

Central Queensland Regional Plan

Covering the local government areas of Central Highlands Regional Council, Banana Shire Council, Gladstone Regional Council, Rockhampton Regional Council, Woorabinda Aboriginal Shire Council



October 2013

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Priority Living Area maps

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- Department of State Development, Infrastructure and Planning
- Department of Natural Resources and Mines
- Geoscience Australia
- Queensland Rail
- Department of Environment and Heritage Protection
- Department of Transport and Main Roads
- Ergon Energy

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Foreword



Before coming to Government, I made a commitment to develop a new generation Statutory Regional Plan for Central Queensland. This was part of a much bigger aspiration to ensure that Government policy reflected the desires and aspirations of local communities.

I sought to develop a Statutory Regional Plan based

on the community desire in Central Queensland to foster the four economic pillars of agriculture, resources, tourism and construction.

Central Queensland is currently experiencing rapid economic and investment growth as a result of record levels of investment from the resources sector. In 2011/12, around 75 million tonnes of coal was produced in the region accounting for 40 per cent of Queensland's total coal production. Agricultural production continues to grow strongly in Central Queensland accounting for almost 10 per cent of total agricultural production in the state. As a result, Central Queensland is currently one of the most prosperous regions in the state and has a strong economic outlook.

This plan identifies Priority Agricultural Areas (PAAs), which are strategic areas of the most regionally significant agricultural production. Within these areas, agriculture is the priority land use. Any other land uses that seek to operate in those areas must co-exist with the priority land use.

PAA co-existence criteria are being prepared to ensure that the approval of any proposed resource development cannot materially impact or threaten the ongoing viability of the Priority Agricultural Land Use. The cumulative impacts of resource development on the region need to be managed to ensure the ongoing viability of agricultural production in Central Queensland.

Consistent with the Government's planning reform agenda, this plan provides greater autonomy to Local Government to ensure that communities have a real say in their future. Priority Living Areas are proposed to be established to enable the growth potential of the towns within the region.

These policies will form the basis of legislative changes to create a stand-alone Regional Planning and Development Act to contain the most important regional interests and aspirations. These policies will also be embedded into broader government policy and decision making – embedding the desires of Central Queensland into government policy and regulation.

I would like to acknowledge the important contribution of the Regional Planning Committee, particularly the Mayors, who have assisted me in developing the policies in the plan.

The Honourable Jeff Seeney MP

Deputy Premier and
Minister for State Development, Infrastructure and Planning

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Executive summary

The Central Queensland Regional Plan (the plan) is one of the Queensland Government's new statutory regional plans providing strategic direction and policies to deliver regional outcomes which align with the state's interests in planning and development.

The state's interests in planning and development are articulated in the *State Planning Policy*.¹ The broad intent of these state interests is reflected in the plan.

The Queensland Government recognises that local planning is best undertaken by local governments, and unlike previous regional plans, this regional plan will not set boundaries to instruct local governments where their communities must grow.

This regional plan does not set direction for all matters in the region, but plays a more focussed role in resolving competing state interests on a regional scale by delivering regional policy aimed at achieving specific regional outcomes.

The plan has been developed in consultation with a diverse range of stakeholders and organisations. The contributions of the following individuals and groups are acknowledged:

- members of the Central Queensland Regional Planning Committee
- Queensland Government departments
- local government officers
- other organisations (see Appendix 1).

Regional policies

The plan provides policy responses to resolve the region's most important issues affecting its economy and the liveability of its towns. The plan specifically provides direction to resolve competing state interests relating to the agricultural and resources sectors, and to enable the growth potential of the region's towns.

The regional policies aim to:

Protect Priority Agricultural Land Uses while supporting co-existence opportunities for the resources sector

Priority Agricultural Areas (PAA) are identified in the plan and comprise the region's strategic areas containing highly productive agricultural land uses. In these areas, Priority Agricultural Land Uses (PALU) are the land use priority.

PALUs within the PAA will be recognised as the primary land use and given priority over any other proposed land use.

PAA co-existence criteria enable compatible resource activities to co-exist with high value agricultural land uses within PAAs. This will in turn maximise opportunities for economic growth to ensure that Central Queensland remains a resilient, diversified and prosperous region.

Provide certainty for the future of towns

Increasing certainty for towns in the region is delivered through the identification of Priority Living Areas (PLA).

The PLA is designed to provide opportunities for identified towns to expand through the establishment of a town buffer.

Legislation is proposed which will give councils the ability to approve resource activities within the PLA where they deem it to be appropriate and in the community's interest.

Councils contribute to the safeguarding of areas required for the growth of towns through appropriate provision in their local planning instruments.

Infrastructure and other state interests

The plan describes the region's priority infrastructure outcomes, and discusses the state's interests in other planning and development matters.

¹ At the time of printing this document, the *State Planning Policy (SPP)* was yet to be finalised.

Chapter 1—Introduction

The region

The Central Queensland region includes the following local government areas (LGA) as shown in Figure 1:

- Banana Shire Council
- Central Highlands Regional Council
- Gladstone Regional Council
- Rockhampton Regional Council
- Woorabinda Aboriginal Shire Council.

From 1 January 2014 the region will include the Livingstone LGA. This area is currently incorporated within the region as part of the Rockhampton LGA.

