

Rockhampton Regional Council

Adopted Infrastructure Charges Resolution (No. 2) 2012

Part 1 Introduction

1.1 Sustainable Planning Act 2009

- (i) The resolution is made pursuant to the *Sustainable Planning Act 2009*.
- (ii) The resolution is to be read in conjunction with the following:
 - (a) the State planning regulatory provision (adopted charges);
 - (b) the applicable local planning instruments.
- (iii) The resolution is attached to but does not form part of the applicable local planning instruments.

1.2 Effect

The resolution has effect on and from 2 January 2013 and applies to development application decisions made on or after this date.

1.3 Purpose of the resolution

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

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

1.4 Interpretation

applicable local planning instruments means the following:

- a) Fitzroy Shire Planning Scheme 2005
- b) Livingstone Shire Planning Scheme 2005
- c) Mount Morgan Shire Planning Scheme 2003
- d) Rockhampton City Plan 2005

bedroom means an area of a building or structure which:

- a) is used, designed or intended for use for sleeping but excludes a lounge room, dining room, living room, kitchen, water closet, bathroom, laundry, garage or plant room; or
- b) can be used for sleeping such as a den, study, loft, media or home entertainment room, library, family or rumpus room or other similar space.

dwelling unit means any part of a building used for residential accommodation of one household which is self contained.

consumer price index means the Consumer Price Index: All Groups Index for Brisbane available from the Australian Bureau of Statistics. The base date is September 2011.

gross floor area (GFA) means the total floor area of all storeys of the building, including any mezzanines, (measured from the outside of the external walls and the centre of any common walls of the building), other than areas used for:

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

impervious area means an area within a site which does not allow natural infiltration of rain to the underlying soil and the majority of rainfall would become runoff e.g. roadways, car parks, footpaths, roofs, hardstand areas (sealed and unsealed), compacted areas etc.

local government means Rockhampton Regional Council.

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

maximum adopted charge means the charge limit set out in the maximum charging framework established in the *Sustainable Planning Act 2009* and State planning regulatory provision (adopted charges).

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

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

Part 2 Application of the Resolution

2.1 Application to the local government area

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

- (a) work or use of land authorised under the *Mineral Resources Act 1989*, the *Petroleum Act 1923*, the *Petroleum and Gas (Production and Safety) Act 2004* or the *Greenhouse Gas Storage Act 2009*; or
- (b) development in an urban development area under the *Urban Land Development Authority Act 2007*; or

- (c) development in a declared *master planned area* within the former Local Government areas, except where an *adopted infrastructure charges resolution* states otherwise.

2.2 Application to particular development

- (i) This resolution adopts a charge for particular development that is equal to or less than the *maximum adopted charge* and adopts different charges for particular development in different parts of the *local government area*.
- (ii) To enable the *adopted infrastructure charges schedule* identified in the *State planning regulatory provision (adopted charges)* to be applied to existing development use types, **Table 1** identifies the relationship between existing applicable local planning instruments use types and the classes of development to which the *adopted infrastructure schedule* apply.

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

Column 1 Use Category	Column 2 Development under the applicable local planning instruments			
	Rockhampton City Plan 2005	Livingstone Shire Planning Scheme 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
Residential				
Residential	Caretaker's residence, Duplex, House, Small lot house, Multi unit dwelling.	Caretaker's residence, Dual occupancy, Dwelling house, Annexed apartment, Multiple dwelling units.	Domestic premises, Dwelling unit, Residential premises, Rural residential premises, Multi unit premises.	Caretaker's residence, Dual occupancy, House, Rural dwelling, Multiple dwelling.
Accommodation (short term)	Hotel (accommodation), Accommodation building (motel), Bed and breakfast, Caravan / cabin park (tourist).	Hotel (accommodation), Accommodation building (motel), Bed and breakfast Caravan park (tourist), Host farm.	Commercial premises (hotel/motel accommodation), Tourist business (accommodation).	Hotel (residential component), Accommodation building (motel), Home host accommodation, Caravan park (tourist).
Accommodation (long term)	Special needs accommodation (residential component), Accommodation building (serviced apartments), Caravan / cabin park (permanent residential), Aged care accommodation (residential component).	Institutional residence (residential component), Accommodation building (serviced apartments), Caravan park (permanent residential), Retirement village.	Aged accommodation.	Community purposes (ancillary accommodation), Accommodation building (serviced apartments), Caravan park (permanent residential), Retirement village.
Non-residential				
Places of assembly	Club, Community facilities, Restaurant (conference facility), Place of worship.	Indoor entertainment (clubs), Restaurant (conference facility), Funeral parlour,	Commercial premises.	Indoor entertainment, Community purposes (public hall, church), Food premises (function centres),

Column 1 Use Category	Column 2 Development under the applicable local planning instruments			
	Rockhampton City Plan 2005	Livingstone Shire Planning Scheme 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
		Special use (place of worship, religious purposes community hall).		Commercial premises (funeral parlour).
Commercial (bulk goods)	Showroom, Landscape supplies, Nursery/garden centre.	Produce store, Landscape supplies, Garden centre, Retail warehouse, Sales or hire premises.	Commercial premises, Horticulture C.	Showroom, Landscape supplies, Plant nursery, Vehicle showroom.
Commercial (retail)	Shop Restaurant (not including conference facility), Take away food store, Service station, Car wash, Major shopping outlet, Commercial premises (personal service).	Adult products, Shop, Convenience restaurant, Restaurant(not including conference facility), Take-away food store, Service station, Car wash, Arts and crafts centre.	Commercial premises (retail).	Shop, Food premises (restaurants, cafes), Service station, Retail/commercial complex.
Commercial (office)	Commercial premises (office activities), Display home / office.	Office, Display home.	Commercial premises (office).	Commercial premises (professional services).
Education facility	Child care centre, Educational establishment.	Child care centre, Special use (educational purposes).		Community purpose (Education Establishments, child care centre).
Entertainment	Hotel (non residential component), Nightclub, Cinema.	Hotel (non residential component), Indoor entertainment (cinemas, theatres, games parlour).	Commercial premises.	Hotel (non residential component), Indoor entertainment (nightclub).

Column 1 Use Category	Column 2 Development under the applicable local planning instruments			
	Rockhampton City Plan 2005	Livingstone Shire Planning Scheme 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
Indoor sport and recreational facility	Indoor sport and recreation.	Indoor sports facility.		Indoor entertainment (indoor sports centre).
Industry	Low impact industry, Medium impact industry, Warehouse, Bulk store, Vehicle depot.	Light industry, Machinery repair station, General industry, Rural service industry, Storage premises, Vehicle depot.	Industrial premises.	Low impact industry, Medium impact industry, Warehouse, Bulk store, Vehicle depot.
High impact industry	High impact industry.	Environmentally assessable industry.	Industry B.	High impact industry.
Low impact rural	Farming, Forestry.	Agriculture.	Agricultural premises, Animal husbandry, Animal husbandry A, B and C, Forestry.	Animal husbandry / grazing, Agriculture.
High impact rural	Intensive animal husbandry.	Aquaculture, Intensive animal husbandry.	Agricultural premises, Animal husbandry C, Horticulture B and C.	Aquaculture, Intensive animal husbandry, Intensive agriculture, Stock saleyard.
Essential services	Public facility, Emergency services, Health care, Commercial premises (health or medical service), Special needs accommodation (non residential component), Aged care accommodation	Special use (health service, emergency services), Medical centre, Health care, Institutional residence (non residential component), Veterinary clinic.	Commercial premises.	Community purpose (emergency services), Commercial premises (veterinary clinic), Public facility – other.

Column 1 Use Category	Column 2 Development under the applicable local planning instruments			
	Rockhampton City Plan 2005	Livingstone Shire Planning Scheme 2005	Mount Morgan Shire Planning Scheme 2003	Fitzroy Shire Planning Scheme 2005
	(non residential component), Veterinary clinic.			
Specialised uses	Transport terminal, Animal keeping, Stable, Car park, Construction camp, Crematorium, Extractive industry, Indoor and outdoor sport and recreation (outdoor component only), Public facility, Tourist facility, (non residential component), Commercial premises (tourism service).	Transport station, Major utility (airfield, depot), Animal keeping, Car park, Special use (government purposes), Extractive industry, Outdoor recreation, Major tourist facility, Major utility.	Animal husbandry c, Extractive industry, Tourist business (non residential component), Electricity works.	Transport terminal, Kennels and catteries, Off street car park, Community purpose (crematorium), Extractive industry, Outdoor entertainment, Motor sport facility, Public facility – operational, Workers accommodation.
Minor uses	Cemetery, Home based business, Home occupation, Market, Park, Telecommunication facility/tower.	Special use (cemetery), Home-based business, Market, Park, Local utility, Telecommunications facility, On-premises sign, Borrow pit, Advertising device, Clearing, Engineering work.	Domestic business, Commercial premises, Park.	Community purposes (cemetery), Home based business, Public facility – operational, Roadside stall, Open space, Public facility – other (telecommunications facilities).

2.4 Application to trunk infrastructure networks

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

2.5 Charge Areas

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

Part 3 Trunk Infrastructure Networks

3.1 Trunk Infrastructure Identification and Establishment Costs

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

Part 4 Adopted Infrastructure Charge

4.1 Purpose

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

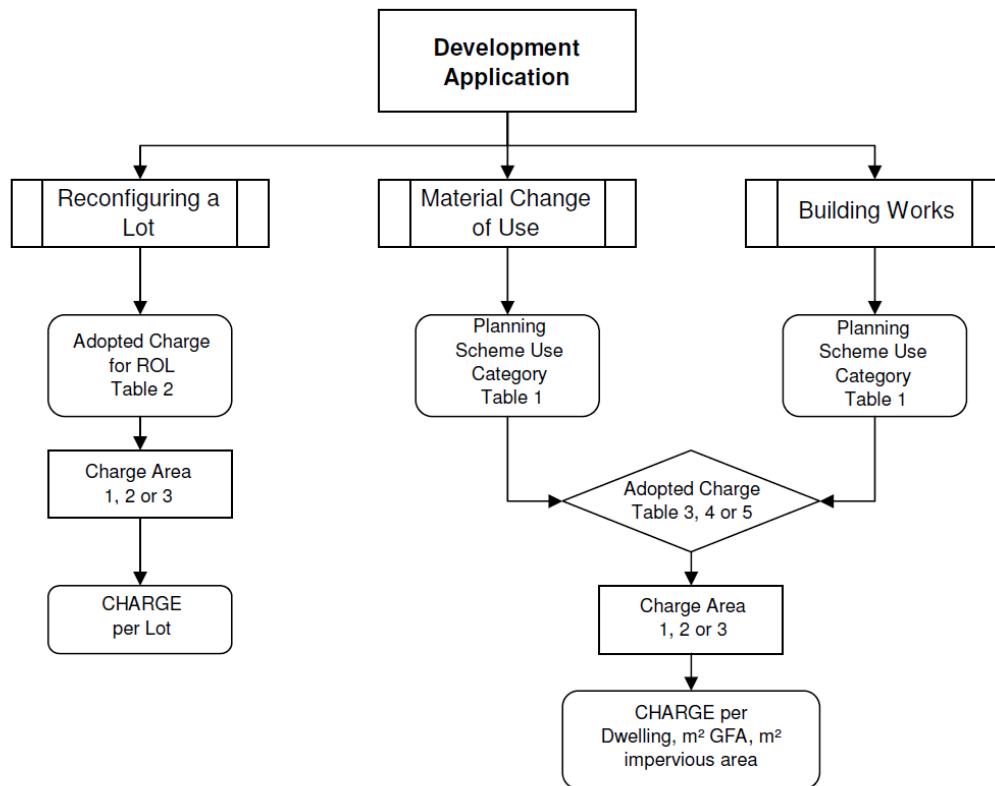
4.2 Adopted Charge

The adopted charge for:

- (i) **reconfiguring a lot**, is stated in **Table 2** – Adopted charge for reconfiguration of a lot;
- (ii) a **material change of use** or **carrying out building work** for:
 - (a) residential development is stated in **Table 3** – Adopted charge for residential development
 - (b) accommodation (short and long term) is stated in **Table 4** – Adopted charge for accommodation (short and long term)
 - (c) non-residential development other than a specialised use as stated in Table 1, is stated in **Table 5** – Adopted charge for non-residential development
- (iii) specialised uses or other uses not otherwise identified in Table 1 is to be the charge outlined in Table 5 (columns 3 and 4) for the Use Schedule (column 1)

that the *local government* decides should apply for the use at the time of assessment.

