

Rockhampton Regional Council Infrastructure Priorities



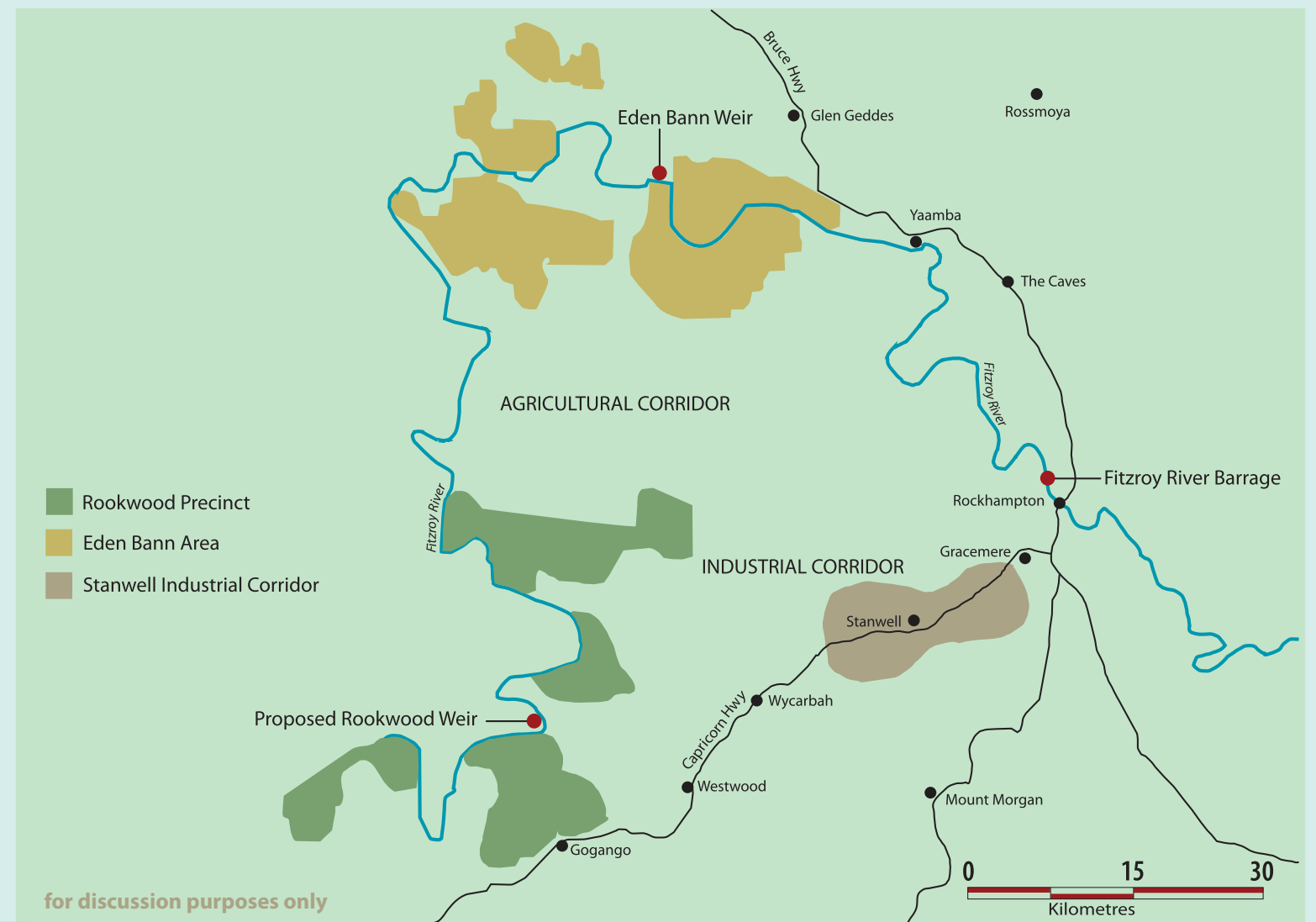
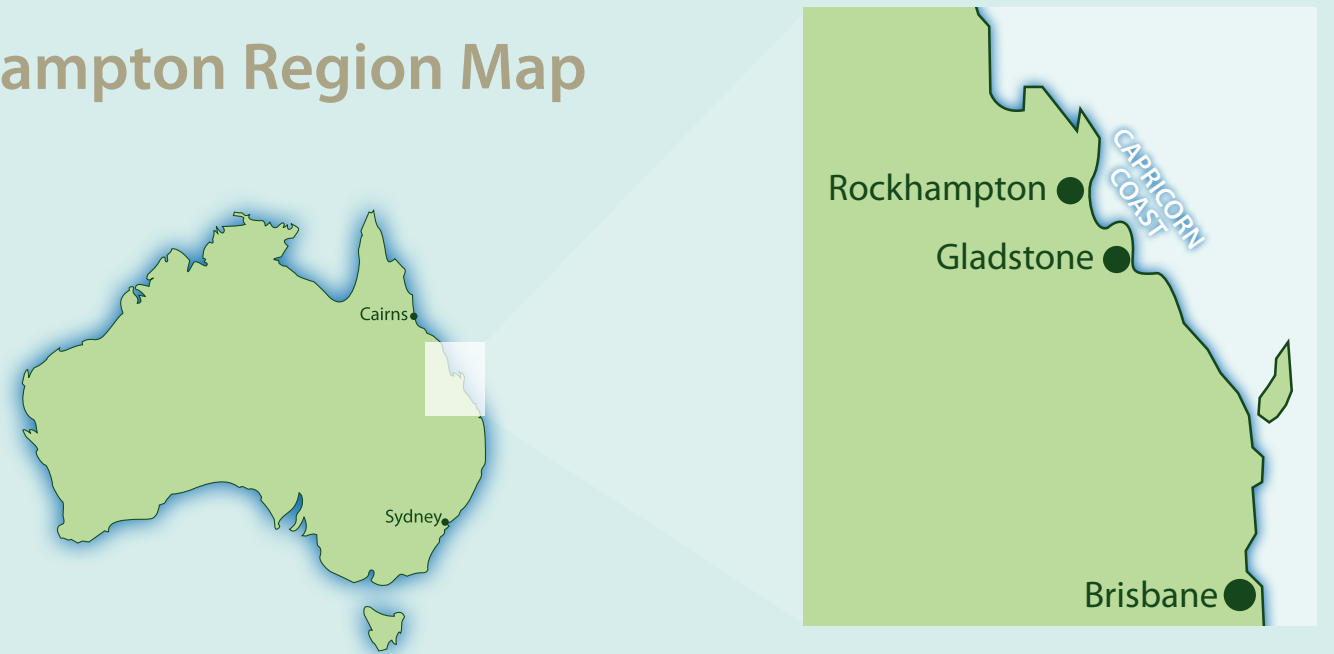
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Rockhampton Region Map



