGIP may proceed
		46.	The existing and future trunk infrastructure identified in the LGIP is adequate to service at least the area of the PIA.	Yes		Yes	The networks are illustrated that physically link and service the PIA. Some of this infrastructure will also service areas beyond the PIA in the future. It is apparent through discussion with Council and through the identification of various levels of future "planned capacity" that consideration has been given to the serving of urban areas outside the PIA and properly accounted within the SoW model	N/A	LGIP may proceed
		47.	Future urban areas outside the PIA and the demand that will be generated at ultimate development for the relevant network catchments have been considered when determining the trunk infrastructure included in the SOW model.	Yes		Yes	<p>The ultimate demand has have been included in the planning and sizing of works within the current SoW to provide service both with the PIA and to areas outside in the future.</p> <p>Full identification of infrastructure needed to compliment that above to fully service areas "outside the PIA" has not been provided in the PFTI and SoW at this time.</p> <p>Council has identified projects that extend beyond the capacities</p>	N/A	LGIP may proceed.

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							required to service the PIA and the LGIP at its planning horizon. Accordingly, % spare capacities have been identified for these larger cost items within the SoW model.		
		48.	There is alignment of the scope, estimated cost and planned timing of proposed trunk capital works contained in the SOW model and the relevant inputs of the AMP and LTFF. (If not, what process is underway to achieve this?)		The Current PFTI's, including their scope, timing and estimate value are inputs to the LTFF. Alignment is improving as SAMPs are reviewed. Due to the timing of the LGIP (up to 13 years in 5-year blocks) all items included in the SOW are further refined before consideration in the budget and LTFF. Council are progressing to better align the LTFF and the forecast PFTI projects with upcoming meetings with Finance department to refine this process.	Yes	Yes the major projects in the AMP and LTFF are within the LGIP with appropriate recognition of the renewal component.	N/A	LGIP may proceed.
		49.	The cost of trunk infrastructure identified in the SOW model and schedule of work tables is consistent with legislative requirements.	Yes		Yes	The 'Gross Values' for trunk infrastructure identified within the SoW model have been prepared in accordance with the definition of Establishment Cost under the Act. Further, Council has identified additional funding considerations for future assets (such as secured grants/subsidies, portion of renewal funding available and spare capacity for larger projects (i.e. terminal values). These assist Council in further understanding the cashflow implications of delivering the planned infrastructure and to determine the cost which should be equitably apportioned to the demand horizon in the model.	N/A	LGIP may proceed.
	<b>SOW model</b>	50.	The submitted SOW model is consistent with the SOW model included in the Minister's Guidelines and Rules.	Yes		Yes	Council has utilised the SoW model published by the State. A review of the key functions of the model has been performed and found to be functioning as intended.	N/A	LGIP may proceed.
		51.	The SOW model has been prepared and populated consistent with the Minister's Guidelines and Rules.	Yes		Yes	The SoW model documents all input data including general inputs, costs of assets and land, demand forecasts, lists of assets and relevant catchments, charges calculations that provide	N/A	LGIP may proceed

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							transparency in the cost apportionment and derivation of charges, fully functional DCF calculations, and the required outputs including full schedules of works and summary cash flow projections.		
		52.	Project owner's cost and contingency values in the SOW model do not exceed the ranges outlined in the Minister's Guidelines and Rules.	Yes		Yes	These are within bounds set out in MGR Schedule 7 – 6.15, 6.16 and 6.20.	N/A	LGIP may proceed
		53.	Infrastructure items included in the SOW model, SOW tables and the PFTI maps are consistent.	Yes		Yes	An assessment of the SoW Model and Schedule 3 Tables has identified some inconsistencies with the PFTI mapping for future Water and Sewer Assets.	Council has been notified of the specific inconsistencies between the PFTI mapping for Water and Sewer networks and has given an undertaking that these are to be rectified	LGIP may proceed once these amendments have been made.
	Extrinsic material	54.	All relevant material including background studies, reports and supporting information that informed the preparation of the proposed LGIP is available and identified in the list of extrinsic material.	Yes		Yes	Council has provided a list of the extrinsic material prepared to support the LGIP and this has been made available as part of this review. This includes The LGIP Planning Assumptions and network planning reports, including the large STP and WTP works.	N/A	LGIP may proceed
		55.	The extrinsic material explains the methodology and inter-relationships between the components and assumptions of the LGIP.	Yes		Yes	Planning Assumptions have been well documented whilst key infrastructure planning documents have also been prepared and made available as extrinsic material to the LGIP.	N/A	LGIP may proceed



# **ROCKHAMPTON REGION PLANNING SCHEME LGIP AMENDMENT AND ALIGNMENT AMENDMENT**

## **Community Engagement Plan**

**Meeting Date: 19 August 2025**

**Attachment No: 3**

# Community Engagement Plan

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## ROCKHAMPTON REGION PLANNING SCHEME

- Major Amendment Package D – LGIP Alignment
- Amendment to the LGIP

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### 1. Trigger for Community Engagement

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Council's Operational Plan 2024 - 2025 is an annual document that outlines the activities for Council to undertake each financial year. The Operational Plan identifies that Council will continue to refine the planning scheme to support and guide growth and development within the region.

Council are currently undertaking an LGIP amendment (LGIP-00030) due for consideration with the State. This LGIP amendment will include an update to planning assumptions, priority infrastructure area, plans for trunk infrastructure and schedule of works – in essence updating Part 4 and Schedule 3 of the Rockhampton Region Planning Scheme (Planning Scheme). After State interest check it will progress to public consultation.

In reviewing the current LGIP it was identified that there were additional changes required to the Planning Scheme outside of Part 4 and Schedule 3. An LGIP Alignment amendment (Package D) to the Rockhampton Region Planning Scheme is proposed to include these changes.

Some changes in the amendment also reflect Schedule 12A of the Planning (Walkable Neighbourhoods) Amendment Regulation 2020.

In relation to preparing a planning scheme, there is a legislative requirement under the *Planning Act 2016* to carry out public consultation about a proposal to amend a planning scheme.

Local government commencing public consultation of a proposed planning scheme is triggered by approval from the Minister for State Development, Infrastructure and Planning to proceed to public consultation after the state interest review has been completed.

Council will then formally resolve to undertake public consultation once changes to the proposed planning scheme, as a result of the state interest review, have been considered and agreed upon. It is envisaged that the consultation for both the LGIP Amendment and the Package D Alignment Amendment will occur in parallel

### 2. Reason for Engagement

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The reason for engagement is to notify the community of the proposed changes to Part 4 of the Planning Scheme and the planning scheme that align with the LGIP amendment but 'sit' outside of Part 4 and Schedule 3.

In accordance with the *Planning Act 2016*, it is a legislative requirement for Council to undertake public consultation on the major amendment to the Rockhampton Region Planning Scheme for a minimum of twenty (20) business days or as determined by Council. The public consultation period can be extended if required.

### 3. Background

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Council are currently undertaking an LGIP amendment (LGIP-00030) due for consideration with the State. This LGIP amendment will include an update to planning assumptions, priority

infrastructure area, plans for trunk infrastructure and schedule of works – in essence updating Part 4 and Schedule 3 of the Rockhampton Region Planning Scheme (Planning Scheme).

In reviewing the current LGIP it was identified that there were additional changes required to the Planning Scheme outside of Part 4 and Schedule 3. An LGIP Alignment amendment (Package D) to the Rockhampton Region Planning Scheme is proposed to include these changes.