- (iv) the adopted charge will be calculated on the approved use and at the time the decision is made, and will be recalculated at the time of payment.
- (v) (i) and (ii) above are diagrammatically depicted below.



4.3 Indexation

- (i) The adopted infrastructure charge levied by the *local government* is to be increased from the date the adopted infrastructure charge is levied to the time the charge is paid using the *consumer price index*.
- (ii) However, the adopted infrastructure charge payable is not to exceed the maximum adopted charge the *local government* could have levied for the development at the time the charge is paid.

Table 2 – Adopted charge for reconfiguring a lot

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

Table 3 – Adopted charge for residential development

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

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

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

Table 5 – Adopted charge for non-residential development

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

Part 5 Administration of adopted infrastructure charge

5.1 Purpose

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

5.2 Calculation

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

$$TAIC = [(AIC \times U) - (C)] \times I$$

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

AIC is the adopted infrastructure charge as identified in tables 2, 3, 4 and 5.

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

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

I is the indexation rate as outlined in section 4.3

5.3 Development subject to adopted infrastructure charge

- (i) The *local government* may levy an adopted infrastructure charge on the following development:
 - (a) reconfiguring a lot
 - (b) a material change of use of premises
 - (c) carrying out building works
- (ii) If a development is subject to more than one use, the *local government* may levy and adopted infrastructure charge for development on the basis of the use with the highest potential demand.
- (iii) For existing lawful use to which a development application is seeking to expand the gross floor area of the facility, the *adopted infrastructure charge* is only to be applied on the part of the development which is subject to intensification or extension.

5.4 Method of notification of an adopted infrastructure charge

- (i) The *local government* is required to issue an adopted infrastructure charge notice stating:
 - (a) the amount of the charge;
 - (b) the land to which the charge applies;

- (c) the person to whom the charge must be paid;
- (d) when the charge is payable

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

5.5 Time of payment of an adopted infrastructure charge

An adopted infrastructure charge is payable at the following time:

- (i) if the charge applies to reconfiguring a lot that is assessable development or development requiring compliance assessment – before the *local government* approves the plan of subdivision for the reconfiguration; or
- (ii) if the charge applies to building work that is assessable development or development requiring compliance assessment – before the certificate of classification for the building work is issued; or
- (iii) if the charge applies to a material change of use – before the change happens; or
- (iv) otherwise – on the day stated in the adopted infrastructure charges notice or negotiated infrastructure charges notice.

5.6 Alternatives to paying an adopted infrastructure charge

- (i) The *local government* may enter into a written agreement about:
 - (a) whether the charge may be paid at a different time from that stated in the adopted infrastructure charges notice or negotiated adopted infrastructure charges notice;
 - (b) whether the charge may be paid by instalments;
 - (c) whether infrastructure may be supplied instead of paying all or part of the charge.
- (ii) The *local government* may, for development infrastructure that is land, give notice in addition to, or instead of an adopted infrastructure charges notice requiring:
 - (a) part of the land subject of the development application or compliance assessment, to be given to the *local government* in fee simple; or
 - (b) part of the land subject of the development application or compliance assessment, to be given to the *local government* in fee simple and part of an adopted infrastructure charge.

5.7 Recording adopted infrastructure charges

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

5.8 Proportional split of adopted infrastructure charges for trunk infrastructure networks

The adopted infrastructure charge is to be proportionally split to a trunk infrastructure network for the purposes of calculating charges, credits and offsets as stated in Table 6 (Proportional split of adopted infrastructure charge for trunk infrastructure networks).

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

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

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

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

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

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

Part 6 Credits

6.1 Definition of a Credit

- (i) A credit means the amount to be applied for the purpose of calculating an adopted infrastructure charge which takes into account existing land usage of the premises/site.
- (ii) The maximum value of a credit for each site will not exceed the adopted infrastructure charge for the approved land use of the existing site.

6.2 Application of a Credit

- (i) A credit will only be applied in respect of an existing lawful use in existence at the time the development application is made. This means an existing lawful use has to be established (up and running) at the time the development application is made.
- (ii) A credit will not be applied under any circumstance for unapproved use of the land.
- (iii) For any use, if a credit is higher than the adopted infrastructure charge of the approved use a refund will not occur.

Part 7 Offsets

7.1 Purpose

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

7.2 Application of section

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

- (i) required the following (*trunk infrastructure contribution*):
 - (a) the supply of work for trunk infrastructure in a condition of a development approval under section 649 (Conditions local governments may impose for necessary trunk infrastructure) of the *Sustainable Planning Act 2009*;
 - (b) the giving of part of the land the subject of a development application or request for compliance assessment in a notice given under section 648K(2) (Agreements about, and alternatives to, paying adopted infrastructure charge) of the *Sustainable Planning Act 2009* (land dedication notice); and
- (ii) levied an adopted infrastructure charge in an adopted infrastructure charges notice or negotiated infrastructure charges notice for the same premises under section 648F (Adopted infrastructure charges notice) of the *Sustainable Planning Act 2009*.

7.3 Claim for an infrastructure offset

- (1) The person bound to provide the trunk infrastructure contribution and the adopted infrastructure charge for the development under the *Sustainable Planning Act 2009* (*claimant*) may give a notice in the prescribed form to the *local government* which states the following:
 - (i) that the claimant proposes to supply the trunk infrastructure contribution;
 - (ii) that the claimant seeks an offset for the supply of the trunk infrastructure contribution against an adopted infrastructure charge (*infrastructure offset*);
 - (iii) the claimants estimate of the following:
 - (a) the planned estimate of the trunk infrastructure contribution;
 - (b) the pre-market estimate of the trunk infrastructure contribution;
 - (c) the value of the infrastructure offset for the trunk infrastructure contribution.
- (2) The *local government* is to give a notice in the prescribed form to the claimant which states the following:

- (i) whether an infrastructure offset is applicable or not;
- (ii) if an infrastructure offset is not applicable, the reason;
- (iii) if an infrastructure offset is applicable, the value of the infrastructure offset.

7.4 Calculation of an infrastructure offset

- (1) The value of an infrastructure offset for trunk infrastructure which is:
 - (i) land, is the planned estimate of the land; and
 - (ii) work, is the lesser of the following:
 - (a) the planned estimate of the work specified by the *local government*.
 - (b) the pre-market estimate of the work required by the development;
- (2) The planned estimate of the of land or work specified by the *local government* is the net present value of the establishment cost of the trunk infrastructure contribution which is calculated having regard to the following:
 - (i) if the trunk infrastructure contribution is for the whole of an item of trunk infrastructure in the schedule of works for trunk infrastructure—the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure;
 - (ii) if the trunk infrastructure contribution is for part of an item of trunk infrastructure in the schedule of works for trunk infrastructure—the proportion of the establishment cost of the trunk infrastructure in the schedule of works for trunk infrastructure applicable to the trunk infrastructure contribution having regard to the methodology specified by the *local government* for the calculation of the establishment cost in the schedule of works for trunk infrastructure;
 - (iii) if the trunk infrastructure contribution is not in the schedule of works for trunk infrastructure but the *local government* has determined that the land or work delivers the same desired standard of service to the trunk infrastructure in the schedule of works for trunk infrastructure—the methodology specified by the *local government* for the calculation of the establishment cost in the schedule of works for trunk infrastructure.
- (3) The pre-market estimate of the trunk infrastructure required by the development is the estimate expressed in dollars of the design and construction of the work required to service the development:
 - (i) including the following:
 - (a) the cost of planning and designing the work;
 - (b) the cost of survey and site inspection for the work;
 - (c) a cost under a construction contract for the work;
 - (d) a portable long service leave payment for a construction contract;

- (e) an insurance premium for the work;
- (f) a local government inspection fee for the commencement and end of the maintenance period for the work;
- (g) the cost of an approval for the work;

(ii) excluding the following:

- (a) a cost of carrying out temporary infrastructure;
- (b) a cost of carrying out non trunk infrastructure;
- (c) a cost of decommissioning, removal and rehabilitation of infrastructure identified in paragraphs (a) and (b);
- (d) a part of the trunk infrastructure contribution provided by the local government or a person other than the person seeking the infrastructure offset;
- (e) a cost to the extent that GST is payable and an input tax credit can be claimed for the work.

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

7.5 Application of an infrastructure offset

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

Part 8 Schedule of Maps

Map 1	Charge Area Rockhampton	18 November 2011
Map 2	Charge Area Capricorn Coast	18 November 2011
Map 3	Charge Area Yeppoon	18 November 2011
Map 4	Charge Area Emu Park	18 November 2011
Map 5	Charge Area Gracemere	18 November 2011
Map 6	Charge Area Mount Morgan	18 November 2011

Part 9 Desired Standards of Service

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

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

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

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

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

9.1 Water Supply Network Desired Standards of Service

The desired standards of service for the water supply system are detailed in Table 7.

Fitzroy River Water aims to provide reticulated potable water supply to the consumer to meet the demands imposed upon it by both the consumers and the fire fighting requirements.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, water supply trunk infrastructure aims to meet the standards to the greatest degree practicable.

Water Supply Network Design Criteria

Maximum Day Demand (L/ET/Day) = 2400

Minimum Service Pressure = 22 metres head at the centroid of the residential lot

Maximum Service Pressure = 50 metres head

Fire Fighting Network Pressure = 12m minimum in the Water Supply network

Fire Flow for Residential Area = 15L/s for a duration of 2hrs

Fire flow for Industrial / Commercial Area = 30L/s for a duration of 4hrs

Pipeline Design Maximum Velocity = 2.0 m/s

Reservoir Emergency Capacity = 1 Maximum Day for the supply zone

Table 7 – Water Supply Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability/continuity of supply	The water supply system has been designed to provide water 24 hours a day 7 days a week, but under certain circumstances, FRW may need to interrupt or limit this service so that essential repair and maintenance work can be carried out.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Section 3 and Table 3.1 FRW Strategic Asset Management Plan 24/11/2009. • Water Supply (Safety & Reliability) Act • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Capricorn Municipal Development Guidelines
Adequacy of supply	The objective of the water supply system is to provide to the consumer a reticulated potable water supply to meet the demands imposed upon it by both the consumer and fire fighting requirements.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • External Works and Servicing Code – Rockhampton City Planning Scheme. • Capricorn Municipal Development Guidelines • Water Supply (Safety &

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		Reliability) Act <ul style="list-style-type: none"> • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region.
Quality of supply	FRW will ensure that the water quality is generally in accordance with recognised standards that safeguards community health.	<ul style="list-style-type: none"> • Australian Drinking Water Quality Guidelines issued by the National Health and Medical Research Council. • Section 3 Table 3.2 FRW Strategic Asset Management Plan 24/11/2009.
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the Environmental Protection Act 1994 • Water Supply (Safety & Reliability) Act
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the System Leakage Management Plan for the Rockhampton Region. • Water Supply (Safety & Reliability) Act.
Infrastructure design/planning standards	Design of the water supply network will comply with established guidelines, codes and standards.	<ul style="list-style-type: none"> • Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Water Reticulation Code of Australia WSA 03-1999. • Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005.