for discussion purposes only



The Rockhampton Region – Something for Everyone

Situated on the Tropic of Capricorn, the Rockhampton region is the principal service centre for Central Queensland and plays a critical role in the State and National economy.

With a population of more than 111,000 people, the Rockhampton region boasts an impressive range of employment, health, tourism, sporting and cultural facilities providing real lifestyle opportunities, together with affordable housing, and strong community and social networks.

With a strong and diverse economy including primary production (particularly the beef industry), tourism, mining service, retail, education, health, industry and government sectors, the growing region has an excellent airport and strong road and rail links to other Queensland and Australian centres.

The region's fundamental strengths in primary production, mining and regional service reinforced by its diverse economy, strong economic and trade linkages, and attractiveness to key labour markets, position it well to expand and grow into new markets into the future.

From an exciting history built on the wealth of gold rushes and cattle empires, the Rockhampton region, with 79 identified unique communities, offers a rich spirit and an affordable lifestyle. We invite you to experience the enviable lifestyle and great hospitality that the Rockhampton region offers and see why it is one of the most liveable communities in the world!



Gracemere

Living proof that the Rockhampton region is well on the way to realising its vision of becoming the most liveable community in the world, the township of Gracemere is a thriving place with a rapidly growing population.

The Gracemere community has a resident labour force dominated by trade qualified and those with skills in heavy industry.

Gracemere is well positioned to service both Gladstone and the mining and agriculture belt, and is a high growth area with new industrial development building significant critical mass.

Located just seven kilometres from Rockhampton City and 45 minutes travel to the beautiful Capricorn Coast, Gracemere residents can enjoy all that the Rockhampton region has to offer, and still return to their own special corner at day's end.

The township of Gracemere was named by the Archer Family, the region's first settlers. Giving testament to the liveability of this region, some of their descendants still live on their property near the historic homestead.

The community is proud to have the Gracemere Saleyards, the most modern Livestock Selling Complex in the country, on the edge of town. The area also boasts Stanwell Power Station, the country's most environmentally friendly Power Station, located at Stanwell Energy Park near the Fitzroy Industrial Corridor.