The major changes to the Planning Scheme for 'Package D' include:

- Updating estimated resident population (ERP) figures, population projections and development assumptions in the Strategic Framework;
- Remove reference to Olive Street as a major sport and recreation area in the Strategic Framework and replace with the Rockhampton Sports Precinct at the CQU (current master planning exercise);
- Update Strategic Framework Map - Settlement Pattern (Rockhampton) to reflect above change;
- Update the Reconfiguring a lot code to strengthen provision of parks being required as part of large greenfield or brownfield development;
- Update the Reconfiguring a lot code to improve clarity on application of performance outcome 20 regarding provision of streetscape and landscape treatments when lot reconfiguration involves the creation of a new street (other than in a rural zone or the rural residential zone);
- Update the Structure Plan Planning Scheme Policy to require consideration of parks when developing a structure plan;
- Strengthening the Local Parks Planning Scheme Policy to ensure sufficient parks are provided as part of large greenfield or brownfield development, removing reference to infrastructure agreements and updating desired standards of service including embellishments;
- Update Stormwater Management Planning Scheme Policy for improved clarity and to reflect best practice as a result of removal of the Stormwater network from the LGIP;
- Remove reference to bio-retention basin landscape construction and design from Landscape Design and Street Trees Planning Scheme Policy and include in the Stormwater Management Planning Scheme Policy;
- Update Landscape Code to provide additional clarity to provision to prevent previously experienced issue around impacts of development on watercourses; and
- Update Stormwater Management Code to provide additional clarity, reflect best practice and reflect changes to the associated Planning Scheme Policy.

#### **4. Objectives**

- To undertake public notification pursuant to the legislative requirements of the *Planning Act 2016*.
- To create community awareness about the formal consultation period and details of how to make a properly made submission to the LGIP Amendment and the Major Amendment (Package D) of the Rockhampton Region Planning Scheme.

- To communicate the reasons for, and benefits of, undertaking a major amendment to the planning scheme.
- To implement appropriate change management techniques that will assist the community to prepare for change – focusing on areas where significant change is proposed.
- To provide the community with a range of online and traditional information sources e.g. fact sheets and feedback/submission methods via Customer Service, Mail and Engagement HQ.

## **5. Target Audiences**

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### **Community**

- General community – any person can make a properly made submission.

### **State Government Referral Agencies**

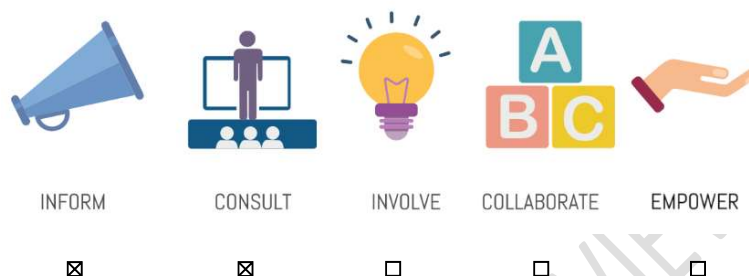
- Department of State Development, Infrastructure, Local Government and Planning coordinators referrals to relevant State agencies.

## 6. Key Messages

General Community	
(Media messages)	<p><b>Prior to consultation period commencing:</b></p> <ul style="list-style-type: none"> <li>Outline the nature and details of the LGIP amendment and major amendment including instructions on how to lodge a formal submission as outlined in Methods of Engagement; and</li> <li>Public consultation period is to commence for 20 business days.</li> </ul> <p><b>During consultation period:</b></p> <ul style="list-style-type: none"> <li>View the planning scheme changes online from Council's website, Rock e Plan or at Customer Service Centres.</li> <li>Lodge a formal submission via mail, email, online via Engagement HQ or in person at Council's Customer Service Centres.</li> <li>Find out about the major amendment to the planning scheme by visiting Council's website / social media pages, Engagement HQ, visiting an information display or registering to attend a meeting with a planner at Customer Service Centres.</li> </ul> <p><b>After consultation period concludes:</b></p> <ul style="list-style-type: none"> <li>All properly made submissions will be considered by Council and responded to via letter or email as per the legislative requirement.</li> <li>Update Council's website and social media pages to advise consultation has finished and that all submissions will be addressed.</li> <li>Development applications submitted after the adoption of the major amendment can be requested to be assessed by Council under the provisions of the superseded planning scheme for a period of 12 months.</li> </ul>

## 7. Level of Engagement

There are different public participation levels ranging from inform, consult, involve, collaborate and empower.



The community engagement for the LGIP amendment and Major Amendment to the Rockhampton Region Planning Scheme are deemed 'high regional' according to the Community Engagement Matrix. The engagement will involve '*informing*' the local government area and '*consulting*' with the impacted parties, also including a wider audience as any person from any location may make a submission. To inform and consult with the community and the wider audience, a range of traditional and social media methods will be used.

## 8. Methods of Engagement

### Inform:

- **Public Notice** (*legislative requirement*)

The CQ Today newspaper – Saturday prior to commencement of consultation period and 1 week minimum prior to conclusion.

- **Council's Engagement HQ Website** (*legislative requirement*)

RRPS Major Amendment Project Milestones

Fact sheet

Submission form

- **Customer Service Office Displays** (*legislative requirement*)

A copy of the Major Amendment must be made available at Customer Service Offices (Rockhampton office) supported by information resources (fact sheets and brochures. Council Officers to be available for meetings at Walter Reid (Corner of Derby and East Street, Rockhampton) during the consultation period.

- **Internal Communications**

Inform the Leadership Team and Customer Service team. Inform internal departments (e.g. Development Assessment, Development Engineering, Customer Service, Advance Rockhampton).



- **Media Release**

Issued prior to the commencement of the consultation period.

- **Social Media**

RRC Facebook page - scheduled updates and advertising.

**Consult:**

- **Formal Submission Form**

Submitted via Customer Service, Mail and Engagement HQ. Properly made submissions are collated into a submission report which is considered by Council and a response provided to each submitter. The consultation report is provided to the Minister for State Development, Infrastructure and Planning for consideration and needs to be approved by the Chief Executive Officer before moving to the next step in the process.

- **Development Advice Centre and Customer Service Centre Displays**

A Council Officer will be available at Walter Reid (Corner of East and Derby Street, Rockhampton) to provide information and assistance about how to make submissions throughout the consultation period. A full copy of the amendments will be made available at all Customer Service Offices supported by information resources (fact sheets and brochures) and a professional display.

## 9. Implementation Schedule – Public Notification and Response

Formal consultation period will tentatively commence in October 2025 and will finish in November 2025 (subject to change). The dates reflect the maximum timeframes for the Major Amendment Package D; the timeframes for the LGIP amendment are slightly shorter. Should the timeframes of the Major Amendment Package D extend, through longer state interest check or through significant public submissions, the LGIP amendment will proceed independently. The report is triggered by receiving the Chief Executive Officers advice and potential conditions to proceed after the State Interest Review.