9.2 Sewerage Network Desired Standards of Service

The desired standards of service for the sewerage system are detailed in Table 8 below.

Fitzroy River Water aims to provide reticulated sewerage to the consumer to meet the demands imposed upon it by the consumers and the Environmental Protection Agency.

The objective of the sewerage system is to transport sewage from domestic, commercial and industrial properties using gravity flow pipes and where this is uneconomical, by pumping to the treatment plant.

It is acknowledged that in some cases, due to local circumstances, the desired standards of service may not be met. In these situations, sewerage trunk infrastructure aims to meet the standards to the greatest degree practicable.

Wastewater Network Design Criteria

Average Dry Weather Flow (ADWF) = 675 L/ET/day
 Peak Dry Weather Flow (PDWF) = 2.5 x ADWF
 Peak Wet Weather Flow (PWWF) = 5 x ADWF
 Sewage pump station emergency storage = 4hrs minimum
 Total sewage pump station capacity = 5 x ADWF minimum
 Gravity Main Minimum velocity at PDWF = 0.75 m/s
 Gravity Main Maximum velocity at PWWF = 2.0 m/s
 Rising main minimum scouring velocity = 0.75 m/s
 Rising main maximum velocity = 2.0 m/s

Treated Water Quality

BOD < 20mg/L
 DO >6mg/L
 SS <30mg/l
 pH 6.5 – 7.5
 Free chlorine residual <0.7mg/L

Table 8 – Sewerage Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Reliability	Fitzroy River Water is to provide prompt, courteous and effective sewerage services to its customers. Staff make every effort to ensure the sewerage system operates adequately and with minimal disruption.	<ul style="list-style-type: none"> Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. Section 3.2 and Tables 3.4 and 3.5 FRW Strategic Asset Management Plan 24/11/2009.
Quality of treatment	Fitzroy River Water uses every effort to continue to operate the sewerage system efficiently and effectively, ensuring the highest value for effluent is received for all sewerage	<ul style="list-style-type: none"> Compliance with the requirements of the Environmental Protection Act 1994. Table 2.13 FRW Strategic Asset Management Plan 24/11/2009.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
	<p>treatment plants. The quality of treatment ensures the health of the community and the safe and appropriate level of treatment and disposal of treated effluent.</p>	
Environmental impacts	<p>Fitzroy River Water uses every effort to continue to operate the sewerage system efficiently and effectively and minimise sewage overflows and interruptions. The environmental impacts of the sewerage network are minimised in accordance with community expectations.</p>	<ul style="list-style-type: none"> • Desired Environmental Outcome 12 – Rockhampton City Planning Scheme. • Compliance with the requirements of the Environmental Protection Act 1994.
Effluent re-use	<p>Fitzroy River Water reuses effluent wherever possible.</p>	<ul style="list-style-type: none"> • Compliance with the requirements of the Environmental Protection Act 1994. • Queensland Water Recycling Guidelines – December 2005.
Infrastructure design / planning standards	<p>Design of the sewerage network will comply with the established guidelines, codes and standards.</p>	<ul style="list-style-type: none"> • Capricorn Municipal Development Guidelines – Design Specifications and Standard Drawings. • Sewerage Reticulation Code of Australia WSA 03-1999. • Department of Natural Resources and Mines Planning Guidelines for Water Supply and Sewerage March 2005. • Water Supply (Safety & Reliability) Act

9.3 Transport Network Desired Standards of Service

The Transport Network contains three integrated systems of:

1. Roads
 - a. The Desired Standards of Service for trunk roads is largely dependent on the road hierarchy classification, , lanes, traffic loading, traffic pattern, and Level of Service (LOS) shown in Table 10;
 - b. The Desired Standards of Service apply to all trunk infrastructure roads within the Rockhampton Regional Council area in accordance with Table 9.

2. Public Transport
 - a. Bus facilities to include bus stopping treatments and shelters in accordance with Table 9.

3. Pedestrian and Cycle Network
 - a. Desired Standards of Service for cycleways and pedestrian pathways concern geometric design considerations required for the construction of trunk infrastructure as defined by on- and off-road facilities identified in the Capricorn Municipal Development Guidelines, and summarised in Table 9 below.

It is acknowledged that in some cases, due to local circumstances, the Desired Standards of Service may not be met. In these situations, transport trunk infrastructure aims to meet the standards to the greatest degree practicable.

Table 9 – Transport Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Road network design/planning standards	<p>The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities, and freight movement.</p> <p>Design of the road system aims to meet minimum Level of Service (LOS) D at the Planning Horizon Peak Hour Pattern for the particular site.</p>	<ul style="list-style-type: none"> • Local government road design and development manual/standards/codes in planning scheme, planning scheme policy and <i>Capricorn Municipal Development Guidelines</i>; • The Queensland Department of Transport and Main Roads <i>Road Planning and Design Manual</i> ; • Australian Standards; • AUSTROADS guides; • Maximum acceptable degree of saturation for intersections identified in Table 11 or minimum LOS D in Table 10; and

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Public Transport design/planning standards	<p>Ensure development accommodates the access to and integration of public transport services.</p> <p>Provide bus stops including bus bays, shelters, seating and bus information systems in accordance with Council's adopted standards identified in the planning scheme.</p>	<ul style="list-style-type: none"> • Level of Service (LOS) – Table 10. • Local government road design and development manual/standards/codes in planning scheme, planning scheme policy and <i>Capricorn Municipal Development Guidelines</i>; • Design accords with the performance criteria set by Department of Transport and Main Roads; • Queensland Government TRANSLINK <i>Public transport infrastructure manual</i> • AUSTROADS guides for road-based public transport and high-occupancy vehicles.
Cycleway and pathway design/planning standards	<p>Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable travel alternatives.</p> <p>Design of the network will comply with Council's adopted standards identified in the planning scheme.</p>	<ul style="list-style-type: none"> • Local government road design and development manual/standards/codes in planning scheme, planning scheme policy and <i>Capricorn Municipal Development Guidelines</i>; • Australian Standards; • AUSTROADS Guides, • <i>Complete Streets</i>

Table 10 Level of Service (LOS) – Trunk Roads, Intersections, Pedestrian and Cycle Networks. **

Level of Service	Short Description	Loading
A	Free Flow	< 33%
B	Reasonably Free Flow	< 50%
C	Stable Flow	< 65%
D	Approaching Unstable Flow	< 80%
E	Unstable Flow	100%
F	Forced or Breakdown Flow	

** Refer to Department of Main Road Planning and Design Manual

Table 11 – Maximum degree of saturation for road intersections

Road Network Item	Maximum degree of saturation
Traffic Signals	0.9
Roundabout	0.85
Priority controlled	0.8
Traffic signals (State-controlled)	0.9

9.4 Stormwater Network Desired Standards of Service

The function of Council's Stormwater drainage systems is to collect and convey stormwater through respective catchment areas with minimal nuisance, danger or damage, at a cost that is acceptable to the community.

It is acknowledged that in some cases, due to local circumstances, the Desired Standards of Service for the stormwater network may not be met. In these situations, stormwater trunk infrastructure aims to meet the standards to the greatest degree practicable.

Historically standards for local stormwater drainage systems within the Rockhampton Regional Council area have varied significantly. As a result, some of the older urban areas of the local government area contain drainage systems that are below the current DSS and significant augmentation works may be required.

It should be recognised that the majority of drainage systems in the older local government urban areas are not deficient in providing the original drainage standard applicable at the time of the original development. The *Sustainable Planning Act 2009* stipulates that the costs to address existing deficiencies (as measured against current DSS) cannot be passed on to new development. This has been taken into account when calculating the charge associated with the stormwater network.

Table 12 outlines the planning and design criteria for the Stormwater Network within the Rockhampton Regional Council area.

Table 12 – Stormwater Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Quantity	Collect and convey stormwater in natural and engineered channels, a piped, drainage network and system of overland flow paths to a lawful point of discharge, in a safe manner that minimises the inundation of habitable rooms and protects life.	<ul style="list-style-type: none"> • <i>Queensland Urban Drainage Manual</i> • Local government standards in planning scheme, planning scheme policy and <i>Capricorn Municipal Development Guidelines</i>;
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	<ul style="list-style-type: none"> • Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy; • <i>Queensland Water Quality Guidelines 2009</i> — Environmental Protection Agency (EPA) • <i>National Water Quality Guidelines</i> — National

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
		Water Quality Management Strategy
Environmental Impacts	Where appropriate, adopt water-sensitive urban design principles and on-site water quality management to achieve EPA water quality objectives.	<ul style="list-style-type: none"> • Local government standards/codes in planning scheme, planning scheme policy and <i>Capricorn Municipal Development Guidelines</i>; • Environmental Protection [Water] Policy 1997)
Infrastructure design/planning standards	Design of the stormwater network will comply with established codes and standards.	<ul style="list-style-type: none"> • <i>Queensland Urban Drainage Manual</i> • Local government standards in planning scheme, planning scheme policy and <i>Capricorn Municipal Development Guidelines</i>; • Natural Channel Design Guidelines

9.5 Public Parks and Land for Community Facilities Network Desired Standards of Service

The Desired Standards for the public parks and land for community facilities trunk infrastructure are shown in Table 13 – *Desired Standards of Service – Public Parks and Land for Community Facilities* and should be read in conjunction with Councils adopted technical standards – *Capricorn Municipal Development Guidelines*.

Table 13 – Public Parks and Land for Community Facilities Network Desired Standards of Service

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Functional network	A network of parks and community land is established to provide for the full range of recreational and sporting activities and pursuits.	<ul style="list-style-type: none"> Parks and community land are provided at a district and LGA-wide level Parks and community land addresses the needs of both recreation and sport
Accessibility	<p>Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access.</p> <p>Co-locate land for multi-purpose community facilities with Parks and Recreation Land and commercial/retail centres.</p>	<ul style="list-style-type: none"> 2000m² of land for community facilities is to be provided when such land is co-located with a district and regional park. Accessibility standards are identified in Table 15
Land quality/suitability Area/1000 persons Minimum size Shape of land Minimum desired flood immunity Maximum desired grade Road frontage and visibility	Public parks and land for community facilities will be provided to a standard that supports a diverse range of recreational, sporting, community and health-promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	<ul style="list-style-type: none"> The rate of land provision is identified in Table 14. The minimum size, shape of land, minimum desired flood immunity, maximum desired grade and road frontage and visibility for land is identified in Table 16
Facilities / embellishments	Public parks and land for community facilities contain a range of embellishments to complement the type and purpose of the park.	<ul style="list-style-type: none"> Indicative embellishments for each type of park, land for community facilities and sports grounds are identified in Tables 17 and 18.