Mount Morgan

The charming town of Mount Morgan, or “the Mount” as it is affectionately known by the locals, offers a relaxed lifestyle to its 3,000 residents and a pleasant stopover for visitors.

Boasting cool mountain breezes (elevation 240 metres above sea level) and a rich historic tapestry on which the modern township is superimposed, Mount Morgan is conveniently situated close to the Capricorn Coast and Rockhampton City.

Mount Morgan’s biggest claim to fame is the Mount Morgan Mine. Mined for 99 years, Mount Morgan yielded a total of 225,000 kg of gold, 50,000 kg of silver and 360,000 tonnes of copper. Early wealth from Mount Morgan established the formation of British Petroleum (BP).

A comprehensive tour of the mine site and a commentary on the history of the town is available and can be booked at the Visitor Centre.

Mount Morgan also abounds with historic buildings, such as the Mount Morgan High School, opened within the Mount Morgan Technical College in February 1912.

It can rightly claim to be the first high school to open in Queensland. The Technical College closed in 1964 but the High School still plays an important role in the life of Mount Morgan.

The main two-story red-brick building in Central Street was opened in 1908 as the Mount Morgan Technical College.

The bricks used in the structure were made locally by Gunthorpe’s brickworks situated behind the Railway Station in the area now known as Glen Gordon. There are also a number of lovely old churches in the town.

Mount Morgan stages The Golden Mount Festival each year and is proud to share its sense of heritage and community with all who are fortunate enough to visit this charming area.



Rockhampton

Rockhampton, voted Queensland's Friendliest Town 2006 in the Ergon Energy Tidy Towns Competition, provides strong community and social networks, a fantastic tropical climate, well-developed infrastructure, and major transportation facilities including an award winning Airport.

This grand old city situated on the Tropic of Capricorn along the mighty Fitzroy River has truly matured into the vibrant and dynamic provincial capital of Central Queensland.

Rockhampton boasts an impressive range of education, employment, health, sporting and cultural facilities providing real lifestyle opportunities that would be the envy of other cities of similar size and history across Australia.

Rockhampton plays a significant role in providing services to the booming mining industry. Coal from nearby Bowen and Surat Basin coalfields makes up the majority of mining activity, producing product for the world's steel-making plants and for power production. The open-cut and underground operations have estimated deposits in excess of 10,000 million tonnes. Magnesite, limestone and salt are also mined and processed in large quantities near Rockhampton. Future mining possibilities include the expansion of the magnesite deposits - which are the largest and purest in the world - and shale oil, near Gladstone and other areas of Central Queensland.

The Rockhampton Region has benefited greatly from the increased economic activity of the mining industry. Businesses like Hastings Deering, Joy Mining Manufacturing, QMAG, Humes, John Holland and Mining Equipment Maintenance have conducted more business, employed more staff and expanded.

Rockhampton Regional Council is committed to building future communities, and Rockhampton City's fundamental strengths - its people, its beautiful setting and depth of built heritage, its facilities and water reserves - will ensure a healthy future for generations to follow.

We invite you to come and enjoy all that our City offers and you will see just why we love living here!



Capricorn Coast

Located just 30 minutes from Rockhampton, the Capricorn Coast is one of the most beautiful and unique places in not just the Rockhampton region, but in Queensland.

The communities and townships of the Capricorn Coast showcase the diversity of the Rockhampton region, with communities ranging from the major coastal urban centre of Yeppoon, to the many rural townships surrounded by primary production and rural lifestyle properties.

This part of the Rockhampton region is vibrant and growing, and the 'sea-change' phenomenon is seeing more and more people making the lifestyle choice of moving to the Capricorn Coast.

It not only boasts diverse communities, but also many diverse environments, including seascapes of islands with white coral sand beaches, volcanic mountains and limestone caves, quiet tidal waterways, open woodlands, tropical rainforests, and wetlands.

Approximately 40km east of Rockhampton, the Capricorn Coast produces pineapples, pawpaws, bananas, custard apples, and other fruit and vegetables for local and southern markets. The Coast also has large pine forests producing timber for local mills. Grain, cotton, fodder crops, small crops, orchard crops, and grapes are grown in areas west of Rockhampton, in the Central Highlands at Emerald, and in the Dawson and Callide Valleys to the south-west.





Gracemere-Stanwell Overpass

Background

The Fitzroy Industry and Infrastructure Study (FIIS) was initiated to explore sustainable industry development opportunities for the lower Fitzroy region. The concept aims to create long-term economic growth and employment opportunities for the area while preserving the lifestyle of its residents. In 2002 industry, State Government and local councils formed a partnership to assess a number of development opportunities and identify those that would complement the local economy.