*Indicative timeline only. Dates are subject to change.*

	What	When	Who
Planning and preparation	Draft requirements	October 2024 – May 2025	Strategic Planning
State Interest Review (60 business days)	Submit to State Government	June 2025	Strategic Planning
	State Interest Check	June 2025 – July 2025	Strategic Planning
	Internal Staff update on proposed amendments (as required)	June 2025 – July 2025	Strategic Planning
	Respond to any further information request issued by the State	June 2025 – July 2025	Strategic Planning

	Update planning scheme with any conditions from the State	August 2025 – September 2025	Strategic Planning
<b>Public consultation phase (20 business days)</b>	Formal public notification and community consultation	October 2025 – March 2026	Strategic Planning / Community Engagement
	Upload electronic public consultation version (Rock e Plan) of the planning scheme enabling planning scheme submissions and associated maps to Engagement HQ	TBD	Strategic Planning / IT / Community Engagement
	Draft fact sheets as outlined in Methods of Engagement section	TBD	Strategic Planning / Community Engagement
	Media Release from Report that sets consultation dates	Prior to commencement date	Strategic Planning / Communications Officer
	E-Bulletin Newsletter and RRC Roundup sent to distribution lists	Prior to commencement date – ongoing fortnightly / monthly	Strategic Planning / Community Engagement Officer
	Customer Service Centres display / major amendment information provided	Week prior to commencement date	Community Engagement Officer / Strategic Planning Administration / Customer Service
	Internal communications	Week prior to commencement date	Strategic Planning / Community Engagement Officer
	Formal public notice in CQ Today newspaper (including mandatory information as outlined in legislation)	TBD	Strategic Planning / Community Engagement Officer
	Formal notification on RRC website & Engagement HQ	TBD	Community Engagement Officer / Strategic Planning
	<b>Official Start of Public Consultation Phase</b> – Must be at least 20 business days in duration in accordance with the <i>Planning Act 2016</i> .	TBD	

	Media launch of public consultation	<b>FIRST DAY OF CONSULTATION</b> <b>TBD</b>	Mayor / Councillors / General Manager / Strategic Planning Unit / Community Engagement Officer / Media Team
	Media Release (ongoing schedule)	First day of consultation (ongoing) - <b>TBD</b>	Strategic Planning / Community Engagement Officer / Communication Officer
	Facebook update (ongoing schedule)	First day of consultation (ongoing) - <b>TBD</b>	Community Engagement Officer / Communication Officer
	Mail – To relevant stakeholders	<b>TBD</b>	Community Engagement Officer / Strategic Planning Administration
	Website update - Consultation period closes.	<b>LAST DAY OF CONSULTATION</b> <b>TBD</b>	Strategic Planning Administration / Community Engagement Officer
	<b>Response to Submissions and potential amendments</b>		
	Acknowledgement of submission being received – response letter or email.	Within 1-2 weeks of receiving submission throughout consultation period.	Strategic Planning Administration
	Submission summary – Council report.	<b>TBD</b>	Strategic Planning
	Response to submissions – letter mailed or emailed.	<b>TBD</b>	Strategic Planning Administration / Community Engagement Officer
	Submission Report sent for Ministerial Review.	<b>TBD</b>	Strategic Planning
	Media Release updating community of progress.	<b>TBD</b>	Strategic Planning / Community Engagement Officer

	Updates on RRC website.	<b>TBD</b>	Strategic Planning / Community Engagement Officer
<b><u>Ministers Review (40 business days)</u></b>	<b>Response from Minister received and advises on next stage</b>	March 2026 – April 2026	
	<b>Council decision whether to proceed</b>	Date TBA	
<b>Adoption</b>	<b>Final Drafting and Council Adoption</b>	May 2026 – June 2026	
	Internal communications	Date TBA	Strategic Planning / Community Engagement Officer
	Media release	Date TBA	Strategic Planning / Community Engagement Officer
	Website / social media update	Date TBA	Strategic Planning / Community Engagement Officer
	Notice in the Government Gazette	Date TBA	Strategic Planning Administration
	Public notice in the local newspapers (including mandatory information as outlined in legislation). Also include contact phone number.	Date TBA	Strategic Planning Administration
	Website information updated must include information from public notice. Also include contact phone number.	Date TBA	Strategic Planning / Community Engagement Officer
	Contact all relevant stakeholders.	Date TBA	Strategic Planning Administration / Community Engagement Officer
	Update Rock e Plan (ICON) and PDF.	Date TBA	Strategic Planning Administration

**11.6 FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT****File No:** 7028

**Attachments:**

1. Barrage Refurbishment - June Report [↓](#)
2. GSTP to SRSTP Diversion Pipeline - June Report [↓](#)
3. GSTP to SRSTP Pump Station - June Report [↓](#)
4. Low Lift WPS Renewal - June Report [↓](#)
5. Barrage Refurbishment - July Report [↓](#)
6. GSTP to SRSTP Diversion Pipeline - July Report [↓](#)
7. GSTP to SRSTP Pump Station - July Report [↓](#)
8. Low Lift WPS Renewal - July Report [↓](#)

**Authorising Officer:** Peter Kofod - General Manager Regional Services**Author:** Dan Toon - Manager Water and Wastewater

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**SUMMARY**

*This report provides the status for the Fitzroy River Water significant projects endorsed for the current financial year.*

**OFFICER'S RECOMMENDATION**

THAT the Fitzroy River Water Significant Projects monthly status reports to the end of June and July 2025 be received and any feedback be noted for consideration.

**COMMENTARY**

These projects are being delivered by the Fitzroy River Water Project Delivery Team and sit under the Water Portfolio.

**CONCLUSION**

Monthly reports are provided for the current active projects for information prior to the formal submission to the Infrastructure Committee.

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **Barrage Refurbishment - June Report**

**Meeting Date: 19 August 2025**

**Attachment No: 1**

## C1160074 Barrage Refurbishment Program

## Monthly Status Report

Jun-2025

Project Management								
Council Custodian:	Fitzroy River Water	Project Manager:	David Mannix	Project Phase:	Design & Construction			
Project Scope								
Activity	Scope					Traffic Light	Scope Change	
Design & Construction	The Barrage Refurbishment Program has 8 major and 9 minor sub-projects planned for delivery over the next 5 years. The initial focus will be for commencement of major sub-projects: - Refurbish all vertical lift gates - Refurbish all vertical lift gate winches - Electrical system renewal With the commencement of these, minor items will progressively (according to project budget and schedule) commence, immediately including: - Update/development of Barrage documentation / Dam safety documentation in line with guidelines - Control well and rock mattress condition assessments - Refurbishment of vertical lift gate drive shafts					G	No scope change	
Project Funding and Finance								
Funding Source	Funding Amount	Project Life as at 30/06/2025				Traffic Light	Monthly Update	
		Actuals	Committals	Forecast	Remaining Budget			
Council Allocation:	\$14,802,059	\$384,742	\$1,090,645	\$14,815,000	\$13,326,671	G	No financial change	
State Govt Funding:	\$0							
Federal Govt Funding	\$0							
Total Project Budget:	\$14,802,059							
		2024/25FY				Traffic Light	Monthly Update	
Budget	Actuals	Committals	Forecast	Remaining Budget				
\$1,174,130	\$282,683	\$1,090,645	\$1,200,000	-\$199,198	G	No financial change		
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Barrage Refurbishment Program	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29			G	No schedule change
Vertical lift gate refurbishment	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29	10%	10%	G	No schedule change
Vertical lift gate winch refurbishment	28-Aug-24	12-Jan-29	28-Aug-24	12-Jan-29	10%	10%	G	No schedule change
Electrical renewal	07-Nov-24	31-Jul-27	07-Nov-24	31-Jul-27	10%	3%	G	No schedule change
Remaining major scope items	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29	15%	12%	G	No schedule change
Remaining minor scope items	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29	15%	15%	G	No schedule change
Project Milestones								Date
Completion of Emergent works (repairs to wheels / shafts) on two Barrage gates								Aug-2025
Vertical lift gate refurbishment tender awarded								Jun-2025
Vertical lift gate winch refurbishment tender awarded								Apr-2025
Electrical renewal design tender released to market								Aug-2025