Measure	Planning criteria (qualitative standards)	Design criteria (quantitative standards)
Infrastructure design / performance standards	Maximise opportunities to co-locate recreational parks and land for community facilities in proximity to other community infrastructure, transport hubs and valued environmental and cultural assets.	<ul style="list-style-type: none"> • Local government standards in planning scheme and planning scheme policies • Australian Standards

Table 14 – Rate of Land Provision

Infrastructure type	Rate of provision (Ha/1000)	
	District	Local government-wide
Recreation park	0.8	0.5
Sports Ground	2.5	2.5
Land for Community Facilities	Rate of provision to be determined by minimum land sizes and at least 1 district facility per planning sector.	Rate of provision to be determined by minimum land sizes and at least 1 Regional facility per (the following) planning sector: <ul style="list-style-type: none"> - North Rockhampton - South Rockhampton - Yeppoon

Table 15 – Accessibility Standard

Infrastructure type	Accessibility standard (km)	
	District	Local government-wide
Recreation park	2.5km in urban areas and within 500m of a public transport pick up/drop off point	Local government area and within 500m of a public transport pick up/drop off point
Sports Ground	2.5km in urban areas and within 500m of a public transport pick up/drop off point	Local government area and within 500m of a public transport pick up/drop off point
Land for Community facilities	Within 800m of a public transport pick up/drop off point	Within 500m of a public transport pick up/drop off point

Table 16 – Public Parks and Land for Community Facilities Characteristics

Characteristic	Recreation Parks and Land for Community Facilities		Sports Grounds	
	District	Regional	District	Regional
Minimum size of open space (ha)	2ha of usable space for parkland. 1ha of usable space for land for community facilities.	6ha of usable space for parkland. 1.5ha of usable space for land for community facilities.	A minimum of 3ha, sufficient to boast 2 fields/1 oval co-locating and room for ancillary facilities (club house, toilets, car parking)	A minimum of 4ha, sufficient to boast 3 fields/2 oval co-locating and room for ancillary facilities (club house, toilets, car parking)
Shape of land	The preferred shape for a park/land for community facilities is square to rectangular with the sides no greater than 2:1.		To maximise the area available for playing fields, a square or rectangular shape is considered most efficient.	
Minimum desired flood immunity for parks	At least 25% of total area above Q50 with main activity area/s above Q100	At least 50% of total area above Q50 with main activity area/s above Q100 and free of hazards	Free of hazards. 90% of land above Q20. Fields/courts above Q50. Built facilities above Q100.	
Maximum desired grade	Average grade of 1:14 for 80% of the area of the park to facilitate wheelchair access to parks. Variable topography is satisfactory for the remaining area No area of the park will have a grade greater than 1:6 Community Facilities - A maximum grade of no more than 6% for the entirety of the site – *or 10% for the footprint of the community facility	Average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder. No area of the park will have a grade greater than 1:6 Community Facilities - A maximum grade of no more than 6% for the entirety of the site – *or 10% for the footprint of the community facility	Laser levelling to a maximum gradient of playing surface 1:100	

Characteristic	Recreation Parks and Land for Community Facilities		Sports Grounds	
	District	Regional	District	Regional
Road frontage and visibility	25% of park perimeter to have direct road frontage, preferably on a collector road	50% of park perimeter to have direct road frontage, preferably on a collector road	Approximately 25% of the ground perimeter to have direct road frontage	

Table 17 – Indicative embellishments for the hierarchy of Recreation Parks and Land for Community Facilities

Embellishment	Recreation Parks and Land for Community Facilities	
	District	Local government-wide
Internal roads	No	As required to service car parking and access requirements
Car parking	Yes, 40 sealed car parks	Yes, minimum of 120 sealed car parks.
Fencing/bollards, lock rail	Yes, fencing/bollards along road frontages and including a lock rail.	Yes, fencing/bollards along road frontages and including a lock rail.
Lighting	Yes, lighting to all roadways, parking, picnic nodes and primary pedestrian paths.	Yes, lighting to all roadways, parking, picnic nodes and primary pedestrian paths.
Toilets/public amenities	Yes, 1x toilets (location to be determined in consultation with Council)	Yes, 2x toilets (location to be determined in consultation with Council)
Pedestrian pathway access network	2200mm wide concrete shared pedestrian and cycle path through and around park connecting to adjacent pathways.	Entrance and access paths, walking/cycling network. Minimum 2200mm wide concrete shared pedestrian and cycle path, (but up to 3.5 to 4m in key, high use areas) connecting to adjacent pathways.
Bench seating	Minimum of 4, located for supervision of any play area (if not otherwise serviced by sheltered tables), and/or along recreation corridors/pedestrian pathways to provide rest stops	Yes, as determined in consultation with Council. Located for: supervision of any play area (if not otherwise serviced by sheltered tables); along recreation corridors/pedestrian pathways to provide rest stops; and/or enjoyment of views/amenity
Shade structures or trees (over playgrounds)	Yes	Yes
Shelters/gazebo with tables and seating and bins	Minimum of 6 shaded tables, seating and bins.	Yes, minimum of 15 shaded tables, seating and bins (further provision to be determined in consultation with Council)
Tap/bubbler	Yes, 3x drinking fountain/bubbler and taps	Yes, 10x drinking fountain/bubbler and taps
BBQ	3x BBQ	10x BBQ. (to be determined in consultation with Council – provision may consist of multiple double barbecues located to service picnic nodes for individuals, families and large groups)
Rubbish bins	Yes, as required to service activity areas, picnic nodes, key access/egress areas and pathway systems	Yes, as required to service activity areas, picnic nodes, key access/egress areas and pathway systems
Landscaping and turfing	Shade trees, landscaping and turfing to enhance amenity (determined in consultation with Council)	Shade trees, landscaping and turfing to enhance amenity (determined in consultation with Council)
Signage	Park identification and way finding signage, located at key entrances. Optional - Interpretive signage (for nature appreciation areas) or trail signage (e.g.	Park identification and way finding signage, located at key entrances. Optional - Interpretive signage and/or trail signage (e.g. distance markers on recreation

Embellishment	Recreation Parks and Land for Community Facilities	
	District	Local government-wide
	distance markers on recreation corridors)	corridors). Signage theme reflecting key features of the park
Recreation activity areas	Mix of 10 recreation activity areas, clustered in two or more nodes (e.g. mix of toddlers, children, youth, picnic and barbecue area, dog off-leash, skate park, meeting area, older adults, pathway systems)	Mix of 15 recreation activity areas dispersed across well defined nodes of activity focus (e.g. a mix of toddlers, children, youth, older adults, major picnic and barbecue area, dog off-leash, skate park, meeting areas, trail network, event area, nature appreciation area)
Irrigation	Yes, in identified high use areas	Yes, in identified high use areas
Bike racks	3x bike racks for a minimum of 15 bikes.	Bike racks for a minimum of 30 bikes.
Bus pull-through	No	Yes (location to be determined in consultation with Council)
Bus parking	No	Yes (location to be determined in consultation with Council)

Table 18 – Indicative embellishments for the hierarchy of Sport Parks

Park Element	Embellishment Details	
	District	Local government-wide
Courts/fields	As a minimum, 2x rectangular fields and capacity for additional facilities/courts (as determined in consultation with Council). Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage.	As a minimum, 3x rectangular fields and capacity for additional facilities/courts (as determined in consultation with Council). Sports grounds and facilities meet accepted standards including dimensions, playing surface and subsurface drainage.
Goal posts/line marking	Yes, according to accepted standards	Yes, according to accepted standards
Irrigation	Main field as a minimum (to be determined in consultation with Council)	2x main fields as a minimum (to be determined in consultation with Council)
Field/court lighting	Lighting for night sports	Lighting for night sports
Spectator seating	100x seats and earth mounds (determined in consultation with Council)	150x seats and earth mounds (determined in consultation with Council)
Tap/bubbler	Yes, 4 drink bubblers and taps located near activity areas and canteen/clubhouse area	Yes, 8 drink bubblers and taps located near activity areas and canteen/clubhouse area
Sports clubhouse	Yes, minimum of 1 (exact provision to be determined in consultation with Council) including a toilet/change room, canteen, storage and administrative/office space.	Yes, minimum of 2 (exact provision to be determined in consultation with Council) including a toilet/change room, canteen, storage and administrative/office space.
Landscaping and turfing	Trees/shade provision for spectators, landscaping of	Trees/shade provision for spectators, landscaping of

Park Element	Embellishment Details	
	District	Local government-wide
	boundaries to buffer noise/light spill to any surrounding properties	boundaries to buffer noise/light spill to any surrounding properties
Feature paving/concrete stencilling	To be determined in consultation with Council – (located at key entry areas or high use zones)	To be determined in consultation with Council – (located at key entry areas or high use zones)
Internal roads	Yes	Yes
Bus pull-through	Yes	Yes
Bus parking	Yes	Yes
Car parking	Yes, minimum of 60 sealed spaces for a 2 field complex or 12 per court	Yes, minimum of 100 sealed spaces for a 3 field complex or 12 per court
Bike racks	Yes, bike racks for a minimum of 30 bikes.	Yes, bike racks for a minimum of 50 bikes
Fencing/bollards, lock rail	Yes, fencing/bollards along road frontages and including a lock rail.	Yes, fencing/bollards along road frontages and including a lock rail.
Security Lighting	Yes, security lighting to all roadways, parking, picnic nodes and primary pedestrian paths.	Yes, security lighting to all roadways, parking, picnic nodes and primary pedestrian paths.
Pedestrian pathway access network	Yes, entrance and access paths, walking/cycling network. Minimum 2200mm wide concrete shared pedestrian and cycle path	Yes, entrance and access paths, walking/cycling network. Minimum 2200mm wide concrete shared pedestrian and cycle path
Public artwork	To be determined in consultation with Council	To be determined in consultation with Council
Signage	Yes, park identification and way finding signage, located at key entrances	Yes, park identification and way finding signage, located at key entrances
Recreation activity areas (e.g. play spaces, fitness circuits, hit up walls)	Mix of 3 recreation activity areas, (e.g. play spaces, fitness circuits, half courts, free to use courts)	Mix of 5 recreation activity areas, (e.g. play spaces, fitness circuits, half courts, free to use courts)

Part 10 Schedule of Plans for Identified Trunk Infrastructure

Table 19 – Locality Reference

Map Ref	Locality
1	Adelaide Park
2	Allenstown
3	Alton Downs
4	Bajool
5	Bangalee
6	Baree
7	Barlows Hill
8	Barmaryee
9	Barmoya
10	Berserker
11	Bondoola
12	Boulder Creek
13	Bouldercombe
14	Bungundarra
15	Bushley
16	Byfield
17	Canal Creek
18	Canoona
19	Causeway Lake
20	Cawarral
21	Cobraball
22	Cooee Bay
23	Coorooman
24	Coowonga
25	Coral Sea
26	Dalma
27	Depot Hill
28	Emu Park
29	Etna Creek
30	Fairy Bower
31	Farnborough
32	Fletcher Creek
33	Frenchville
34	Garnant
35	Glendale
36	Glenlee
37	Glenroy
38	Gogango
39	Gracemere
40	Greenlake
41	Hamilton Creek
42	Hidden Valley
43	Horse Creek
44	Inverness
45	Ironpot
46	Jardine
47	Johnsons Hill
48	Joskeleigh
49	Kabra

Map Ref	Locality
50	Kalapa
51	Kawana
52	Keppel Sands
53	Kinka Beach
54	Koongal
55	Kunwarara
56	Lake Mary
57	Lakes Creek
58	Lammermoor
59	Leydens Hill
60	Limestone
61	Limestone Creek
62	Marlborough
63	Marmor
64	Maryvale
65	Meikleville Hill
66	Midgee
67	Milman
68	Moongan
69	Morinish
70	Morinish South
71	Mount Archer
72	Mount Chalmers
73	Mount Gardiner
74	Mount Morgan
75	Mulambin
76	Mulara
77	Nankin
78	Nerimbera
79	Nine Mile
80	Nine Mile Creek
81	Norman Gardens
82	Oakey Creek
83	Ogmore
84	Pacific Heights
85	Park Avenue
86	Parkhurst
87	Pink Lily
88	Port Alma
89	Port Curtis
90	Ridgeland
91	Rockhampton City
92	Rockyview
93	Rosslyn
94	Rossmoya
95	Sandringham
96	Shoalwater
97	South Yaamba
98	Stanage

Map Ref	Locality
99	Stanwell
100	Stockyard
101	Struck Oil
102	Tanby
103	Taranganba
104	Taroomball
105	The Caves
106	The Common
107	The Keppels
108	The Mine
109	The Range
110	Thompson Point
111	Trotter Creek
112	Tungamull