Purpose of the plan

The purpose of the plan is to identify the state's interests in land use planning for the region. Specifically, the plan identifies:

- regional outcomes for the region
- regional policies for achieving the regional outcomes
- the state's intent for the future spatial structure of the region, including Priority Agricultural Areas (PAA), Priority Living Areas (PLA) and priority outcomes for infrastructure.

The plan's regional policies address the emerging regional issues of land use competition between the agricultural and resources sectors, and the need to protect areas required for the growth of towns.

The plan also discusses other state interests relevant to land use planning in the region, including housing and liveable communities, economic growth, environment and heritage, and hazards and safety.

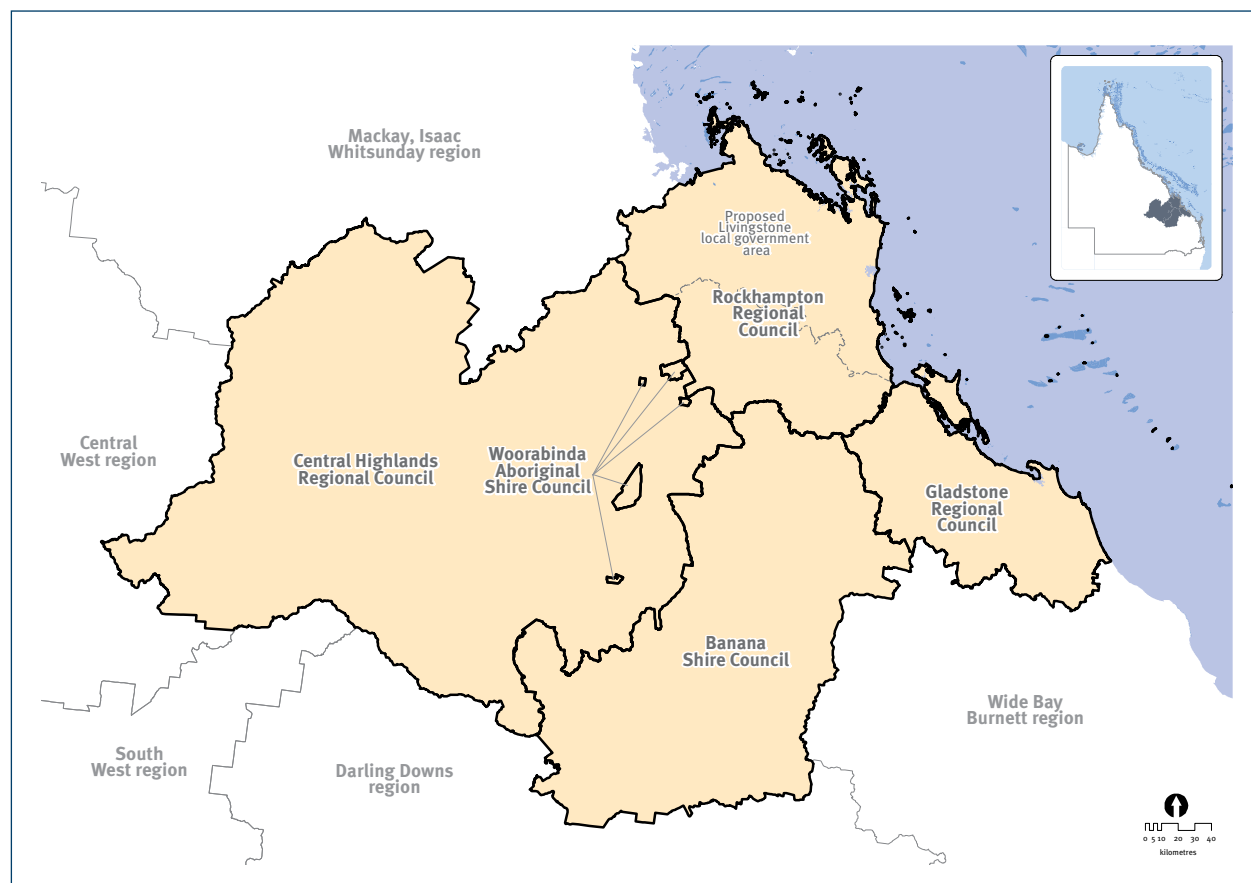


Figure 1: Local governments of the Central Queensland region

Key drivers for preparing the plan

The key drivers for preparing the plan are the Queensland Government's intention to:

- enable opportunities for economic growth to ensure our regions are resilient and prosperous
- protect areas of regionally significant agricultural production from incompatible resource activities while maximising opportunities for co-existence of resource and agricultural land uses
- safeguard the areas required for the growth of towns
- drive the region's economic diversity and opportunity
- identify infrastructure outcomes that will support economic growth
- facilitate tourism pursuits across the region
- avoid the introduction of additional, unnecessary regulation
- recognise and respect the role of local government to plan for their local area.

Consultation with industry, community and local government confirmed the need for the plan to respond to these key drivers.

Structure of the plan

Chapter 1—Introduction

Outlines the plan's purpose, key drivers and relationship with other planning instruments in the Queensland planning framework.

Chapter 2—Application and effect

Describes the application of the plan in relation to local planning instruments, the plan's effect under the *Sustainable Planning Act 2009* (SPA) and other related regulatory frameworks.