## C1160074 Barrage Refurbishment Program

## Monthly Status Report

Jun-2025

Project Management				
Council Custodian:	Fitzroy River Water	Project Manager:	David Mannix	Project Phase: Design & Construction
Commentary				
Project planning complete. Gate refurbishment and winch replacement contracts awarded. Electrical renewal specification under review.				
Remaining major and minor sub-projects underway.				
Emergent works (repairs to wheels / shafts) on two Barrage gates were required and due complete mid July (outside original budget).				
The project is on-track with the baseline project schedule.				
Risk Categories	Risks (Cause, Risk, Impact)		Risk Responses	
Enviromental	Inclement weather and river conditions may delay removal of vertical lift gates and winches from the Barrage, delaying progress		Contingency in program to be negotiated with tenderers. Tender specification calls for option to have multiple gates out at one time (additional spares required).	
Construction	Operational risk associated with one gate out of action.		Inclusion of spare gates in contract.	
Key Tasks & Deliverables Completed This Month				
Emergent repair works to second vertical lift gates commenced (first gate complete) - SMW Winch shaft replacement contract underway - Ashtons. Electrical renewal design specification in review. Release to market late August. Replacement of vertical lift gate winch drive design underway - Ace Dam safety services, pier investigation works, guardrail and fish ladder works underway Gate refurb contract 16140 awarded. Prestart late July - McElligotts				
Three Month Horizon				
Jul-2025	Aug-2025		Sep-2025	
Fabrication of winch shafts underway. Install to be confirmed. Winch design concept design. Minor sub-project progression. Gate refurb contract 16140 prestart. Emergent repairs second gate completed. PC mid July	Gate refurb to commence. Winch design progression. Electrical Renewal tender release. Minor sub-project progression and delivery.		Electrical renewal tender period. Winch design progression. Gate refurb 16140 progression. Minor sub-project progression and delivery.	



# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **GSTP to SRSTP Diversion Pipeline - June Report**

**Meeting Date: 19 August 2025**

**Attachment No: 2**

## C1160340 GSTP-SRSTP Sewer Diversion Pipeline

## Monthly Status Report

Jun-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	Evan Davison	Project Phase:	Construction

Project Scope			
Activity	Scope	Traffic Light	Scope Change
Design & Construction	This project involves the construction of 8.6km of 375mm DICL sewer rising main which is required in order to decommission the existing Gracemere Sewage Treatment Plant (GSTP). A new 250 dia. effluent main is also required from the SRSTP to join the existing RGC effluent main at Rugby Park. This project will involve the construction of the 250mm effluent main from the SRSTP site to Jellicoe Street to take advantage of a combined trench construction methodology.	A	Minor scope change

Project Funding and Finance							
Funding Source	Funding Amount	Project Life as at 30/06/2025				Traffic Light	Monthly Update
		Actuals	Committals	Forecast	Remaining Budget		
Council Allocation:	\$10,000,000	\$4,247,268	\$475,667	\$10,000,000	\$5,277,065	G	No financial change
State Govt Funding:	\$0						
Federal Govt Funding	\$0						
Total Project Budget:	\$10,000,000						
	2024/25FY					Traffic Light	Monthly Update
	Budget	Actuals	Committals	Forecast	Remaining Budget		
		\$4,654,094	\$4,201,363	\$475,667	\$4,654,094	-\$22,936	G

Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Detailed Design	01-Jun-23	30-Apr-25	01-Feb-24	19-Sep-26	100%	71%	A	Minor schedule change
Construction Total (CH0-CH8630)	11-Nov-24	30-Dec-25	11-Nov-24	20-May-26	57%	22%	A	Minor schedule change
Construction Stage 1 (CH0-CH1500)	11-Nov-24	17-Jan-25	11-Nov-24	17-Jan-25	100%	80%	A	Minor schedule change
Construction Stage 2 (CH1500-CH3020)	20-Jan-25	30-May-25	13-Oct-25	10-Jan-26	100%	0%	A	Minor schedule change
Construction Stage 3 (TBC-TBC)	02-Jun-25	TBC	26-Jan-26	TBC	TBC	TBC	A	Minor schedule change
Construction Stage 4 (CH5500-CH8443)	03-Mar-25	08-Aug-25	03-Mar-25	10-Oct-25	72%	23%	A	Minor schedule change

Project Milestones							Date
Completion of Detailed Design so as to not delay construction any further							19-Sep-26
Bruce Highway Crossing Construction - Completion of Tender Process and Contractor Engagement							TBC
Bruce Highway Crossing Construction							TBC
Stakeholder Approval (DTMR, QR)							TBC
Practical completion - Pipeline tested and commissioned							30-May-26

## C1160340 GSTP-SRSTP Sewer Diversion Pipeline

## Monthly Status Report

Jun-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	Evan Davison	Project Phase:	Construction
Commentary					
Construction activities progressed steadily from CH7890 to CH7595. Ground conditions continue to be the challenge and complicate trenching, pipe bedding, and compaction efforts. This section of the project involved several grade changes and valve arrangements; including air valves and scour valves. These required careful excavation, alignment and level control.					
A new access road formation is being constructed across CH7300 to CH7600 to support construction through a wet section of the alignment. This was not part of the original staging and has become a critical enabler for construction to continue. The formation is currently around 75-80% complete, but conditions remain difficult, with the subgrade still soft in some areas.					
Compaction QA identified areas needing improvement in the bedding layer and finished surface level. In response, site practices were updated to include additional compactor passes, better trimming of material, and the use of more fit for purpose plant.					
Contractor has received the Scrubby Creek underbore documentation and will confirm mobilisation timing once site conditions improve.					
Change in alignment for Bruce Highway crossing will result in a separate tender process being required for pipe jacking of RCP enveloper through DTMR earthen embankment. This presents a <b>high risk of significant budget implications and potential delays</b> .					
Project schedule and cost estimate to be updated as detailed design progresses. This presents a <b>risk of budget implications</b> due to current estimate being produced based on preliminary design plans subject to significant change.					
Risk Categories	Risks (Cause, Risk, Impact)			Risk Responses	
Construction	Third Party approvals (DTM &, Aurizon) delay to construction.			Engagement of Stantec to manage approvals. Construction staging to work around these areas as long as possible.	
Construction	New access road alignment through wet area not included in original staging.			Test pits planned, drainage assessment to inform viability of open trenching.	
Enviromental	Wet weather will result in construction delays due to large portion of pipeline through Yeppen flood plain and / or poor soils.			Construction staging to work around these areas as long as possible.	
Key Tasks & Deliverables Completed This Month					
Continued pipeline construction and progressed detailed design for future stages. Facilitate media release requirements.					
Three Month Horizon					
Jul-2025		Aug-2025		Sep-2025	
Finalise access road through CH7300 to CH7600. Continue excavation, pipe laying, and valve chamber construction beyond CH7600. Undertake test pits to monitor recharge rates ahead of planned open trenching. Initiate Scrubby Creek underbore contractor mobilisation if site conditions allow. Continue QA testing and compaction improvement practices.		Commence and complete Scrubby Creek underbore if viable. As final construction drawings for CH0 to CH3020 are confirmed, there is potential to split the crew, allowing one crew to restart pipe laying from the Gracemere end while the other continues progressing from the current work front. Make preparations for pipeline works along Fiddes Street, including traffic management planning, stakeholder engagement. <b>Tender for highway and rail line underbore to be released to market.</b>		Pipeline installation CH5500 to CH8443 is expected to be fairly advanced. If two crews are established, significant productivity gains expected from concurrent work fronts. Full construction likely to commence along Fiddes Street, including temporary road closures and traffic management implementation. Evaluate tender returns for highway and railway underbores. Continue progressing construction through floodplain areas as design and ground conditions allow.	