The FIIS Analysis of Industry Development Opportunities identified two corridors of land as being the most suitable for future development:

1. Gracemere-Stanwell Industrial Corridor (a mix of large-scale energy-intensive industry and medium intensity manufacturing industry)
2. Lower Fitzroy Agricultural Corridor (intensive animal production and horticultural activities)

These dedicated areas will provide complementary facilities focused on adding value to the mineral and cattle production for which Central Queensland, develop industries which produce and process materials for export markets and create more job opportunities for the region.

Investigations into industry development associated with the Fitzroy Agricultural Corridor identified opportunities for the development of intensive livestock industries. It is anticipated that these industries may be supported by processing and service industries in the industrial corridor.

The Industrial Corridor and specifically the Stanwell Energy Park will provide for large-scale industrial, energy intensive projects of state significance. It is anticipated that the balance of the industrial corridor will accommodate industry servicing the general population and the region's mining and agricultural needs.

The Gracemere-Stanwell Industrial Corridor is already underway with its development control plan adopted in 2002. The Corridor includes areas of land from Gracemere through to and including the Stanwell Power Station and Energy Park.

The intent of the Industrial Corridor is to designate land suitable for industrial development, avoid or minimise potential land-use conflicts and encourage its orderly and sustainable development. It also aims to facilitate the growth of enterprises that support local and regional economic development and provide opportunities for employment.

The Industrial Corridor is located along the Capricorn Highway between Gracemere and Stanwell. The electrified railway is an obstacle preventing development of major industries such as those that support the mining industry.

The catenary restricts the transport of over-height heavy equipment to precincts south of the Capricorn Highway. Expected increases to coal rail traffic volumes will also contribute to increased vehicle queuing on the Capricorn Highway resulting in delays and safety issues.

Solution

It has been identified that an overpass is required to access the industrial precinct. Preliminary costs for the overpass prepared by the Department of Transport and Main Roads ranged from \$35 million to \$50 million.

It is anticipated that industrial enterprises located within the Industrial Corridor will be predominantly small to medium which will service the increasing mining and resources activity within the region. The provision of related infrastructure and large parcels of developable land will establish the necessary preconditions to attract enterprises to the region. This Corridor will also provide opportunity for the operation of high impact industries requiring 24 hour, 7 days a week operations.

If the corridor is to be developed to its potential, it is vital that appropriate access is available.



Bruce Highway Deviation

Background

The industrial, residential and agricultural expansion of Rockhampton and centres to the west has placed extra demand on the road network linking Queensland's east coast townships. Traffic volumes on the Bruce Highway have continued to increase in the past five years as the economic prosperity of the region develops.

The major link challenges for the Bruce Highway in Rockhampton over the next five years are:

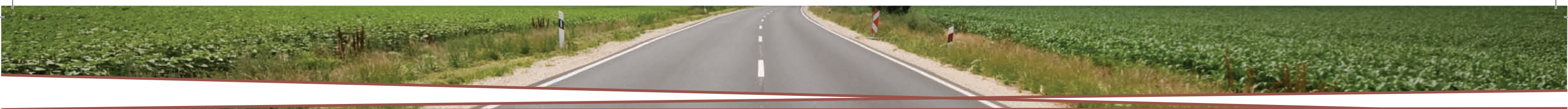
- › Capacity and congestion problems on various sections of road and intersections of the Bruce Highway through the City.
- › Noise, air quality, safety, environmental and amenity problems associated with the traffic volumes, in particular heavy vehicles, on various sections of the Bruce Highway through the City.
- › Further exacerbation of congestion and travel time delay on the Bruce Highway arising from the proposed introduction of 1500m long trains on the North Coast Line through the City.
- › Vulnerability of the expanding central and north Queensland economies to disruption from flooding of the Fitzroy River floodplain and closure of road, rail & air services.

The issue of road capacity and flood immunity is critical not just for Rockhampton (including Gracemere and Yeppoon) but for the whole long-distance and regional movement of land transport on the Brisbane – Cairns corridor and the Rockhampton to Emerald Corridor.

Another major impediment within the road network is the main North Coast Rail Line. The rail line passes through Rockhampton with a number of controlled open level crossings where significant localised congestion occurs during times of closures for train movement. The location of the major industrial areas in North Rockhampton are predominantly in close proximity to the rail corridor. The access to or from these areas from the strategic road network is through residential areas. One of the challenges for the future will be to ensure efficient heavy vehicle access into the industrial areas while maintaining the integrity of the residential area. Reducing the traffic intrusion into the residential areas will assist in reducing negative impact on residents in these areas.