Chapter 3—The region

Provides a description of the Central Queensland region and its wider functional linkages.

Chapter 4—Regional outcomes and policies

Establishes the regional outcomes sought for the region and the policies to achieve them. This chapter also introduces the implementation concepts which will be used to address competing state interests in the region, shown in Figure 2.

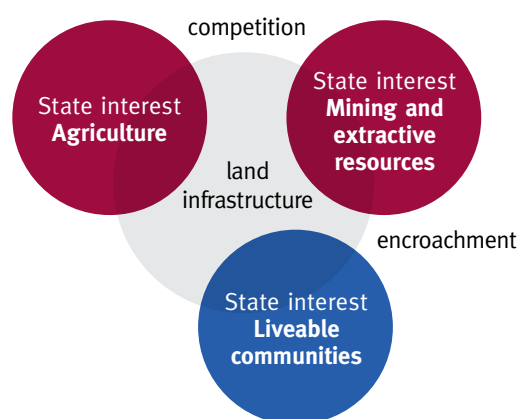


Figure 2: Competing state interests addressed by the plan

Chapter 5—Infrastructure

Identifies priority outcomes for infrastructure in the context of the opportunities and challenges for the delivery of infrastructure in the region.

Chapter 6—Other state interests

Outlines the state's interests in other land use planning matters in the region relating to housing and liveable communities, economic growth, environment and heritage, and hazards and safety.

Chapter 2—Application and effect

Regional plans and the Queensland planning framework

Regional plans are part of a suite of policies and legislative instruments that guide land use planning and development in order to influence economic, social and environmental factors in Queensland (Figure 3).

The Queensland Government has an interest in ensuring that broader regional outcomes are achieved through the application of state policy in local planning to ensure that economic benefits for the region and Queensland will be maximised through planning and assessment processes. However, land use planning is primarily the responsibility of local government for their local communities.

The state's interests in planning and development are to be considered by local governments when preparing or amending a local planning instrument, and the state government when making or amending a regional plan. In making or amending a regional plan, the regional planning Minister may consider the state's interests and, as appropriate, contextualise and resolve competition between these interests for the designated region.

The plan is an important component of Queensland's land use planning system and assists with providing an environment to encourage development in accordance with state policy directions. When making or amending a local planning instrument in the region, a local government is to reflect the regional outcomes, regional policies that identify the future regional land use pattern, infrastructure priority outcomes and intent of the state interests identified in Chapters 4, 5 and 6 of this plan.

The Queensland Plan

In determining a 30 year vision for the state, Queenslanders identified creating a stronger sense of community cohesion and strengthening the state's economy as the top two priorities to inform the development of *The Queensland Plan*. Queenslanders also prioritised community health and well-being, and strengthening our regions as top focus areas for the future. These views and other feedback received during *The Queensland Plan* development was considered in finalising the Central Queensland Regional Plan.