Map Ref	Locality
113	Walmul
114	Walterhall
115	Wandal
116	Wattlebank
117	Weeriba
118	West Rockhampton
119	Westwood
120	Woodbury
121	Wura
122	Wycarbah
123	Yaamba
124	Yeppoon
125	Zilzie

Table 20 – Schedule of Plans for Trunk Infrastructure

Network	Maps
Water Supply	1-1, 2-1, 3-1, 4-1, 5-1, 6-1, 7-1, 8-1, 9-1, 10-1, 11-1, 12-1, 13-1, 14-1, 15-1, 16-1, 17-1, 18-1, 19-1, 20-1, 21-1, 22-1, 23-1, 24-1, 25-1, 26-1, 27-1, 28-1, 29-1, 30-1, 31-1, 32-1, 33-1, 34-1, 35-1, 36-1, 37-1, 38-1, 39-1, 40-1, 41-1, 42-1, 43-1, 44-1, 45-1, 46-1, 47-1, 48-1, 49-1, 50-1, 51-1, 52-1, 53-1, 54-1, 55-1, 56-1, 57-1, 58-1, 59-1, 60-1, 61-1, 62-1, 63-1, 64-1, 65-1, 66-1, 67-1, 68-1, 69-1, 70-1, 71-1, 72-1, 73-1, 74-1, 75-1, 76-1, 77-1, 78-1, 79-1, 80-1, 81-1, 82-1, 83-1, 84-1, 85-1, 86-1, 87-1, 88-1, 89-1, 90-1, 91-1, 92-1, 93-1, 94-1, 95-1, 96-1, 97-1, 98-1, 99-1, 100-1, 101-1, 102-1, 103-1, 104-1, 105-1, 106-1, 107-1, 108-1, 109-1, 110-1, 111-1, 112-1, 113-1, 114-1, 115-1, 116-1, 117-1, 118-1, 119-1, 120-1, 121-1, 122-1, 123-1, 124-1, 125-1
Sewerage	1-2, 2-2, 3-2, 4-2, 5-2, 6-2, 7-2, 8-2, 9-2, 10-2, 11-2, 12-2, 13-2, 14-2, 15-2, 16-2, 17-2, 18-2, 19-2, 20-2, 21-2, 22-2, 23-2, 24-2, 25-2, 26-2, 27-2, 28-2, 29-2, 30-2, 31-2, 32-2, 33-2, 34-2, 35-2, 36-2, 37-2, 38-2, 39-2, 40-2, 41-2, 42-2, 43-2, 44-2, 45-2, 46-2, 47-2, 48-2, 49-2, 50-2, 51-2, 52-2, 53-2, 54-2, 55-2, 56-2, 57-2, 58-2, 59-2, 60-2, 61-2, 62-2, 63-2, 64-2, 65-2, 66-2, 67-2, 68-2, 69-2, 70-2, 71-2, 72-2, 73-2, 74-2, 75-2, 76-2, 77-2, 78-2, 79-2, 80-2, 81-2, 82-2, 83-2, 84-2, 85-2, 86-2, 87-2, 88-2, 89-2, 90-2, 91-2, 92-2, 93-2, 94-2, 95-2, 96-2, 97-2, 98-2, 99-2, 100-2, 101-2, 102-2, 103-2, 104-2, 105-2, 106-2, 107-2, 108-2, 109-2, 110-2, 111-2, 112-2, 113-2, 114-2, 115-2, 116-2, 117-2, 118-2, 119-2, 120-2, 121-2, 122-2, 123-2, 124-2, 125-2
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Parks and Community Land	1-5, 2-5, 3-5, 4-5, 5-5, 6-5, 7-5, 8-5, 9-5, 10-5, 11-5, 12-5, 13-5, 14-5, 15-5, 16-5, 17-5, 18-5, 19-5, 20-5, 21-5, 22-5, 23-5, 24-5, 25-5, 26-5, 27-5, 28-5, 29-5, 30-5, 31-5, 32-5, 33-5, 34-5, 35-5, 36-5, 37-5, 38-5, 39-5, 40-5, 41-5, 42-5, 43-5, 44-5, 45-5, 46-5, 47-5, 48-5, 49-5, 50-5, 51-5, 52-5, 53-5, 54-5, 55-5, 56-5, 57-5, 58-5, 59-5, 60-5, 61-5, 62-5, 63-5, 64-5, 65-5, 66-5, 67-5, 68-5, 69-5, 70-5, 71-5, 72-5, 73-5, 74-5, 75-5, 76-5, 77-5, 78-5, 79-5, 80-5, 81-5, 82-5, 83-5, 84-5, 85-5, 86-5, 87-5, 88-5, 89-5, 90-5, 91-5, 92-5, 93-5, 94-5, 95-5, 96-5, 97-5, 98-5, 99-5, 100-5, 101-5, 102-5, 103-5, 104-5, 105-5, 106-5, 107-5, 108-5, 109-5, 110-5, 111-5, 112-5, 113-5, 114-5, 115-5, 116-5, 117-5, 118-5, 119-5, 120-5, 121-5, 122-5, 123-5, 124-5, 125-5

Part 11 Schedule of Works for Identified Trunk Infrastructure

11.1 Water Supply

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
39-1	Water	WAT-2	FW Gracemere Ind	FW 300 TMH Douglas St Stg 1	\$ 3,470,587	2016
39-1	Water	WAT-3	FW Gracemere Ind	FW 300 TMH Stage E Middle Rd Extended	\$ 793,277	2021
39-1	Water	WAT-4	FW Gracemere Ind	FW 300 TMH Kabra Res	\$ 495,798	2016
39-1	Water	WAT-5	FW Gracemere Ind	FW 200 TMH Distrib Somerset Rd	\$ 3,465,887	2016
8-1, 11-1, 42-1, 104-1, 124-1	Water	WAT-6	CCW Yeppoon West HZ	CC 300 Rockhampton Rd	\$ 1,487,394	2021
1-1, 44-1	Water	WAT-7	CCW Inverness HZ	CC 200 Adelaide Park Rd	\$ 346,589	2026
31-1, 124-1	Water	WAT-8	CCW Woodwind LZ	CC 200 Farnborough Rd	\$ 623,860	2026
19-1, 58-1, 103-1, 104-1	Water	WAT-9	CCW Tanby Sth	CC 375 Carige Blv	\$ 3,741,983	2031
11-1, 42-1, 103-1, 104-1	Water	WAT-10	CCW Taranganba LZ	CC 375 Tanby Rd to sth	\$ 1,069,138	2021
19-1, 93-1, 75-1	Water	WAT-11	CCW Mulambin & Causeway	CC 375 Mulambin Res Inlet	\$ 53,457	2021
19-1	Water	WAT-12	CCW Mulambin & Causeway	CC 375 Mulambin Res Outlet	\$ 53,457	2021
19-1, 23-1, 102-1	Water	WAT-13	CCW Kinka West LZ	CC 375 Kinka West Res Inlet	\$ 267,285	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
19-1, 23-1, 102-1	Water	WAT-14	CCW Kinka West LZ	CC 375 Kinka West Res Outlet	\$ 53,457	2016
19-1, 23-1, 102-1	Water	WAT-15	CCW Kinka West HZ	CC 200 Kinka West	\$ 242,612	2016
28-1, 125-1	Water	WAT-16	CCW Zilzie LZ	CCW 375 Hartley St	\$ 855,310	2021
23-1, 53-1, 102-1	Water	WAT-18	CCW West Emu Park LZ	CCW 375 Albermarle St to West EP Res	\$ 908,767	Constructed
28-1, 53-1, 102-1, 125-1	Water	WAT-19	CCW West Emu Park LZ	CCW 375 Rtn Rd-Fountain to West EP Res	\$ 3,581,613	2016
53-1	Water	WAT-20	CCW West Emu Park HZ	CCW 200 East	\$ 519,883	2026
53-1, 102-1	Water	WAT-21	CCW West Emu Park HZ	CCW 200 West	\$ 519,883	2026
28-1, 125-1	Water	WAT-23	CCW GBRR LZ	CCW MD Great Barrier Reef Resort Res	\$ 862,295	2021
19-1, 23-1, 102-1	Water	WAT-24	CCW Kinka West	CCW MD Kinka West Res	\$ 862,295	2026
19-1, 75-1, 93-1	Water	WAT-25	CCW Mulambin & Causeway	CCW MD Mulambin Res	\$ 862,295	2021
23-1, 28-1, 53-1, 102-1	Water	WAT-26	CCW West Emu Park	CCW MD West Emu Park Res	\$ 862,295	2021
39-1	Water	WAT-27	FW Gracemere Ind	FW MD Kabra Res	\$ 2,155,738	2021
28-1, 53-1	Water	WAT-28	CCW Emu Park HZ	CCW MH Emu Park HZ BPS	\$ 201,778	2021
28-1, 125-1	Water	WAT-29	CCW GBRR HZ	CCW MH GBRR HZ BPS	\$ 220,190	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
1-1, 44-1, 124-1	Water	WAT-30	CCW Inverness HZ	CCW MH Inverness HZ BPS	\$ 220,190	2026
125-1	Water	WAT-31	CCW Keppel Sands HZ	CCW MH Keppel Sands HZ BPS	\$ 220,190	2026
19-1, 23-1, 102-1	Water	WAT-32	CCW Kinka West HZ	CCW MH Kinka West HZ BPS	\$ 220,190	2016
31-1, 44-1, 84-1, 124-1	Water	WAT-33	CCW Pacific Hts HZ	CCW MH Pacific Hts HZ	\$ 220,190	2016
28-1, 53-1, 102-1	Water	WAT-34	CCW West Emu Park HZ	CCW MH West Emu Park HZ BPS	\$ 220,190	2026
39-1	Water	WAT-35	FW Gracemere HZ	FW MH Lucas St BPS	\$ 434,512	2016
39-1, 99-1	Water	WAT-36	STPW Stanwell Ind (Potable)	FW 300 TMH	\$ 1,487,394	2021
86-1	Water	WAT-38	RW Parkhurst West	RW 450 Parkhurst North	\$ 795,231	2031
86-1	Water	WAT-39	RW Parkhurst West	RW Birkbeck Res Duplication 10ML	\$ 2,292,270	2031
86-1	Water	WAT-40	RW Parkhurst East	RW 200 Olive Street	\$ 162,382	2016
87-1	Water	WAT-41	RW Parkhurst East	RW 200 Norman Road	\$ 178,460	2016
87-1	Water	WAT-42	RW Parkhurst East	RW 200 Mason Avenue	\$ 162,382	Constructed
89-1	Water	WAT-43	RW Glenmore to Yaamba	RW 900 Yaamba Res feed duplication	\$ 6,561,161	2026
86-1	Water	WAT-44	RW Parkhurst West	RW Parkhurst West BPS	\$ 220,190	2031

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
86-1	Water	WAT-45	RW Parkhurst West	RW 200 Parkhurst West	\$ 289,395	2031
Total					\$ 42,261,450	