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **GSTP to SRSTP Pump Station – June Report**

**Meeting Date: 19 August 2025**

**Attachment No: 3**

## C1160341 GSTP-SRSTP Sewer Diversion Pumpstation

## Monthly Status Report

Jun-2025

Project Management								
Council Custodian:	Fitzroy River Water		Project Manager:	Romeo Angon		Project Phase:	Concept Design	
Project Scope								
Activity	Scope					Traffic Light	Scope Change	
Design & Construction	Design and construction of sewer pumpstation to divert all flows from the Gracemere catchment to the South Rockhampton Sewage Treatment Plant. Following completion of pumpstation construction, Gracemere Sewage Treatment Plant will be decommissioned (excluding inlet works). Works include: <ul style="list-style-type: none"><li>reinforced concrete wet well</li><li>submersible pumps to provide duty / standby pumping of flows up to 100% PWWF</li><li>associated receiving chamber, pipework and valving including wet weather bypass augmentation</li><li>all weather access including improvement of existing access road into site</li><li>electrical switchboard and switch room</li><li>ventilation and odour control unit</li><li>emergency overflow manhole and pipework into existing pond / channel</li><li>clean out of existing pond / channel</li><li>potential for surge vessel</li><li>allowance for future conneciton of chemical dosing</li></ul>					G	No scope change	
Project Funding and Finance								
Funding Source	Funding Amount	Project Life as at 30/06/2025				Traffic Light	Monthly Update	
		Actuals	Committals	Forecast	Remaining Budget			
Council Allocation:	\$5,700,000	\$84,561	\$678,820	\$5,700,000	\$4,936,619	G	No financial change	
State Govt Funding:	\$0							
Federal Govt Funding	\$0							
Total Project Budget:	\$5,700,000							
	2024/25FY					Traffic Light	Monthly Update	
	Budget	Actuals	Committals	Forecast	Remaining Budget			
		\$88,000	\$84,561	\$678,820	\$200,000	-\$675,381	A	Minor financial change
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Phase 0: Project Planning (incl. pipeline hydraulic)	01-Mar-24	01-Jul-24	01-Mar-24	TBC	100%	85%	A	Minor schedule change
Phase 1: Detailed Design	01-Jul-24	30-Mar-25	15-Mar-25	31-Dec-25	75%	17%	R	Major schedule change
Phase 2: Construction Tender Phase	01-Feb-25	30-Mar-25	01-Jan-26	28-Feb-26	0%	0%	R	Major schedule change
Phase 3: Construction	30-Mar-25	31-Dec-25	01-Mar-26	30-Sep-26	0%	0%	R	Major schedule change
Project Milestones								Date
Commence detailed design (following award to consultant)								15-Mar-25
Commence Construction								01-Mar-26
Complete Construction								30-Sep-26
Commentary								
Basis of design submitted by consultant (AECOM). Delay in finalisation due to uncertainty regarding discharge location (SRSTP or NRSTP). Completing additional hydraulic assessment to identify impact of new discharge location.								
Committal for design for both Rahima and Gracemere SPS.								

## C1160341 GSTP-SRSTP Sewer Diversion Pumpstation

## Monthly Status Report

Jun-2025

Project Management						
Council Custodian:		Fitzroy River Water	Project Manager:	Romeo Angon	Project Phase:	Concept Design
Risk Categories	Risks (Cause, Risk, Impact)			Risk Responses		
Design	Connection to SRSTP not confirmed.			Awaiting further confirmation from Beca re SRSTP. Arrangement for connection to SRSTP to be confirmed in consultation with Major Projects team		
Design	Delay with project progression due to resourcing.			Additional resources recruited. Project progressing.		
Design	Delay in design completion due to market demand.			Include program as key criteria in consultancy brief. Combine with other design to get more consultancy buy-in (as opposed to smaller fee).		
Key Tasks & Deliverables Completed This Month						
Design kick off. Basis of Design preparation.						
Scoping of variations to assess alternative discharge location (hydraulic and electrical impacts).						
Three Month Horizon						
Jul-2025		Aug-2025		Sep-2025		
Confirmation of Basis of Design Assessment of alternative discharge location.		Concept design progression		Concept design completion.		

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **Low Lift WPS Renewal – June Report**

**Meeting Date: 19 August 2025**

**Attachment No: 4**

## C1065033 / 1129383 Low Lift Water Pump Station Mech Elec Renewal

## Monthly Status Report

Jun-2025

Project Management								
Council Custodian:	Fitzroy River Water	Project Manager:	Luke Hall			Project Phase:	Design & Construction	
Project Scope								
Activity	Scope					Traffic Light	Scope Change	
Design & Construction	<b>Renewal Project</b> Full mechanical upgrade of pump station (pipes, valves, pumps) Replace existing transformers					R	Major scope change	
	<b>Emergent Works</b> Repair leaking WYW piece on pumps 3&4 Remove and replace existing (inoperable) penstocks in LLPs and intake							
	<b>Further works (unbudgeted)</b> Defects in intake main based on robotic condition assessment (Dec 2024) LLPS temporary bypass Downstream valving inoperable Cathodic protection (added April 2025 update) Cranes and winches renewal and certification (added June update)							
Project Funding and Finance								
Funding Source	Funding Amount	Project Life as at 30/06/2025				Traffic Light	Monthly Update	
Council Allocation:	\$3,409,653	Actuals	Committals	Forecast	Remaining Budget	R	Major financial change	
State Govt Funding:	\$0	\$718,997	\$348,662	TBC	\$2,341,994			
Federal Govt Funding	\$0							
Total Project Budget:	\$3,409,653							
		2024/25FY				Traffic Light	Monthly Update	
		Budget	Actuals	Committals	Forecast	Remaining Budget		
		\$651,065	\$623,503	\$348,662	\$972,165	-\$321,100	A	Minor financial change
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Stage 1 - Condition Assessment and Early	01-Jun-24	21-Mar-24	01-Jun-24	30-Jun-25	100%	100%	R	Major schedule change
Stage 2 - Emergent (Repair) Works	01-Jun-24	30-Oct-24	01-Jun-24	20-Dec-24	100%	100%	R	Major schedule change
Stage 3 - Design (inc. design tender period)	16-Oct-24	02-Apr-25	23-May-25	28-Feb-26	25%	10%	R	Major schedule change
Stage 3 - Construction (inc. construction tender	03-Apr-25	10-Dec-25	01-Jan-25	31-Dec-26	0%	0%	R	Major schedule change
Project Milestones								Date
Complete first commercial diving visit to remove penstocks								01-Oct-24
Complete emergent Repairs								20-Dec-24
Award Design								31-Jul-25
Complete Design								28-Feb-26
Complete Construction								31-Dec-26
Commentary								
Project scoping and planning completed. Significant scope increase due to age and condition of asset.								
Investigations / planning for emergent repair works resulted in indentification of inability to isolate downstream of pumpstation (major valving). Temporary repairs required to leaking pipework in lieu of replacement.								
Initial diving works complete to remove penstocks to enable ordering of replacement penstocks to achieve pump station isolation from river. Diving conditions were more challenging than predicted (poor asset condition) resulting in delays / increase cost. Design of new penstocks more challenging than predicted due to original design (not understood until penstocks removed) this has in turn dictated that re-installation may need to be completed in dry environment. This would mean a bypass of the intake structure to complete penstock works. Refer risk below.								
Design delayed due to above temporary works and increased works associated with project planning. <b>Design Tender Evaluations now underway.</b>								
Issues with emergent repairs due to contractor performance and deteriorated pipe condition. <b>Operational Risk not mitigated.</b>								
Condition assessment of intake structure and pipework shows debris and sediment build up. Pipe joints are confirmed to be sound. Silt build up at intake structure is excessive with debris identified within structure. Repair and cleanout works required. <b>24/25 Budget Impact.</b> Reviewing reports in February.								
Committal for penstock supply.								