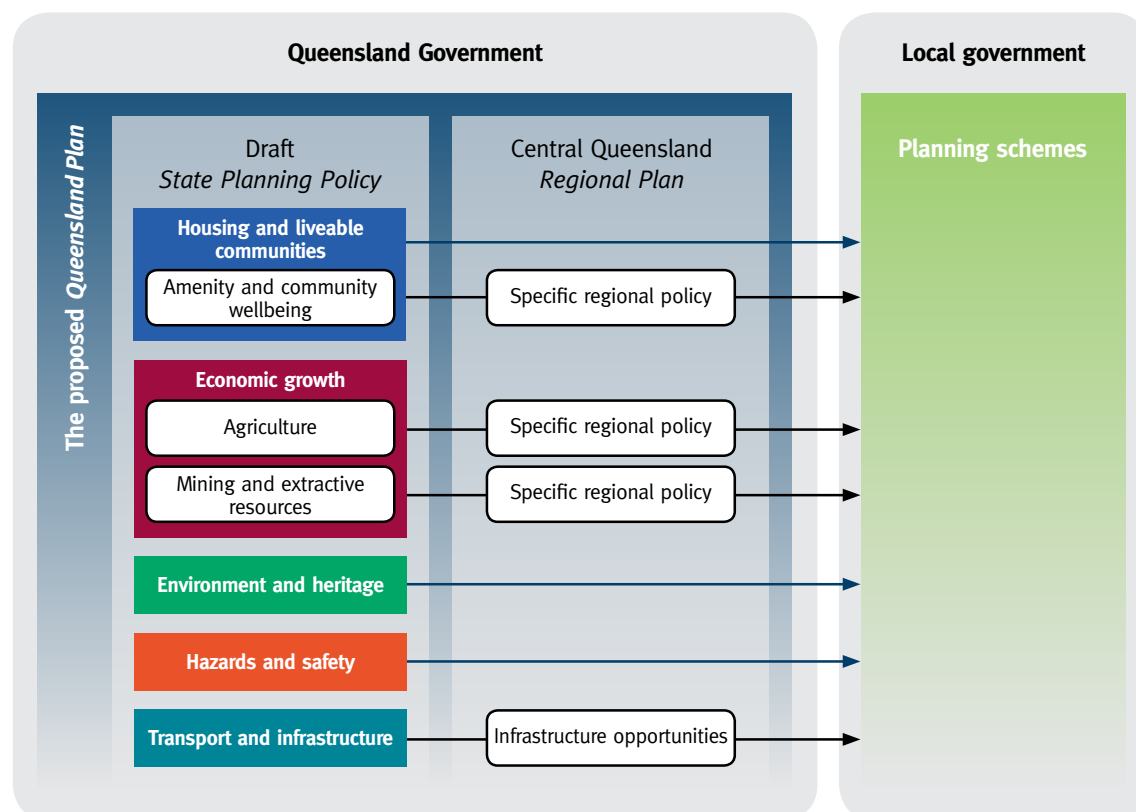


Figure 3: Relationship between instruments of the Queensland planning framework

Regional Plan preparation

The plan has been prepared in consultation with the Regional Planning Committee (RPC), local government, industry/community stakeholders and state agencies in accordance with the requirements detailed in SPA.

The RPC was established to present a diversity of regional viewpoints and stakeholder interests to the regional planning Minister during the preparation of the regional plan through:

- considering regional planning issues, rather than local issues
- communicating the interests of the communities and stakeholders they represent
- sharing information with the communities and stakeholders they represent
- attending and participating in meetings and workshops as required.

Local governments as key stakeholders have contributed important local and regionally specific information on behalf of local communities. Industry and community stakeholders have provided advice and information relative to their sector's views and State agencies provide strategic direction to address their jurisdictional interests.

966 submissions were received during the consultation period (which concluded on 20 September 2013) on the draft Central Queensland Region Plan and all properly made submissions were considered in finalising the plan. The strategic issues raised through the consultation period were captured by the Department of State Development Infrastructure and Planning (DSDIP) with recommendations to the regional planning Minister.

Application and effect

The Central Queensland Regional Plan takes effect from the day the notice about the Making of the Plan is gazetted.

Regional plans are made under the SPA and are statutory instruments under the *Statutory Instruments Act 1992*. The plan has been prepared for the purposes of advancing the purpose of the SPA by providing integrated land use planning policy for the region. The plan assists with the delivery and integration of the intent of the state interests.

Sections marked as 'Editor's Notes' in Chapters 2, 4, 5 and 6 are provided for information purposes only and are non-statutory components (i.e. extrinsic material under the *Statutory Instruments Act 1992*).

The plan is given effect by local governments and the state government appropriately reflecting the regional outcomes and associated regional policies in statutory decision making processes.

Making or amending a local planning instrument

The regional plan provides a regional context and regionally specific policies to guide certain land use planning and development outcomes within the Central Queensland region.

A local planning instrument is to reflect the regional plan by:

- supporting Regional Policy 1 through enabling complementary development where land is located in a Priority Agricultural Area (PAA)

Editor's note

Priority Agricultural Areas (PAAs) – These areas may change over time. Any amendment to the PAAs, including the addition of new PAAs, will be progressed as part of an amendment or review of the regional plan. Submissions on proposed changes may be made to the regional planning Minister.

- supporting Regional Policy 3 and 4 for Priority Living Areas (PLAs) through:
 - the identification of future urban growth areas
 - the development of criteria which reflects community expectations for resource activities within a PLA
- reconciling the competing land uses of Priority Agricultural Land Uses (PALU) and urban growth.

Editor's note

Priority Living Areas – A key principle which underpins the PLAs is the ability for PLAs to be adjusted over time to accommodate changes in local planning, specifically to ensure the identified urban growth areas are afforded adequate protection. Where necessary, justification for new urban growth areas will be required to inform the amendments to PLAs to accommodate these changes in local planning.

To enable this, PLAs may be updated as local government planning schemes are amended.

- addressing the priority infrastructure outcomes identified in Chapter 5 through the planning and sequencing of development
- addressing the state interests and opportunities identified in Chapter 6 through the timely and cost effective delivery of services and infrastructure, the sequenced provision of serviceable land and appropriate management and protection of cultural and environmental resources.

Local government development assessment provisions

A development application is to be assessed against the regional plan to the extent the regional plan is not appropriately reflected in the planning scheme.

State assessment provisions

The following provisions apply to state government assessment processes for resource activities where a proposal relates to land located within a PAA or a PLA:

1. where a resource activity is proposed on land being used for a PALU in a mapped PAA then the PALU will be given priority through the application of co-existence criteria

Editor's note

The PAA co-existence criteria are aimed at ensuring that the approval of any proposed resource activity cannot materially impact or threaten the ongoing viability of the PALU.

The PAA co-existence criteria define outcomes that need to be met to achieve co-existence within a PAA between PALU and proposed resource activities.

2. where a resource activity is proposed within a PLA then the state assessment is to include consideration of community expectations as determined by the relevant local government and articulated in local planning scheme.

Editor's note

It is also expected that state government programs and projects will have regard to the regional outcomes in Chapter 4 for PAAs, PALUs, PLAs, infrastructure priority outcomes identified in Chapter 5 and the specific state interests and opportunities identified in Chapter 6.

Interpretation

The definitions of PAAs, PALUs and PLAs are provided in the glossary in Schedule 2.

If not defined in SPA, terms used in this plan have the meaning given in Schedule 2.

Chapter 3—The region



Figure 4: Queensland context

Overview

The Central Queensland region straddles the Tropic of Capricorn and extends from the coast to the gemfields west of Emerald.