11.2 Sewerage

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
33-2, 81-2	Sewerage	SEW-1	RSN-E Farm St East	RSN Lift Station augmentation northern end Berserker St	\$ 515,757	2026
36-2, 86-2, 92-2	Sewerage	SEW-2	RSN-Q Ramsay Cr	RSN Ramsay Cr SPS	\$ 323,361	Constructed
36-2, 81-2	Sewerage	SEW-3	RSN-R Limestone Cr	RSN Limestone Cr SPS	\$ 323,361	2021
36-2, 86-2	Sewerage	SEW-6	RSN-T Edenbrook East	RSN Edenbrook East SPS	\$ 323,361	2026
36-2, 86-2, 92-2	Sewerage	SEW-8	RSN-Q Ramsay Cr	R 200mm RM SPS Ramsay - Olive St	\$ 278,446	Constructed
36-2	Sewerage	SEW-9	RSN-Q Ramsay Cr	R 300mm GM –Eastern Side of Yaamba Rd from SPS	\$ 243,951	Constructed
36-2, 86-2, 92-2	Sewerage	SEW-10	RSN-Q Ramsay Cr	R 225mm GM Eastern side Yaamba Rd from 300	\$ 158,021	2016
36-2, 86-2, 92-2	Sewerage	SEW-11	RSN-Q Ramsay Cr	R 300mm GM Parallel to Yaamba Rd to SPS	\$ 235,539	2016
36-2, 81-2, 86-2	Sewerage	SEW-14	RSN-R Limestone Cr	R 300mm RM SPS Limestone - SMH Norman & Nagle	\$ 1,036,477	2021
36-2, 81-2, 86-2	Sewerage	SEW-15	RSN-R Limestone Cr	R 450mm GM SMH - SPS	\$ 258,426	2021
36-2, 86-2	Sewerage	SEW-16	RSN-R Limestone Cr	R 225mm GM SMH - SMH 300mm	\$ 158,021	2026
36-2, 86-2	Sewerage	SEW-17	RSN-R Limestone Cr	R 375mm GM SMH - Olive St down Norman Rd	\$ 1,037,652	2021
36-2, 81-2, 86-2	Sewerage	SEW-18	RSN-R Limestone Cr	R 300mm GM SMH - Along Mason Ave to Norman Rd	\$ 243,951	2021
36-2, 81-2, 86-2	Sewerage	SEW-19	RSN-R Limestone Cr	R 300mm GM SMH - Transfer main to Limestone SPS	\$ 243,951	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
36-2, 81-2, 86-2	Sewerage	SEW-20	RSN-R Limestone Cr	R 300mm GM SMH - Lime SPS	\$ 105,151	2026
36-2, 86-2	Sewerage	SEW-21	RSN-R Limestone Cr	R 225mm GM SMH - SMH 300mm	\$ 158,021	2026
86-2	Sewerage	SEW-26	RSN-Q Ramsay Cr	R 225mmGM Westco	\$ 110,615	2021
86-2	Sewerage	SEW-27	RSN-T Edenbrook East	R 200mm RM SPS Edenbrook East - Park Ind	\$ 863,182	2026
86-2	Sewerage	SEW-28	RSN-T Edenbrook East	R 225mm GM Edenbrook East	\$ 297,079	2026
86-2	Sewerage	SEW-29	RSN-T Edenbrook East	R 225mm GM Stocklands	\$ 297,079	2026
27-2	Sewerage	SEW-30	RSS STP	RSS Rockhampton South STP augmentation	\$ 21,116,005	2021
125-2	Sewerage	SEW-31	CCSEP Emu Pk West	CCEP EP STP augmentation	\$ 12,026,740	Constructed
39-2	Sewerage	SEW-32	FS STP	FS Gracemere STP augmentation	\$ 6,687,083	2016
8-2	Sewerage	SEW-33	CCSY STP	CCSY Yeppoon STP augmentation	\$ 16,526,524	2016
106-2	Sewerage	SEW-35	RSN STP	RSN Rockhampton North STP augmentation	\$ 29,281,208	2021
30-2, 39-2	Sewerage	SEW-38	FS-1 Armstrong Rd	F 450 GM Armstrong St	\$ 83,576	2016
13-2, 39-2, 49-2	Sewerage	SEW-39	FS-6 Breakspear St	F 300 GM	\$ 462,667	2016
13-2, 39-2, 49-2	Sewerage	SEW-40	FS-6 Breakspear St	F 375 GM	\$ 56,206	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
30-2, 39-2	Sewerage	SEW-41	FS-6 Breakspear St	F 200mm RM SPS6	\$ 1,059,622	2021
39-2	Sewerage	SEW-42	FS-11 Webster St	F 100 RM SPS11	\$ 31,017	2026
49-2	Sewerage	SEW-43	FS-15 Washpool Rd	F 300 GM	\$ 231,333	Constructed
13-2, 39-2, 49-2	Sewerage	SEW-44	FS-15 Washpool Rd	F 225 GM	\$ 126,417	Constructed
13-2, 39-2, 99-2	Sewerage	SEW-45	FS-16	F 100mm RM SPS16	\$ 113,665	2016
13-2, 39-2, 49-2, 79-2, 99-2	Sewerage	SEW-46	FS-17	F 200 GM	\$ 265,522	2021
13-2, 39-2	Sewerage	SEW-47	FS-17	F 200 GM	\$ 132,761	2016
13-2, 39-2, 49-2, 79-2	Sewerage	SEW-48	FS-17	F 200mm RM SPS17	\$ 1,033,320	2016
28-2	Sewerage	SEW-49	CCSEP Emu Park West	CCEP 225 GM Brown St EA33	\$ 72,690	2021
28-2	Sewerage	SEW-50	CCSEP Emu Park West	CCEP 375 RM	\$ 470,186	2021
28-2, 125-2	Sewerage	SEW-51	CCSEP West Emu Park	CCEP 225 GM Hill St	\$ 297,079	2026
23-2, 28-2, 125-2	Sewerage	SEW-52	CCSEP West Emu Park	CCEP 150 RM	\$ 522,820	2026
28-2	Sewerage	SEW-53	CCSEP Emu Park East	CCEP 150 RM	\$ 110,838	2016
125-2	Sewerage	SEW-55	CCSEP Zilzie West	CCEP 150 RM mudflats	\$ 130,705	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
23-2, 28-2, 125-2	Sewerage	SEW-56	CCSEP GBRR Nth	CCEP 200 RM Hartley St	\$ 838,122	2026
28-2, 125-2	Sewerage	SEW-58	CCSEP Reef St	CCEP 100 RM Reef St	\$ 139,575	2021
19-2, 28-2, 53-2	Sewerage	SEW-59	CCSEP Kinka Beach	CCEP 100 Stg 3 SPS	\$ 20,913	2021
103-2, 124-2	Sewerage	SEW-60	CCSY Charles St SPS	CCY 300 RM Cordingley St	\$ 334,499	2021
124-2	Sewerage	SEW-61	CCSY Yeppoon Central	CCY 450 GM Whitman	\$ 272,172	2016
124-2	Sewerage	SEW-62	CCSY Yeppoon Central	CCY 300 GM James & Normanby	\$ 189,273	2021
124-2	Sewerage	SEW-63	CCSY Tanby Rd Nth	CCY 225 GM Tanby Rd Nth	\$ 126,417	2021
103-2	Sewerage	SEW-64	CCSY Hidden Valley	CCY 200 RM Tanby Rd	\$ 167,068	2021
11-2, 22-2, 42-2, 103-2, 104-2, 124-2	Sewerage	SEW-65	CCSY Tanby Sth	CCY 375 GM Ross Cr	\$ 432,355	2016
11-2, 42-2, 103-2, 104-2, 124-2	Sewerage	SEW-66	CCSY Tanby Sth	CCY 200 RM Tanby Rd	\$ 556,892	2016
44-2, 65-2	Sewerage	SEW-67	CCSY Farnborough	CCY 300 GM Farnborough Rd	\$ 130,388	2016
124-2	Sewerage	SEW-68	CCSY Farnborough	CCY 200 RM Farnborough Rd	\$ 484,496	2016
84-2	Sewerage	SEW-69	CCSY Barlows Todd	CCY 225 GM Smith St	\$ 66,369	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
7-2, 44-2, 84-2, 124-2	Sewerage	SEW-70	CCSY Pacific Hts	CCY 300 GM Smith & Farnborough Rd	\$ 210,303	2021
22-2, 103-2	Sewerage	SEW-71	CCSY Cooe Bay	CCY 375 GM Scenic Hwy	\$ 341,560	2016
22-2, 103-2, 124-2	Sewerage	SEW-72	CCSY Cooe Bay	CCY 250 RM Yeppoon Rd	\$ 548,080	2016
28-2, 125-2	Sewerage	SEW-75	CCSEP Emu Park West	CSEP SPS 1 Rockhampton Rd	\$ 366,245	2021
28-2, 53-2, 125-2	Sewerage	SEW-76	CCSEP Emu Park East	CSEP SPS 2 Bell Park Augmentation	\$ 264,042	2016
28-2, 125-2	Sewerage	SEW-77	CCSEP Zilzie West	CSEP SPS 7 Hartley St Augmentation	\$ 240,773	2016
28-2	Sewerage	SEW-78	CCSEP Reef St	CSEP SPS 13 Reef St	\$ 269,467	2021
19-2, 28-2, 53-2	Sewerage	SEW-79	CCSEP Kinka Beach	CSEP SPS Behind Big Whale	\$ 323,361	2021
19-2, 28-2, 53-2	Sewerage	SEW-80	CCSEP Kinka Beach	CSEP SPS Stg 3 Behind Island View	\$ 377,254	2021
44-2, 65-2, 124-2	Sewerage	SEW-81	CCSY Farnborough	CSY SPS 2 Farnborough Rd	\$ 829,487	2016
11-2, 42-2, 103-2, 124-2	Sewerage	SEW-82	CCSY Hidden Valley	CSY SPS Tanby Rd (Yeppoon Cr)	\$ 323,361	2021
11-2, 103-2	Sewerage	SEW-83	CCSY Shaw Ave	CSY SPS Shaw Ave Augmentation	\$ 829,487	2021
19-2, 22-2, 58-2, 75-2, 93-2	Sewerage	SEW-84	CCSY Statue Bay	CSY SPS 15 Rosslyn St Augmentation	\$ 216,377	2016
11-2, 42-2, 103-2, 104-2,	Sewerage	SEW-86	CCSY Tanby Sth	CSY SPS Tanby Rd (Ross Cr)	\$ 323,361	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
124-2						
30-2, 39-2	Sewerage	SEW-87	FS-1 Armstrong St	FS SPS 1 Armstrong St Augmentation	\$ 648,100	2021
39-2	Sewerage	SEW-88	FS-4 Fisher St	FS SPS 4 Fisher St Augmentation	\$ 432,382	2021
39-2	Sewerage	SEW-89	FS-5 Gavial Rd	FS SPS 5 Gavial-Gracemere Rd Augmentation	\$ 390,955	2026
13-2, 49-2	Sewerage	SEW-90	FS-6 Breakspear St	FS SPS 6 Breakspear St Augmentation	\$ 456,040	2021
13-2, 39-2, 99-2	Sewerage	SEW-91	FS-7 Capricorn St	FS SPS 7 Beak St	\$ 368,336	2021
3-2, 49-2, 79-2, 99-2	Sewerage	SEW-92	FS-16	FS SPS 16	\$ 368,336	2016
39-2, 49-2, 79-2	Sewerage	SEW-93	FS-17	FS SPS 17	\$ 368,336	2016
30-2, 85-2, 87-2, 91-2, 115-2	Sewerage	SEW-95	RSS-A Showgrounds	RSS Jardine Pk SP004 Augmentation	\$ 335,279	2021
19-2, 28-2, 53-2	Sewerage	SEW-96	CCSEP Kinka Beach	CCEP 100 Stg 4 SPS	\$ 46,525	2021
8-2	Sewerage	SEW-97	CCSY Pineapple Patch A	CCY 100 RM Pineapple Patch	\$ 57,381	2026
8-2	Sewerage	SEW-98	CCSY Pineapple Patch A	CSY SPS Pineapple Patch	\$ 269,467	2026
81-2, 86-2	Sewerage	SEW-100	RSN-T Edenbrook East	SPS	\$ 313,692	2026
86-2	Sewerage	SEW-101	RSN-T Edenbrook East	RSN RM 200	\$ 323,361	2026