## C1065033 / 1129383 Low Lift Water Pump Station Mech Elec Renewal

## Monthly Status Report

Jun-2025

Project Management		
Council Custodian:	Fitzroy River Water	Project Manager: Luke Hall
		Project Phase: Design & Construction
Risk Categories	Risks (Cause, Risk, Impact)	Risk Responses
Planning	Inability to achieve upstream isolation (river side) Penstock re-installation will require bypass	Increased scope of Stage 1 - Early Works, to renew penstocks and enable isolation for pump station upgrade. Design of new penstocks may require bypass. To be reviewed in concept design phase. <b>Significant forecast increase will have budget impact - cost increase to be detailed during design phase.</b>
Planning	Inability to achieve downstream isolation (treatment plant side). Whole WTP must be offline to complete works on LLWPS.	Valve renewal required. Likely need to bypass WPS and intake structure during works to enable water supply to be maintained. <b>Significant forecast increase will have budget impact - cost increase to be detailed during design phase.</b>
Safety	Insufficient space in existing well to carry out renewal works while pump station is operating.	Likely need to bypass WPS during works to enable water supply to be maintained. <b>Significant budget impact - cost increase to be detailed during design phase.</b>
Construction	Operational risks associated with works on live assets / shutdown requirements.	Contingency in program. Construction during low demand period where possible. Likely need to bypass WPS during works to enable water supply to be maintained. <b>Significant budget impact - cost increase to be detailed during design phase.</b>
Planning	Condition assessments yet to be completed may identify defects in the intake structure and intake main that are currently not budgeted.	PSA awarded to Fulcrum. Reviewing Condition Assessments reports for mitigation confirmation.
Key Tasks & Deliverables Completed This Month		
Procurement of new penstocks - Designer site visit to confirm sizing. Existing AWE penstock transported back to workshops Design tender closed.		
Three Month Horizon		
Jul-2025	Aug-2025	Sep-2025
Design Tender evaluation period and award. Penstock design underway. Site visit completed.	Commence concept design Planning for penstock delivery and installation	Design progression.

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **Barrage Refurbishment – July Report**

**Meeting Date: 19 August 2025**

**Attachment No: 5**

## C1160074 Barrage Refurbishment Program

## Monthly Status Report

Jul-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	David Mannix	Project Phase:	Design & Construction

Project Scope			
Activity	Scope	Traffic Light	Scope Change
Design & Construction	<p>The Barrage Refurbishment Program has 8 major and 9 minor sub-projects planned for delivery over the next 5 years. The initial focus will be for commencement of major sub-projects:</p> <ul style="list-style-type: none"> <li>- Refurbish all vertical lift gates</li> <li>- Refurbish all vertical lift gate winches</li> <li>- Electrical system renewal</li> </ul> <p>With the commencement of these, minor items will progressively (according to project budget and schedule) commence, immediately including:</p> <ul style="list-style-type: none"> <li>- Update/development of Barrage documentation / Dam safety documentation in line with guidelines</li> <li>- Control well and rock mattress condition assessments</li> <li>- Refurbishment of vertical lift gate drive shafts</li> </ul>	G	No scope change

Project Funding and Finance							
Funding Source	Funding Amount	Project Life as at 25/07/2025				Traffic Light	Monthly Update
		Actuals	Committals	Forecast	Remaining Budget		
Council Allocation:	\$14,802,059	\$436,007	\$1,062,792	\$14,815,000	\$13,316,201	G	No financial change
State Govt Funding:	\$0						
Federal Govt Funding	\$0						
Total Project Budget:	\$14,802,059						
	2025/26FY					Traffic Light	Monthly Update
	Budget <sup>1</sup>	Actuals	Committals	Forecast	Remaining Budget		
		\$1,893,652	\$27,600	\$1,062,792	\$1,850,000	\$803,261	G

1) Includes estimated FY24/25 carryover budget

Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Barrage Refurbishment Program	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29			G	No schedule change
Vertical lift gate refurbishment	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29	10%	10%	G	No schedule change
Vertical lift gate winch refurbishment	28-Aug-24	12-Jan-29	28-Aug-24	12-Jan-29	10%	12%	G	No schedule change
Electrical renewal	07-Nov-24	31-Jul-27	07-Nov-24	31-Jul-27	10%	3%	G	No schedule change
Remaining major scope items	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29	15%	12%	G	No schedule change
Remaining minor scope items	28-Aug-24	31-Jul-29	28-Aug-24	31-Jul-29	15%	17%	G	No schedule change

Project Milestones		Date
Completion of Emergent works (repairs to wheels / shafts) on two Barrage gates		Aug-2025
Vertical lift gate refurbishment tender awarded		Jun-2025
Vertical lift gate winch refurbishment tender awarded		Apr-2025
Electrical renewal design tender released to market		Sep-2025

## C1160074 Barrage Refurbishment Program

## Monthly Status Report

Jul-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	David Mannix	Project Phase:	Design & Construction
Commentary					
Project planning complete. Gate refurbishment and winch replacement contracts awarded. Electrical renewal specification under review.					
Remaining major and minor sub-projects underway.					
Emergent works (repairs to wheels / shafts) on two Barrage gates were required and were complete mid July (outside original budget).					
The project is on-track with the baseline project schedule.					
Risk Categories	Risks (Cause, Risk, Impact)			Risk Responses	
Enviromental	Inclement weather and river conditions may delay removal of vertical lift gates and winches from the Barrage, delaying progress			Contingency in program to be negotiated with tenderers. Tender specification calls for option to have multiple gates out at one time (additional spares required).	
Construction	Operational risk associated with one gate out of action.			Inclusion of spare gates in contract.	
Key Tasks & Deliverables Completed This Month					
Emergent repair works to second vertical lift gates completed mid July . Both gates returned to Barrage - SMW Winch shaft replacement expected complete mid August - Ashtons. Electrical renewal design specification in review. Release to market late August. Replacement of vertical lift gate winch drive design option B chosen and underway - Ace Dam safety services, pier investigation works, guardrail and fish ladder works underway Gate refurb contract 16140 awarded. Prestart late July - McElligotts					
Three Month Horizon					
Aug-2025		Sep-2025		Oct-2025	
Fabrication of winch shafts due complete mid August. Install to be confirmed. Winch design concept chosen and design underway. Rail Column and fishway repairs complete. Gate refurb contract 16140 prestart. Emergent repairs second gate completed. Contract documentation finalising		Gate refurb (new gate manufacture SP1) to commence. Winch design progression. Electrical Renewal tender release. Minor sub-project progression and delivery.		Electrical renewal tender period. Winch design progression. Gate refurb (new gate manufacture SP1) progression. Minor sub-project progression and delivery.	