The region has a total area of approximately 117 800 km² and represents 6.8 per cent of the total area of Queensland (see Figure 4).

The region comprises five local government areas that vary significantly in land area and population as shown in Figure 5. From 1 January 2014, Livingstone Shire will form a separate local government within the region.

The region encompasses a variety of regional landscapes, including urban and rural holdings, agricultural production, resource and mine sites, and protected areas.



Figure 5: Local government areas within the Central Queensland region

Regional economy

The Central Queensland region is one of the most prosperous regions in the state. It accounted for nearly \$21 billion of the state's economy in the year 2010–11. Over the 10 years to 2010–2011, the regional economy, in nominal terms, expanded by an average of 10.3 per cent per annum, compared with 8.8 per cent growth for the state.

The region has seen strong growth in employment and household incomes over the ten years to 2011. This strong growth, as well as increases in the non-resident workforce population, is driving demand for housing and construction, retail trade, and services and utilities, including education, health care, electricity and water.

The prominent industries in the region are agriculture and resources (primarily thermal coal). A wide variety of agricultural activity is undertaken across the region. Major products include livestock, cotton, grains, fruit and forestry. The areas of high resource activity are located in the central, western and southern parts of the region, near the towns of Emerald, Blackwater, Biloela and Moura. The efficiency of the region's transport networks and infrastructure plays a pivotal role in the productivity of the resources sector by moving raw products from areas in the west and south to ports on the coast for processing or export.

The Central Queensland region is also one of the state's major regional manufacturing and construction hubs, with activity focussed mainly around the cities of Rockhampton and Gladstone. Combined, these industries employed approximately 20 000 people in the region at the time of the 2011 census.

The region is serviced with an extensive transport network including roads, rail and ports that link the region internally and to surrounding regions. Regional ports facilitate international export trade.

Tourism and education also support the diversification and sustainability of the region's economy.

Population characteristics

At 30 June 2012, the estimated resident population of the region was 223 000 (4.9 per cent of Queensland's population).

Overall, the region has shown sustained population growth over five years to 2012 (7 per cent growth). The majority of this growth has occurred in the Gladstone LGA due to the growth of industry and employment opportunities there.

The region's population is projected to reach 345 000 by 2031, representing an average annual growth rate of 2.1 per cent over the 20 year period compared with 1.8 per cent for Queensland. This growth rate is expected to be the highest in the Gladstone and Central Highlands LGAs. This reflects the expected increase in economic activity associated with the Port of Gladstone and mining in the Bowen Basin. The Banana Shire is expected to experience the lowest rate of population growth.

The majority of the region's population resides in or near the coast. The two largest centres (Rockhampton and Gladstone) account for 45 per cent of the region's population while the two largest inland centres (Emerald and Biloela) account for 9 per cent of the region's population. The balance of the population is spread across the region.

Landscape and settlement

The region's natural assets are diverse, including outstanding natural values in Ramsar Wetlands and the Great Barrier Reef.

Ecosystems range from tropical coastal rainforests to semi-arid inland communities. The region is dominated by the Fitzroy River Basin, which covers an area of 142 600 km² and is the largest on the east coast of Australia. There are six major catchments spread across this basin and two other significant river catchments and some major coastal creeks south of the Fitzroy River (see Figure 8).

The region comprises a network of centres ranging from smaller rural localities such as Springsure, Miriam Vale, Capella, Theodore and Taroom, service centres such as Emerald, Biloela, Yeppoon and Woorabinda to major centres including Rockhampton and Gladstone (Figure 5).

Rockhampton provides specialist health and education services as well as cultural and entertainment facilities that support the region. The nearby urban centres of Yeppoon and Gracemere provide residential options for Rockhampton's workforce. Gracemere is also developing as a major industrial area.

Gladstone plays a key role as a transport and processing hub for the region and adjoining regions. The urban centres of Tannum Sands, Boyne Island and Calliope provide alternative residential options that support the workforce demands generated by industry in and around Gladstone.

Emerald is the largest centre in the western part of the region and supports both the resources sector and agricultural industries while Biloela is the main centre in the southern inland part of the region and benefits from access to major transport routes.

The attributes that position the region for continued growth include:

- strong population and employment growth with lower than average unemployment rates
- a diverse mix of industries to sustain growth and development along with mature, well established industries
- global demand for local commodities underpinning export potential
- existing investment pipeline of major projects stimulating future growth
- natural attributes (water availability, soil quality, climate and resource deposits) favourable for facilitating growth and liveability.

Wider functional linkages

The Central Queensland region is a significant contributor to the state and national economy. More than 22 per cent of the state's total export value in 2011–12 was exported from the Port of Gladstone. The region performs well above the state's average growth in gross regional product.

Most significant among the region's exports are coal and alumina, with liquefied natural gas (LNG) exports sourced from the Surat and Bowen basins projected to grow substantially between 2014 and 2025. The region is naturally endowed with extensive coal and mineral resources that are projected to continue to be in high demand by rapidly growing countries such as China and India over the medium-term.

The region plays a major role in supporting Australia's defence sector via the Shoalwater Bay Training Area where joint training exercises are regularly undertaken with defence forces from other countries. Port Alma, near Rockhampton, is designated for delivery of dangerous goods such as those used by the defence industries. The Rockhampton Airport also provides for the delivery of heavy equipment and defence ordnance. These facilities provide a strategic support capability for the defence sector's operations. Defence expenditure in the region in 2011 was approximately \$30 million.