The Australian Government is encouraging the State Government to improve the freight efficiency of the North Coast Rail Line to accommodate 1500m long trains and higher travel speeds. To accommodate this requirement, an alternate rail crossing of the Fitzroy River will need to be identified to remove the slow train movements from the City and in particular Denison Street.





Bruce Highway Deviation cont'd

The recommended western highway alignment arising out of the Rockhampton Traffic Study 2008 provides an opportunity for the co-location of road and rail infrastructure adjacent to the Rockhampton Airport. The potential for multi-modal facilities and supporting service industries should be fully investigated as part of future planning works.

Economic benefits will be achieved by relocating the existing railway outside of the city limits along the proposed bypass. By following the recommended western highway alignment, trains which are currently limited in length to 750m can be increased to the ideal length of 1500m and will not cause disruption and traffic congestion within the City.

By avoiding the centre of Rockhampton, long haul freight movements from Cairns to Brisbane will not be delayed by vehicular traffic and can be increased in frequency and length, additionally speeds can be increased which will reduce travel times.

Solution

The recently completed Rockhampton Traffic Study focused on evaluating and documenting a road network strategy for Rockhampton into the future.

As part of the study, a western bypass alignment was explored in relation to a third crossing of the Fitzroy River.

The *Rockhampton Traffic Study 2008* made the following recommendations to progress the construction of the western bypass alignment:

Between 2011 and 2016

Construct a western alignment of the Bruce Highway between Olive Street in the north and the Capricorn Highway in the south including a mid-point access to Lion Creek Road, interchange with Alexandra Street and a connection to Rockhampton – Yeppoon Road. The ultimate alignment will be the subject of further investigation given

the various geographical and flooding issues that will require resolution. In conjunction with this the rail corridor through Rockhampton should be relocated adjacent to this new road corridor.

Between 2016 and 2021

Construct an additional two lanes in each direction along the Bruce Highway western alignment (2016 network recommendation) between Alexandra Street and Lion Creek Road connection.

The long term solution is the construction of the deviation road including a third bridge across the Fitzroy River in addition to co-location of rail infrastructure to the proposed bypass.



New Infrastructure to Secure Central Queensland Region Water Supplies

Background

The Central Queensland Regional Water Supply Study (CQRWSS) was adopted by State Government in 2006 to develop a long term, whole of region strategy for the allocation of water to best meet existing demands and the future urban, industrial, mining and agricultural needs of the Region.

The Department of Infrastructure (DOI) advised that the proposed Fitzroy River Joint Venture (now comprising of Gladstone Area Water Board and SunWater) have been appointed by the State Government as the proponent for the construction of Rookwood Weir and/or the raising of Eden Bann Weir. Other options are also being considered in conjunction with the proposed pipeline from Fitzroy River to Gladstone.

Resulting from the CQRWSS strategy a number of potential infrastructure options along the Fitzroy River and further upstream are currently being investigated. Subject to satisfying the requirements of the Fitzroy Basin Water Resource Plan (WRP), it is intended to identify preferred options from which additional water may be made available. The amount of new water that could be made available is dependant on a number of factors including the performance requirements for existing and new allocations.

The new infrastructure options would open up opportunity for:

1. Rockhampton Regional Council (RRC) to increase the reliability of their existing water allocation of 50,383 ML from 99.6% to 100% and also take up the option of the additional 4,000ML of reliable water reserved in the CQRWSS for urban needs on the Capricorn Coast.
2. Gladstone Area Water Board to gain access to an additional 30,000ML annually to secure water supplies in the Gladstone industrial area.
3. Agriculture and feed lots along the Fitzroy River obtain new water allocations to secure these industries in the Central Queensland region.

The continuation of this project is essential for the ongoing economic development and security of urban and industrial water supplies in the Central Queensland Region. Early cost estimates are in the order of \$120 million to raise the Eden Bann Weir, \$180 million for construction of Rookwood Weir and \$120 million for the proposed pipeline to extend from the Fitzroy River to Gladstone.

Conclusion

Preliminary hydrologic modelling suggests that the historical performance of existing allocations in the Eden Bann / Fitzroy Barrage System is unacceptable and additional water will need to be sourced, especially in critical periods, to bring performance of the urban allocation to an acceptable level and secure new supplies for the Gladstone industrial area.