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
23-2, 28-2, 125-2	Sewerage	SEW-102	CCSEP West Emu Park	CCEP SPS Emu Park Rd	\$ 366,245	2026
39-2	Sewerage	SEW-103	FS	FS RM 200	\$ 197,685	2021
2-2, 27-2, 85-2, 87-2, 91-2, 109-2, 115-2	Sewerage	SEW-104	RSN Rockhampton City	R RM 200 From Jardine SPS to STP	\$ 1,524,147	2021
11-2, 44-2, 124-2	Sewerage	SEW-105	CCSY Yeppoon Central	CCY SPS	\$ 693,642	2016
36-2, 86-2, 92-2	Sewerage	SEW-106	RSN-Q Ramsay Crk	RSN 300 GM	\$ 243,951	2021
39-2	Sewerage	SEW-107	FS SPS Webster St	F SPS 11	\$ 269,467	2026
49-2, 79-2	Sewerage	SEW-108	FS 225 Capricorn to Macquarie	FS 225 GM	\$ 126,417	2021
Total					\$ 115,070,827	

11.3 Transport

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
Map 10-3	Transport	T-1	High Street bridge duplication over Moores Creek.	Construct duplicate bridge on High Street over Moores Creek includes approaches and connection into existing High Street 4 lane Alignment	\$ 9,500,000	2016
Map 51-3	Transport	T-2	Farm Street/ Alexandra Street intersection upgrade.	Major intersection upgrade and associated works.	\$ 2,157,200	2016
Map 51-3	Transport	T-3	Alexandra Street upgrade (Stage 1)	Upgrade Alexandra Street between Farm Street and Maloney Street to 4-lane configuration.	\$ 1,683,000	2016
Map 51-3	Transport	T-4	Alexandra Street upgrade (Stage 2)	Upgrade Alexandra Street between Maloney Street and Werribee Street to 4-lane configuration.	\$ 2,946,000	2021
Map 51-3	Transport	T-5	Alexandra Street upgrade (Stage 3)	Upgrade Alexandra Street between Werribee Street and Limestone Creek to 4-lane configuration.	\$ 2,462,000	2026
Map 86-3	Transport	T-6	Alexandra Street (Limestone Creek Bridge duplication)	Construct duplicate bridge on Alexandra Street over Limestone Creek.	\$ 8,400,000	2026
Map 86-3	Transport	T-7	Alexandra Street upgrade (Stage 4)	Upgrade Alexandra Street between Limestone Creek and Wade Street to 4-lane configuration.	\$ 1,263,000	2026
Map 86-3	Transport	T-8	Alexandra Street upgrade (Stage 5)	Upgrade Alexandra Street between Wade Street and Birkbeck Drive to 4-lane configuration.	\$ 3,115,000	2031
Map 86-3	Transport	T-9	Boundary Road (East) upgrade.	Upgrade Boundary Road (East) between Kidd Street and Norman Road.	\$ 842,000	2021
Map 86-3	Transport	T-10	Norman Road (Boundary Road to Olive Street) upgrade.	Upgrade to Major Urban Collector.	\$ 2,005,000	2021
Map 58-3	Transport	T-11	Clayton Road.	Construct Major Urban Collector road link to Mulambin Road/ Clayton Road intersection.	\$ 1,850,000	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
Map 124-3	Transport	T-12	Condon Drive	Construct Major Urban Collector road from Adelaide Park Road to Rockhampton Road to service northern localities.	\$ 4,987,400	2016
Map 84-3	Transport	T-13	Pacific Heights Road upgrade.	Upgrade to Major Urban Collector to link with subsequent road linkages at Pacific Heights.	\$ 1,515,000	2026
Map 39-3	Transport	T-14	Johnson Road	Upgrade to Urban Sub-arterial (from Cherryfield Road to Gracemere Creek Macquarie Street).	\$ 2,000,000	2016
Map 39-3	Transport	T-15	Breakspear Street	Upgrade to Major Urban Collector (from Johnson Road to Rosewood Avenue).	\$ 1,000,000	2016
Map 39-3	Transport	T-16	Conaghan Street	Upgrade to Major Urban Collector (from Gavial Gracemere Road to Breakspear Street).	\$ 1,849,018	2026
Map 39-3	Transport	T-17	Lucas Street	Upgrade to Major Urban Collector (from Johnson Road to Allen Road).	\$ 1,500,000	2016
Map 39-3	Transport	T-18	Cherryfield Road (Johnson Road to Washpool Road).	Upgrade to Major Urban Collector (from Johnson Road to Washpool Road)	\$ 500,000	2016
Map 39-3	Transport	T-19	Allen Road	Upgrade to Major Urban Collector (from Gavial-Gracemere Road to Lucas Street).	\$ 2,500,000	2021
Map 85-3	Transport	T-21	High Street/ Aquatic Place intersection.	Construct intersection improvements to increase capacity and operation.	\$ 1,420,640	2021
Map 85-3	Transport	T-22	Alexandra Street/ Main Street intersection.	Reconfigure intersection to provide additional capacity and improved operation.	\$ 1,748,480	2016
Map 51-3	Transport	T-23	Farm Street/ Hinchcliff Street intersection.	Construct intersection improvements to increase capacity and operation.	\$ 1,420,640	2016
Map 115-3	Transport	T-24	Lion Creek Road/ Exhibition Road intersection.	Construct intersection improvements to increase capacity and operation.	\$ 1,202,080	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
Map 103-3	Transport	T-25	Taranganba Road (Stage 1)	Construct intersection improvements at Carige Boulevard to increase capacity and operational efficiency..	\$ 1,756,400	2016
Map 103-3	Transport	T-26	Taranganba Road (Stage 2)	Construct new intersection east of Tarangaba School (frontage of Lot 1 on RP612720).	\$ 1,756,400	2026
Map 103-3	Transport	T-27	Taranganba Road (Stage 3)	Upgrade Tarangaba Road to Urban Sub-arterial Road standard between Carige Boulevard and Cedar Avenue.	\$ 1,664,800	2026
Map 103-3	Transport	T-28	Taranganba Road (Stage 4)	Construct new bridge over Ross Creek.	\$ 6,600,000	2031
Map 103-3, Map 104-3	Transport	T-29	Taranganba Road (Stage 5)	Upgrade Tarangaba Road to Major Urban Collector Road standard between Carige Boulevard and Tanby Road.	\$ 1,479,200	2031
Map 22-3	Transport	T-30	Scenic Highway/ Matthew Flinders Drive/ Ivey Street intersection.	Major intersection upgrade and associated works.	\$ 958,090	2016
Map 124-3	Transport	T-31	Pacific Heights Road/ Farnborough Road intersection	Major intersection upgrade and associated works.	\$ 1,174,100	2031
Map 124-3	Transport	T-32	Farnborough Road/ Jarman Street/ Smith Street intersection.	Major intersection upgrade and associated works.	\$ 2,737,400	2021
Map 93-3	Transport	T-33	Mulambin Road/ Scenic Highway intersection.	Major intersection upgrade and associated works.	\$ 821,220	2031
Map 81-3	Transport	T-34	Norman Road four-laning (Stage 1).	Construct additional lanes and associated works, between Nagle Drive and Foulkes Street intersections, to upgrade the link to Urban Arterial standard.	\$ 2,088,000	2021
Map 81-3	Transport	T-35	Norman Road four-laning (Stage 2).	Construct additional lanes and associated works, between Foulkes Street and	\$ 700,000	2026

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
				Rockhampton–Yeppoon Road intersections, to upgrade the link to Urban Arterial standard.		
Map 86-3	Transport	T-36	Olive Street upgrade	Upgrade Olive Street between Norman Road and Bruce Highway to Major Urban Collector.	\$ 1,170,000	2021
Map 58-3, Map 104-3	Transport	T-37	Rossllyn – Tanby Link.	Construct Major Urban Collector to link commuter traffic from Scenic Highway to Tanby Road.	\$ 8,300,000	2031
Map 44-3, Map 124-3	Transport	T-38	Limestone Creek Road (Condon Drive connection)	Construct new Major Rural Collector road link connecting Limestone Creek Road to Condon Drive	\$ 1,910,700	2021
Map 1-3, Map 44-3	Transport	T-39	Limestone Creek Road	Upgrade existing road to Major Rural Collector to ultimately connect Condon Drive and Adelaide Park Road to Neils Road.	\$ 1,300,000	2021
Map 124-3	Transport	T-41	Arthur Street, Yeppoon.	Major Urban Collector between Normanby Street and James Street to improve traffic circulation in Yeppoon Central Business District.	\$ 1,806,000	2021
Map 124-3	Transport	T-42	Queen Street	Upgrade to Urban Sub-arterial to enable full use as a major commuter route.	\$ 4,166,300	2021
Map 44-3, Map 84-3	Transport	T-43	Panorama Drive (Pacific Heights Road to Adelaide Park Road).	Construct Major Rural Collector road between Pacific Heights Road and Adelaide Park Road.	\$ 7,555,224	2031
Map 124-3	Transport	T-44	Barmaryee Road (Stage 1).	Upgrade to Major Urban Collector standard between Rockhampton Road and rail corridor.	\$ 1,002,000	2021
Map 8-3	Transport	T-45	Barmaryee Road (Stage 2).	Upgrade to Major Rural Collector standard between rail corridor and Neils Road.	\$ 1,615,000	2026

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
Map 39-3	Transport	T-46	James Street	Upgrade to Minor Urban Collector (from Platen Street to Viney Street).	\$ 1,863,880	2021
Map 39-3	Transport	T-47	Middle Road	Upgrade to Major Urban Collector (from Johnson Road to Capricorn Street).	\$ 2,000,000	2031
Map 39-3	Transport	T-48	Foster Street	Upgrade to Industrial Access (from end of seal circa 153 Foster Street to Macquarie Street).	\$ 1,100,000	2016
Map 39-3	Transport	T-49	Somerset Road East	Upgrade to Industrial Access (from 117 Somerset Rd to Stewart Street).	\$ 1,200,000	2016
Map 39-3	Transport	T-50	Macquarie Street (Middle Road to Johnson Road)	Upgrade to Industrial Access.	\$ 2,724,405	2026
Map 39-3	Transport	T-51	Macquarie Street (Somerset Road to Middle Road)	Upgrade to Industrial Collector.	\$ 4,476,000	2021
Map 39-3	Transport	T-52	Stewart Street	Upgrade to Minor Urban Collector (from Somerset Road to Boongary Road).	\$ 6,089,847	2031
Map 39-3	Transport	T-53	Capricorn Street	Upgrade to Industrial Access (from Somerset Road to Middle Road).	\$ 3,044,923	2021
Map 39-3	Transport	T-54	Douglas Street Upgrade.	Upgrade to Industrial Collector (from Macquarie Street to Oxley Street).	\$ 2,000,000	2021
Map 39-3, Map 49-3	Transport	T-56	Douglas Street extension (Stage 2)	Construct extension of Douglas Street (from Gracemere Overpass to Douglas Street/ Somerset Road link). Build as Industrial Collector.	\$ 3,850,000	2026
Map 49-3	Transport	T-57	Douglas Street extension (Stage 3)	Construct extension of Douglas Street (from Douglas Street/ Somerset Road link to Morgan Street). Build as Industrial Collector.	\$ 3,525,000	2031
Map 39-3, Map 49-3	Transport	T-58	Somerset Road West (Stage 1)	Construct extension of Somerset Road (from Gracemere Overpass to Douglas Street/ Somerset Road link). Build as	\$ 3,970,000	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
				Industrial Access.		
Map 49-3	Transport	T-59	Somerset Road West (Stage 2)	Construct extension of Somerset Road (from Douglas Street/ Somerset Road link to Wiseman Street). Build as Industrial Access.	\$ 3,270,000	2031
Map 39-3	Transport	T-60	Boongary Road Upgrade (Stage 1)	Upgrade to Industrial Collector (from Stewart Street to Halfpenny Road).	\$ 4,970,000	2031
Map 39-3, Map 49-3	Transport	T-61	Boongary Road Upgrade (Stage 2)	Upgrade to Industrial Collector (from Halfpenny Road to Kabra Road).	\$ 6,555,000	2031
Map 49-3	Transport	T-62	Douglas Street/ Somerset Road link.	Construct new road link between Somerset Road and Douglas Street opposite Kabra–Scrubby Creek Road.	\$ 2,950,000	2026
Map 51-3	Transport	T-63	Alexandra Street/ North Coast Rail Line grade-separation.	Construct Alexandra Street grade-separated over the North Coast Rail Line.	\$ 15,845,600	2026
Map 124-3	Transport	T-65	Queen Street/ Anzac Parade intersection.	Major intersection upgrade and associated works.	\$ 821,220	2026
Map 39-3	Transport	T-66	Johnson Road/ Middle Road intersection	Intersection upgrade and associated works.	\$ 850,000	2021
Map 39-3	Transport	T-67	Johnson Road/ Breakspear Street intersection	Intersection upgrade and associated works.	\$ 850,000	2021
Map 39-3	Transport	T-68	Johnson Road/ Lucas Street intersection.	Construct intersection improvements to increase capacity and operation.	\$ 1,500,000	2021
Map 86-3	Transport	T-69	Norman Road extension (Norman Road onto McMillan Avenue).	Construct one lane in each direction to establish a new link between the Norman Road/ Rockhampton–Yeppoon Road intersection and McMillan Avenue including a bridge across Limestone Creek.	\$ 21,965,280	2031