The region's coastline borders the southern section of the Great Barrier Reef. Consequently the region contributes to state and national natural heritage as well as world heritage values. This world renowned natural feature connects the region to visitors from across Australia and internationally.

The Central Queensland region is well positioned geographically and economically to build strong relationships with neighbouring regions. Linkages are strengthened through the role that the region's infrastructure plays in transporting agricultural, mining and coal seam gas (CSG) commodities to ports for export.

South East Queensland

Brisbane supports several state and national headquarters for resource companies operating or exploring in Central Queensland's Bowen Basin.

Brisbane Airport provides daily flights into several centres within the region which supports employment and commercial connections. In 2011, 420 fly in/fly out (FIFO) workers employed at resource operations in the Banana and Central Highlands LGAs were usually resident in South East Queensland.

The transport infrastructure proposed to connect the Port of Gladstone to the coal and CSG resources in the Surat Basin has the potential with further investment to relieve some future demands placed on the Port of Brisbane.

Wide Bay Burnett

The Wide Bay Burnett (WBB) region adjoins the Central Queensland region to the south-east and is connected by the Bruce and Burnett highways.

The WBB region provides the Central Queensland region with opportunities to source additional skilled labour. As at 2011, there were 250 drive in/drive out (DIDO) workers employed in resource operations in the Banana and Central Highlands who resided in the WBB region.

As both regions adjoin the southern Great Barrier Reef area, they receive mutual benefit from its promotion to domestic and international visitors due to similar tourism opportunities.

Darling Downs

The Darling Downs region experiences similar issues to the Central Queensland region in responding to the rapidly growing resources sector.

Located to the south and south-west of the Central Queensland region, the Darling Downs is endowed with extensive reserves of undeveloped energy resources, including CSG and coal.

The Central Queensland region is developing strong economic and infrastructure linkages with Darling Downs in response to growth in the CSG industry and the export of liquefied natural gas (LNG) from facilities under construction in Gladstone.

Central Queensland's transport network, logistics and freight capabilities, along with the proposed Surat Basin Rail project, will support expanded resources production in the Darling Downs region. Employment mobility between the regions is likely to increase as projects commence and construction workforces are in high demand. Development of resource projects in northern parts of the Surat Basin is likely to increase the non-resident population of the Banana Shire in the years to 2019. The non-resident population in this Shire is expected to peak in 2013 at 2 400.

Significant infrastructure projects in the northern part of the region are likely to create challenges in the short-term for parts of Central Queensland in catering for increased demand and movement of heavy equipment and a DIDO workforce during project construction phases.

Mackay, Isaac and Whitsunday

The development of the Bowen Basin coal and CSG reserves creates a strong connection between the Central Queensland region and the adjoining region to the north – Mackay, Isaac and Whitsunday (MIW). Resource companies and mining service providers operate across both regions and regularly shift resources, investment and personnel between the two regions.

As with the WBB region, the Central Queensland region shares tourism opportunities associated with its proximity to the Great Barrier Reef and numerous off-shore islands with MIW.

Primary transport connections are: the Bruce Highway in the east which provides important freight and passenger routes between the regions; the Fitzroy Development Road in the central part of the region which connects numerous mining areas; and the Gregory Highway linking Emerald to Clermont and the Galilee Basin in the north-western part.

Central West

The Galilee Basin, with its extensive thermal coal deposits, is situated in the Central West region, to the north-west of the Central Queensland region. The proposed development of the Galilee Basin resources sector has potential to increase and strengthen economic linkages between the two regions. Due to its proximity to the proposed developments and its established infrastructure, Emerald is well positioned to provide a range of services to support the Galilee Basin projects.

Transport, water and electricity infrastructure required to develop resources projects in the Galilee Basin and transport coal to export terminals at the coast is likely to place significant demands on Central Queensland's logistics and construction supply chains.

Road and rail infrastructure that runs east to west provides direct linkages between the coast and Longreach, the largest centre in the Central West region. This facilitates freight and drive-based tourism across the regions.

Chapter 4—Regional outcomes and policies

Introduction

The Central Queensland region's greatest competitive industry strengths are in the coal, CSG/LNG and agricultural sectors.

The regional outcomes and policies contained in this chapter of the plan align with and advance the achievement of the state's interest in relation to:

- supporting the long-term viability and growth of the agricultural sector
- maximising the productive use of key mining resources
- providing for liveable communities.

Within the region, the resources and agricultural industries face competition for access to land due to the co-location of resources infrastructure and services required for each industry.

Areas of the region's most productive cropping land align significantly with areas of economically viable coal deposits in the Bowen Basin.

This land use conflict has implications such as loss of or encroachment on productive agricultural land, competition for access to water resources and competition for freight and transport services.

Resource activities also have the potential to conflict with urban and other sensitive land uses. The impacts of resource activities on sensitive uses include noise, light, air quality, and pressure on social infrastructure and services. The growth potential of towns in the region may be impeded by resource activities if priority areas for urban development are not protected.