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **GSTP to SRSTP Diversion Pipeline - July Report**

**Meeting Date: 19 August 2025**

**Attachment No: 6**

## C1160340 GSTP-SRSTP Sewer Diversion Pipeline

## Monthly Status Report

Jul-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	Evan Davison	Project Phase:	Construction

Project Scope			
Activity	Scope	Traffic Light	Scope Change
Design & Construction	This project involves the construction of 8.6km of 375mm DICL sewer rising main which is required in order to decommission the existing Gracemere Sewage Treatment Plant (GSTP). A new 250 dia. effluent main is also required from the SRSTP to join the existing RGC effluent main at Rugby Park. This project will involve the construction of the 250mm effluent main from the SRSTP site to Jellicoe Street to take advantage of a combined trench construction methodology.	A	Minor scope change

Project Funding and Finance							
Funding Source	Funding Amount	Project Life as at 25/07/2025				Traffic Light	Monthly Update
		Actuals	Committals	Forecast	Remaining Budget		
Council Allocation:	\$10,000,000	\$4,696,860	\$480,660	\$10,000,000	\$4,822,481	G	No financial change
State Govt Funding:	\$0						
Federal Govt Funding	\$0						
Total Project Budget:	\$10,000,000						
	2025/26FY					Traffic Light	Monthly Update
	Budget	Actuals	Committals	Forecast	Remaining Budget		
	\$5,300,000	\$184,079	\$480,660	\$4,654,094	\$4,635,261	G	No financial change

Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Detailed Design	01-Jun-23	30-Apr-25	01-Feb-24	19-Sep-25	100%	71%	A	Minor schedule change
Construction Total (CH0-CH8630)	11-Nov-24	30-Dec-25	11-Nov-24	20-May-26	57%	29%	A	Minor schedule change
Construction Stage 1 (CH0-CH1500)	11-Nov-24	17-Jan-25	11-Nov-24	17-Jan-25	100%	92%	A	Minor schedule change
Construction Stage 2 (CH1500-CH3020)	20-Jan-25	30-May-25	13-Oct-25	10-Jan-26	100%	0%	A	Minor schedule change
Construction Stage 3 (TBC-TBC)	02-Jun-25	TBC	26-Jan-26	TBC	TBC	TBC	A	Minor schedule change
Construction Stage 4 (CH5500-CH8443)	03-Mar-25	08-Aug-25	03-Mar-25	10-Oct-25	72%	37%	A	Minor schedule change

Project Milestones							Date
Completion of Detailed Design so as to not delay construction any further							19-Sep-25
Bruce Highway Crossing Construction - Completion of Tender Process and Contractor Engagement							TBC
Bruce Highway Crossing Construction							TBC
Stakeholder Approval (DTMR, QR)							TBC
Practical completion - Pipeline tested and commissioned							30-May-26

## C1160340 GSTP-SRSTP Sewer Diversion Pipeline

## Monthly Status Report

Jul-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	Evan Davison	Project Phase:	Construction
Commentary					
Construction activities progressed from CH7595 to CH7180 and CH1200 to CH1375. Key achievements include the completion of the underbore by Red Drilling under challenging ground conditions and splitting the crew in two.					
Planning and stakeholder engagement progressed for the Fiddes Street road closure, with signage message finalised and communication material prepared for affected properties. Gas service locating attempts at CH1450 were delayed due to saturated ground and safety concerns, requiring rescheduling.					
Change in alignment for Bruce Highway crossing will result in a separate tender process being required for pipe jacking of RCP enveloper through DTMR earthen embankment. This presents a <b>high risk of significant budget implications and potential delays</b> .					
Project schedule and cost estimate to be updated as detailed design progresses. This presents a <b>risk of budget implications</b> due to current estimate being produced based on preliminary design plans subject to significant change.					
Risk Categories	Risks (Cause, Risk, Impact)			Risk Responses	
Construction	Third Party approvals (DTM &, Aurizon) delay to construction.			Engagement of Stantec to manage approvals. Construction staging to work around these areas as long as possible.	
Construction	Potential impacts on businesses and residents from road closures.			Finalise and distribute notification letters, install VMS boards in advance, provide clear detour messaging.	
Key Tasks & Deliverables Completed This Month					
Continued pipeline construction and progressed detailed design for future stages. Facilitate media release requirements.					
Three Month Horizon					
Aug-2025		Sep-2025		Oct-2025	
Access track removal (CH7300 to CH7600) in conjunction with pressure testing works. Spoil carted to landfill. Demobilise underboring equipment and prepare for poly welder to mobilise to butt weld DN500 pipe. Review procurement needs for long-lead time items. Continue trenching and pipe laying with the Gracemere crew.		Continue dual-crew construction. Close Fiddes Street and begin works including removing pavement. <b>Tender for highway and rail line underbore to be released to market.</b>		Full construction fronts active at both ends. Push through floodplain areas and urban corridors. Scrubby Ck and Fiddes St areas progressing to reinstatement stages if sequencing holds. Road reinstatment scoped and programmed. Underbore contractor appointment for Bruce Highway and Aurizon, lead in planning for November mobilisation.	

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **GSTP to SRSTP Pump Station – July Report**

**Meeting Date: 19 August 2025**

**Attachment No: 7**



## C1160341 GSTP-SRSTP Sewer Diversion Pumpstation

## Monthly Status Report

Jul-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	Romeo Angon	Project Phase:	Concept Design

Project Scope			
Activity	Scope	Traffic Light	Scope Change
Design & Construction	Design and construction of sewer pumpstation to divert all flows from the Gracemere catchment to the South Rockhampton Sewage Treatment Plant. Following completion of pumpstation construction, Gracemere Sewage Treatment Plant will be decommissioned (excluding inlet works). Works include: <ul style="list-style-type: none"> <li>reinforced concrete wet well</li> <li>submersible pumps to provide duty / standby pumping of flows up to 100% PWWF</li> <li>associated receiving chamber, pipework and valving including wet weather bypass augmentation</li> <li>all weather access including improvement of existing access road into site</li> <li>electrical switchboard and switch room</li> <li>ventilation and odour control unit</li> <li>emergency overflow manhole and pipework into existing pond / channel</li> <li>clean out of existing pond / channel</li> <li>potential for surge vessel</li> <li>allowance for future connection of chemical dosing</li> </ul>	G	No scope change

Project Funding and Finance							
Funding Source	Funding Amount	Project Life as at 25/07/2025				Traffic Light	Monthly Update
		Actuals	Committals	Forecast	Remaining Budget		
Council Allocation:	\$5,700,000	\$102,330	\$678,820	\$5,700,000	\$4,918,850	G	No financial change
State Govt Funding:	\$0						
Federal Govt Funding	\$0						
Total Project Budget:	\$5,700,000						
	2025/26FY					Traffic Light	Monthly Update
	Budget <sup>1</sup>	Actuals	Committals <sup>2</sup>	Forecast	Remaining Budget		
		\$276,330	\$0	\$300,835	\$350,000	-\$24,504	A

1) Includes estimated FY24/25 carryover budget

2) Excludes Rahima SPS design committals

Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Phase 0: Project Planning (incl. pipeline hydraulic)	01-Mar-24	01-Jul-24	01-Mar-24	TBC	100%	85%	A	Minor schedule change
Phase 1: Detailed Design	01-Jul-24	30-Mar-25	15-Mar-25	31-Dec-25	75%	19%	R	Major schedule change
Phase 2: Construction Tender Phase	01-Feb-25	30-Mar-25	01-Jan-26	28-Feb-26	0%	0%	R	Major schedule change
Phase 3: Construction	30-Mar-25	31-Dec-25	01-Mar-26	30-Sep-26	0%	0%	R	Major schedule change

Project Milestones		Date
Commence detailed design (following award to consultant)		15-Mar-25
Commence Construction		01-Mar-26
Complete Construction		30-Sep-26