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
Map 42-3, Map 104-3	Transport	T-70	Coucum Road.	Construct Major Rural Collector road to link commuter and district level traffic from Rockhampton–Yeppoon Road, Neils Road and Tanby Road through to Rosslyn.	\$ 6,350,000	2031
Map 28-3	Transport	T-71	Emu Park Bypass	Construct new link as Major Rural Collector.	\$ 5,337,930	2031
Map 39-3	Transport	T-73	Webster Street	Upgrade to Major Urban Collector (from Riley Drive to Victoria Street).	\$ 197,200	2026
Map 39-3	Transport	T-74	Webster Street extension	Extend Webster Street eastward as Major Urban Collector.	\$ 3,000,000	2026
Map 39-3	Transport	T-75	Victoria Street	Upgrade to Minor Urban Collector between Webster Street and James Street. .	\$ 860,252	2026
Map 39-3	Transport	T-76	Breakspear Street/ Rosewood Avenue intersection.	Construct intersection improvements to increase capacity and operation.	\$ 546,400	2026
Map 39-3	Transport	T-77	Bland Street/ Conaghan Street intersection.	Construct intersection improvements to increase capacity and operation.	\$ 819,600	2026
Map 93-3, Map 104-3	Transport	T-78	Mulambin Road (Tanby Road to Clayton Road).	Construct Major Rural Collector road between Tanby Road and Clayton Road.	\$ 7,605,000	2031
Map 124-3	Transport	T-79	James Street / Arthur Street intersection	Major Intersection Upgrade and associated works	\$ 1,000,000	2016
Map 86-3	Transport	T-80	Olive Street Extended	Construct extension of Olive Street (from Norman Road to MacMillan Avenue). Build as Urban Arterial	\$ 2,400,000	2031
Map 86-3	Transport	T-81	McMillan Avenue	Construct extension of McMillan Avenue (from mid L1- RP603508 to Olive Street extended). Build at Urban Arterial	\$ 550,000	2031
Map 86-3	Transport	T-82	McMillan Avenue	Construct extension of McMillan Avenue (from mid L1- RP603508 to existing	\$ 670,000	2031

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
				McMillan Avenue construction). Build at Urban Arterial		
Map 39-3	Transport	T-83	Cherryfield Road (Washpool Road to Regal Drive).	Upgrade to Major Urban Collector (from Washpool Road to Regal Drive)	\$ 2,150,000	2026
Map 39-3	Transport	T-84	Allen Road	New Minor Urban Collector (from Lucas Street to Washpool Road area as alternate route).	\$ 2,500,000	2021
Map 86-3	Transport	T-85	Olive Street upgrade	Upgrade Olive Street between Norman Road and Bruce Highway to Urban Arterial.	\$ 2,000,000	2031
Map 39-3	Transport	T-86	Middle Road	Upgrade to Industrial Access (from Capricorn Street to Macquarie Street).	\$ 2,200,000	2016
Map 39-3	Transport	T-87	Middle Road	Upgrade to Industrial Access (from Macquarie Street to Oxley Street).	\$ 2,000,000	2021
Map 39-3	Transport	T-88	Foster Street	Upgrade to Industrial Access (from Macquarie Street to Oxley Street).	\$ 2,000,000	2021
Map 39-3	Transport	T-89	Foster Street	Upgrade to Industrial Access (from Oxley Street to Stewart Street).	\$ 2,000,000	2031
Map 39-3	Transport	T-90	Somerset Road East	Upgrade to Industrial Access (from 117 Somerset Road to Pacific National in Somerset Road).	\$ 1,200,000	2016
Map 39-3	Transport	T-91	Douglas Street Upgrade.	Upgrade to Minor Urban Collector (from Oxley Street to Stewart Street).	\$ 2,000,000	2031
Map 86-3	Transport	T-92	McMillan Avenue	Upgrade to Urban Sub-Arterial (from T-82 to T-69)	\$ 3,000,000	2031
Total					\$254,234,829	

11.4 Stormwater

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
86-4	Stormwater	D-1	Parkhurst East drainage scheme (Stage 1).	Construct major drainage network from northern extent of Bean Avenue toward Olive Street.	\$1,300,000	2021
86-4	Stormwater	D-2	Norman Road cross-drainage.	Construct new cross-drainage under Norman Road).	\$800,000	2016
86-4	Stormwater	D-3	McMillan Avenue cross-drainage.	Upgrade cross-drainage in McMillan Avenue.	\$100,000	2016
86-4	Stormwater	D-4	Parkhurst East drainage scheme (Stage 2).	Establish major drainage network upstream from McMillan Avenue cross-drainage.	\$880,000	2026
39-4	Stormwater	D-5	South Gracemere drainage path	Establish major drainage system corridor.	\$722,000	2016
39-4	Stormwater	D-6	Gracemere Industrial Area drainage (Gracemere Creek)	Establish major drainage system corridor.	\$707,000	2016
39-4	Stormwater	D-7	Gracemere Industrial Area drainage	Establish major drainage system corridor.	\$512,000	2031
103-4 104-4	Stormwater	D-8	Ross Creek drainage system	Establish major drainage system corridor.	\$1,578,000	2026
58-4	Stormwater	D-9	Williamson Creek drainage system	Establish major drainage system corridor.	\$700,000	2026
104-4	Stormwater	D-10	Tanby Road drainage system	Establish major drainage system corridor.	\$288,000	2026
42-4	Stormwater	D-11	Yeppoon Creek tributary A drainage system	Establish major drainage system corridor.	\$325,000	2016
42-4	Stormwater	D-12	Yeppoon Creek tributary B drainage system	Establish major drainage system corridor.	\$163,000	2016

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
42-4	Stormwater	D-13	Yeppoon Creek drainage system	Establish major drainage system corridor.	\$508,000	2016
42-4 124-4	Stormwater	D-14	Yeppoon Creek tributary C drainage system	Establish major drainage system corridor.	\$493,000	2016
42-4 124-4	Stormwater	D-15	Yeppoon Creek tributary D drainage system	Establish major drainage system corridor.	\$272,000	2016
42-4	Stormwater	D-16	Yeppoon Creek tributary E drainage system	Establish major drainage system corridor.	\$134,000	2016
42-4 124-4	Stormwater	D-17	Yeppoon Creek tributary F drainage system	Establish major drainage system corridor.	\$498,000	2021
124-4	Stormwater	D-18	Fig Tree Creek drainage system	Establish major drainage system corridor.	\$1,428,000	2026
124-4	Stormwater	D-19	Fig Tree Creek tributary A drainage system	Establish major drainage system corridor.	\$832,000	2026
124-4	Stormwater	D-20	Fig Tree Creek tributary B drainage system	Establish major drainage system corridor.	\$647,000	2031
7-4 65-4 124-4	Stormwater	D-21	Meikleville Street to Farnborough Road drainage system	Establish major drainage system corridor.	\$415,000	2031
7-4	Stormwater	D-22	Jarman Street to Farnborough Road drainage system	Establish major drainage system corridor.	\$434,000	2031
84-4	Stormwater	D-23	Roberts Road to Farnborough Road drainage system	Establish major drainage system corridor.	\$392,000	2016
84-4	Stormwater	D-24	Pacific Heights Road drainage system	Establish major drainage system corridor.	\$161,000	2031
Total					\$14,289,000	

11.5 Public Parks and Land for Community Facilities

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
39-5	Parks & Community	PCL501	Gracemere	District Sports Park	\$ 3,212,600	2021
39-5	Parks & Community	PCL502	Gracemere	District Community Facility	\$ 120,000	2021
39-5	Parks & Community	PCL503	Gracemere	District Park	\$ 1,876,000	2021
39-5	Parks & Community	PCL504	Gracemere	District Community Facility	\$ 120,000	2021
39-5	Parks & Community	PCL505	Gracemere	District Sports Park	\$ 4,112,600	2026
104-5	Parks & Community	PCL506	Taroomball	District Sports Park	\$ 3,112,600	2031
104-5	Parks & Community	PCL507	Taroomball	District Community Facility	\$ 120,000	2031
124-5	Parks & Community	PCL508	Yeppoon (Appleton Park) – upgrade	District Park	\$ 876,000	2016
8-5	Parks & Community	PCL509	Barmaryee	District Sports Park	\$ 2,612,600	2016
8-5	Parks & Community	PCL510	Barmaryee	District Community Facility	\$ 120,000	2026
28-5	Parks & Community	PCL511	Emu Park	District Sports Park	\$ 2,612,600	2021
28-5	Parks & Community	PCL512	Emu Park	District Community Facility	\$ 120,000	2021
86-5	Parks & Community	PCL513	Parkhurst	District Park	\$ 1,476,000	2021

Map No.	Network	Item ID	Project Name	Future Infrastructure Asset Description	Infrastructure Value (2011\$)	Estimated Year of Completion
86-5	Parks & Community	PCL514	Parkhurst	Regional Community Facility	\$ 220,000	2021
86-5	Parks & Community	PCL515	Parkhurst	District Sports Park	\$ 2,612,600	2026
81-5	Parks & Community	PCL516	Norman Gardens	District Park	\$ 1,476,000	2016
81-5	Parks & Community	PCL517	Norman Gardens	District Community Facility	\$ 220,000	2016
85-5	Parks & Community	PCL518	Kershaw Gardens	Regional Park	\$ 1,958,100	2026
85-5	Parks & Community	PCL519	Park Avenue (Queens Park) – upgrade	District Park	\$ 1,276,000	2026
71-5	Parks & Community	PCL520	Mount Archer (Fraser Park)	District Park	\$ 876,000	2026
33-5	Parks & Community	PCL521	Frenchville (Ollie Smith Park)	District Park	\$ 876,000	2021
54-5	Parks & Community	PCL522	Koongal (Rigarlsford Park)	District Park	\$ 876,000	2021
115-5	Parks & Community	PCL523	Wandal (Ski Gardens) - upgrade	District Park	\$ 876,000	2021
91-5	Parks & Community	PCL524	Rockhampton City (Col Brown Park) – upgrade	District Park	\$ 876,000	2026
91-5	Parks & Community	PCL525	Rockhampton City (Riverside Park) – upgrade	Regional Park	\$ 876,000	2026
Total					\$ 33,509,700	

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