While many of these impacts are dealt with through existing assessment and regulatory processes, the regional plan provides additional protection for both the region's highly productive agricultural uses and towns by providing regional outcomes and policies which aim to:

- protect Priority Agricultural Land Uses (PALU) while supporting co-existence opportunities for the resources sector
- provide certainty for the future growth of towns.

Protecting Priority Agricultural Land Uses while supporting co-existence opportunities for the resources sector

Regional outcome

Agriculture and resources industries within the Central Queensland region continue to grow with certainty and investor confidence.

Regional policy 1

Protect Priority Agricultural Land Uses within Priority Agricultural Areas.

Regional policy 2

Maximise opportunities for co-existence of resource and agricultural land uses within Priority Agricultural Areas.

Context

The abundance of natural resources and productive agricultural land, combined with established infrastructure, processing and supply chains and market demand have led to agriculture and resources (mineral, coal, petroleum, gas) becoming two of the largest industries in the region. Both employ a significant proportion of the region's population, and also contribute a significant proportion of these industries' state-wide production and revenue.

The region's soil attributes and rainfall pattern, in combination with infrastructure, drives a productive agricultural industry. These competitive advantages provide a foundation to maintain and grow the region's agricultural industry into the future.

Agriculture forms a long-standing and integral part of the region's economy, with a total commodity value of almost \$770 million in 2010–2011. It accounted for approximately 3 per cent of the region's economy in nominal gross value-added terms. In 2011, employment in the agricultural sector accounted for around 5 per cent of employment in the region, compared with around 3 per cent for Queensland overall.

Agriculture in the Central Queensland region accounted for between 8 and 10 per cent of the total agricultural production in the state in 2010–2011. The region's main agricultural products are livestock, cotton, wheat, sorghum, fruit and forestry. The region also produces around 30 per cent of Queensland's hardwood and 5–10 per cent of its softwood forestry production.

The major agricultural production areas are located in the Banana and Central Highlands LGAs, accounting for over 75 per cent of all production in the region.

The mining, petroleum and extractive resources industry in the region includes underground and open-cut thermal and coking coal mining, minerals and CSG extraction, quarrying, and gemstones extraction. In 2010–11, the mining sector directly accounted for more than 34 per cent of the region's economy in gross value added terms. It also accounted for around 9 per cent of direct employment in the region in 2011.

Around 65 per cent of Queensland's total listed investment in mining projects (coal, CSG and minerals) was in the Central Queensland region as at December 2012. Of this, \$57 billion was in projects which are under construction, or committed; with a potential further \$38 billion from under consideration or possible projects.

The Bowen and nearby Galilee and Surat basins contain coal and CSG resources of global significance. They provide opportunities for ongoing and improved economic benefit due to their size and deposit quality.

The Bowen Basin contains nearly all of Queensland's 11 billion tonnes of known coking coal reserves. The Central Queensland region has consistently accounted for 25–30 per cent of the state's mining production over the decade to 2012. Coal accounted for over 95 per cent of mining production in the region in 2011–2012.

The region also contains 20 Key Resource Areas, which include deposits of hard and quarry rock, sand and gravel. Given the need to access extractive resources close to markets this sector creates relatively fewer instances of land use conflict with the agricultural industry in the region.

Based on the existing strength of the resources and agricultural industries, combined with the significant investment underway and planned, the agriculture and resources sectors will continue to be the major economic drivers for the region over the life of the plan if appropriately supported.

Challenges

In the Central Queensland region, some of the most productive agricultural land is in the same geographic location as coal measures.

Access to coal and mineral deposits, which lie under a significant portion of the productive agricultural land, creates competition for its use and has contributed to land use conflict in the region. The key areas where conflict between the resources and agricultural sectors occurs include the area known as the Golden Triangle (which extends from north of Emerald and south to Springsure), as well as areas around Moura, Theodore and Taroom.

Resolving this conflict is crucial to the long-term sustainability of both industries and ultimately the region's economy. Impacts on the productivity of agricultural land from resource activities can include direct land take, changes to land access, loss or degradation of soil, subsidence and overland flow modifications.