## C1160341 GSTP-SRSTP Sewer Diversion Pumpstation

## Monthly Status Report

Jul-2025

Project Management					
Council Custodian:	Fitzroy River Water	Project Manager:	Romeo Angon	Project Phase:	Concept Design
Commentary					
Basis of design submitted by consultant (AECOM). Delay in finalisation due to uncertainty regarding discharge location (SRSTP or NRSTP). Completing additional hydraulic assessment to identify impact of new discharge location.					
Committal for design for both Rahima and Gracemere SPS.					
Site Survey and Geotechnical Invetigations now underway.					
Risk Categories	Risks (Cause, Risk, Impact)			Risk Responses	
Design	Connection to SRSTP not confirmed.			Awaiting further confirmation from Beca re SRSTP. Arrangement for connection to SRSTP to be confirmed in consultation with Major Projects team	
Design	Delay with project progression due to resourcing.			Additional resources recruited. Project progressing.	
Design	Delay in design completion due to market demand.			Include program as key criteria in consultancy brief. Combine with other design to get more consultancy buy-in (as opposed to smaller fee).	
Key Tasks & Deliverables Completed This Month					
Final review and comments on the Basis of Design Report. Scoping of variations to assess alternative discharge location (hydraulic and electrical impacts). Survey and geotechnical invetigations commenced.					
Three Month Horizon					
Aug-2025		Sep-2025		Oct-2025	
Confirmation of Basis of Design. Assessment of alternative discharge location. Completion of site survey.		Concept design progression. Geotechnical testing and reporting.		Concept design completion.	

# **FITZROY RIVER WATER SIGNIFICANT PROJECTS STATUS REPORT**

## **Low Lift WPS Renewal – July Report**

**Meeting Date: 19 August 2025**

**Attachment No: 8**

## C1065033 / 1129383 Low Lift Water Pump Station Mech Elec Renewal

## Monthly Status Report

Jul-2025

Project Management								
Council Custodian:	Fitzroy River Water	Project Manager:	Luke Hall			Project Phase:	Design & Construction	
Project Scope								
Activity	Scope					Traffic Light	Scope Change	
Design & Construction	<b>Renewal Project</b> Full mechanical upgrade of pump station (pipes, valves, pumps) Replace existing transformers					R	Major scope change	
	<b>Emergent Works</b> Repair leaking WYW piece on pumps 3&4 Remove and replace existing (inoperable) penstocks in LLPs and intake							
	<b>Further works (unbudgeted)</b> Defects in intake main based on robotic condition assessment (Dec 2024) LLPS temporary bypass Downstream valving inoperable Cathodic protection (added April 2025 update) Cranes and winches renewal and certification (added June update)							
Project Funding and Finance								
Funding Source	Funding Amount	Project Life as at 25/07/2025				Traffic Light	Monthly Update	
		Actuals	Committals	Forecast	Remaining Budget			
Council Allocation:	\$3,409,653	\$738,416	\$346,335	TBC	\$2,324,902	R	Major financial change	
State Govt Funding:	\$0							
Federal Govt Funding	\$0							
Total Project Budget:	\$3,409,653							
	2025/26FY					Traffic Light	Monthly Update	
	Budget	Actuals	Committals	Forecast <sup>1</sup>	Remaining Budget			
	\$598,935	\$1,228	\$346,335	\$600,000	\$251,372	A	Minor financial change	
1) Forecast to be reviewed following design tender evaluations (currently underway)								
Project Schedule								
Scope	Baseline		Forecast/Actuals				Traffic Light	Schedule Update
	Start	Finish	Start	Finish	Plan%	% Complete		
Stage 1 - Condition Assessment and Early	01-Jun-24	21-Mar-24	01-Jun-24	30-Jun-25	100%	100%	R	Major schedule change
Stage 2 - Emergent (Repair) Works	01-Jun-24	30-Oct-24	01-Jun-24	20-Dec-24	100%	100%	R	Major schedule change
Stage 3 - Design (inc. design tender period)	16-Oct-24	02-Apr-25	23-May-25	28-Feb-26	25%	10%	R	Major schedule change
Stage 3 - Construction (inc. construction tender	03-Apr-25	10-Dec-25	01-Jan-25	31-Dec-26	0%	0%	R	Major schedule change
Project Milestones								Date
Complete first commercial diving visit to remove penstocks								01-Oct-24
Complete emergent Repairs								20-Dec-24
Award Design								20-Aug-25
Complete Design								28-Feb-26
Complete Construction								31-Dec-26
Commentary								
Project scoping and planning completed. Significant scope increase due to age and condition of asset.								
Investigations / planning for emergent repair works resulted in identification of inability to isolate downstream of pumpstation (major valving). Temporary repairs required to leaking pipework in lieu of replacement.								
Initial diving works complete to remove penstocks to enable ordering of replacement penstocks to achieve pump station isolation from river. Diving conditions were more challenging than predicted (poor asset condition) resulting in delays / increase cost. Design of new penstocks more challenging than predicted due to original design (not understood until penstocks removed) this has in turn dictated that re-installation may need to be completed in dry environment. This would mean a bypass of the intake structure to complete penstock works. Refer risk below.								
Issues with emergent repairs due to contractor performance and deteriorated pipe condition. <b>Operational Risk not mitigated.</b>								
Condition assessment of intake structure and pipework shows debris and sediment build up. Pipe joints are confirmed to be sound. Silt build up at intake structure is excessive with debris identified within structure. Repair and cleanout works required. <b>24/25 Budget Impact.</b> Reviewing reports in February.								
Penstock design at concept stage - FRW reviewing concept drawings.								
Design Tender Evaluations now almost complete. Design Tender evaluation extended due to change in evaluation panel members (COI's) and number of submissions.								

## C1065033 / 1129383 Low Lift Water Pump Station Mech Elec Renewal

## Monthly Status Report

Jul-2025

Project Management		
Council Custodian:	Fitzroy River Water	Project Manager: Luke Hall
Project Phase:	Design & Construction	
Risk Categories	Risks (Cause, Risk, Impact)	Risk Responses
Planning	Inability to achieve upstream isolation (river side) Penstock re-installation will require bypass	Increased scope of Stage 1 - Early Works, to renew penstocks and enable isolation for pump station upgrade. Design of new penstocks may require bypass. To be reviewed in concept design phase. <b>Significant forecast increase will have budget impact - cost increase to be detailed during design phase.</b>
Planning	Inability to achieve downstream isolation (treatment plant side). Whole WTP must be offline to complete works on LLWPS.	Valve renewal required. Likely need to bypass WPS and intake structure during works to enable water supply to be maintained. <b>Significant forecast increase will have budget impact - cost increase to be detailed during design phase.</b>
Safety	Insufficient space in existing well to carry out renewal works while pump station is operating.	Likely need to bypass WPS during works to enable water supply to be maintained. <b>Significant budget impact - cost increase to be detailed during design phase.</b>
Construction	Operational risks associated with works on live assets / shutdown requirements.	Contingency in program. Construction during low demand period where possible. Likely need to bypass WPS during works to enable water supply to be maintained. <b>Significant budget impact - cost increase to be detailed during design phase.</b>
Planning	Condition assessments yet to be completed may identify defects in the intake structure and intake main that are currently not budgeted.	PSA awarded to Fulcrum. Reviewing Condition Assessments reports for mitigation confirmation.
Key Tasks & Deliverables Completed This Month		
Design tender period extended due to change in panel members and number of submissions received. Design tender evaluations - due for completion mid August.		
Three Month Horizon		
Aug-2025	Sep-2025	Oct-2025
Design Tender Award Design Pre-start Meeting	Commence concept design and Draft Basis of Design Report	Design progression

**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 CLOSURE OF MEETING**