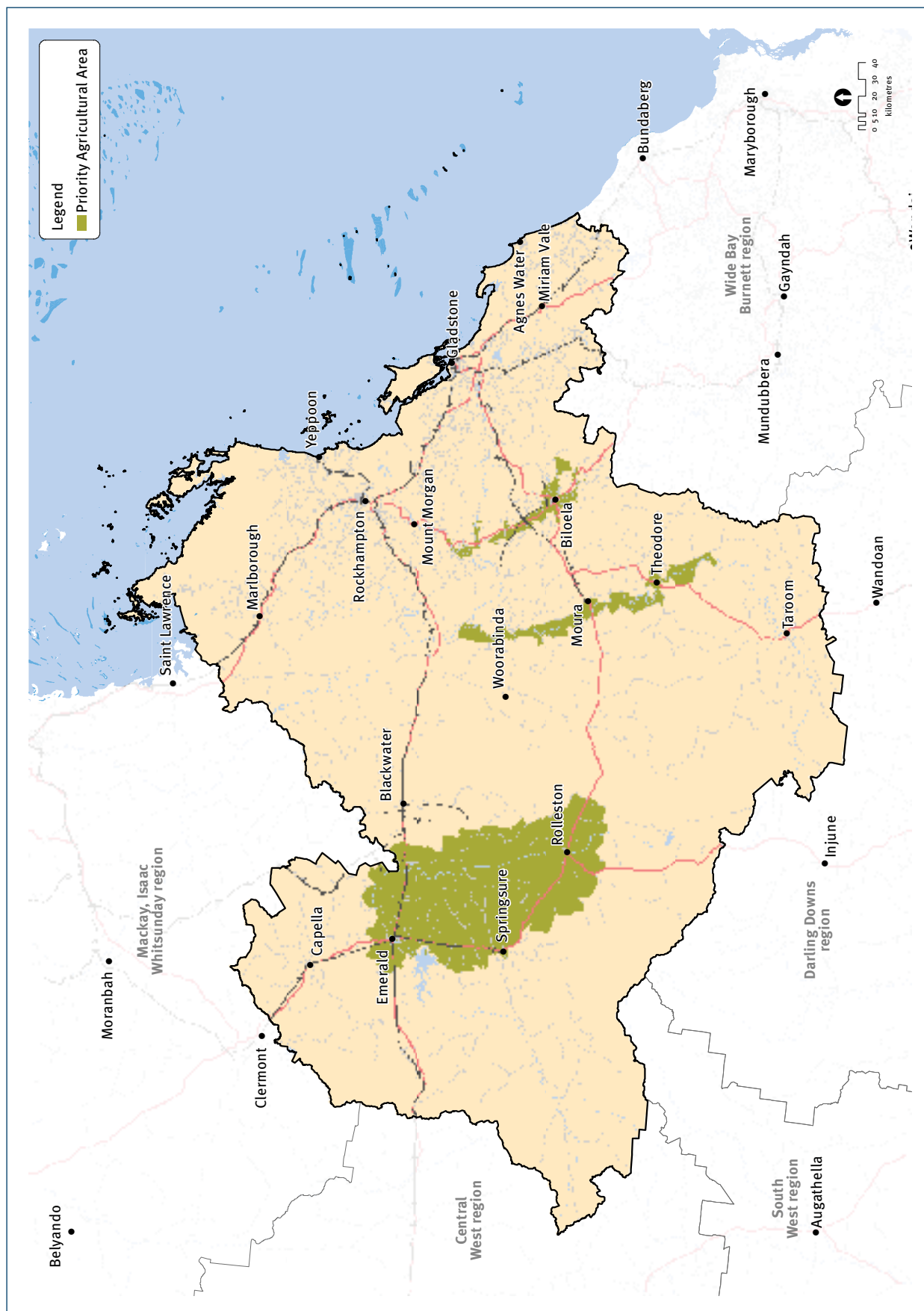
The expanding global, state wide, regional and local demand for coal and gas fuels the expansion of the region's resources sector. Ongoing demand is likely to be a key driver in exacerbating land use competition with the agricultural sector.

To ensure the state's highly valued agricultural land uses are not lost as a result of growth in the resources sector in the region, the following regional policies give priority to those key agricultural land uses that have been identified within the region's strategic agricultural areas.

Editor's note

Regional policies 1 and 2 are implemented by:

- defining PALUs
- mapping the region's Priority Agricultural Areas (PAA)
- PAA co-existence criteria protects PALUs within a PAA from the impacts of incompatible resource activities while maximising opportunities for the co-existence of resource and agricultural land uses
- local planning instruments incorporating planning and development provisions that reflect Regional Policy 1: protecting PALUs within PAAs.



Providing certainty for the future of towns

Regional outcome

The growth potential of towns within the Central Queensland region is enabled through the establishment of Priority Living Areas. Compatible resource activities within these areas which are in the communities' interest can be supported by local governments.

Regional policy 3

Safeguard the areas required for the growth of towns through the establishment of Priority Living Areas (Schedule 1).

Regional policy 4

Provide for resource activities to locate within a Priority Living Area where it meets the communities' expectations as determined by the relevant local government.

Context

The region contains a network of settlements including: two major regional centres (Gladstone with 33 000 residents and Rockhampton with 63 600 residents); larger towns such as Biloela, Blackwater, Emerald, Tannum Sands and Yeppoon; and smaller centres and localities such as Agnes Water, Benaraby, Bouldercombe, Dingo, Sapphire, Woorabinda.

The two major regional centres provide a high level of services which support the region as a whole. Transport and communications infrastructure play a key role in providing access to services for sustaining smaller settlements across the region.

Growth in the region, projected to be in the order of 50 per cent in the next two decades, is likely to be spread unevenly across the region and its settlements. Currently some areas have static or declining populations while others are experiencing rapid growth, mostly in response to employment opportunities associated with the resources sector or its support industries. For example, the 2011 Census indicates that 4 450 people or 38 per cent of the population of Emerald moved to the town during the previous five years and 1 740 people or 14 per cent moved there in the previous 12 months.

The number of non-resident workers in the region contribute significantly to the impacts of population growth overall. The number of non-resident workers is increasing in the Central Highlands, Banana and Gladstone LGAs.

Consequently, certain settlements in the region have experienced significant pressure to increase urban development for the provision of housing and other amenities such as recreational open space, as well as commercial and social services to maintain liveable communities.

Challenges

Strong growth in the resources sector resulting in a significant number of proposals for new mining operations, particularly in the central, southern and western parts of the region, has the potential to create a level of uncertainty for investment in the growth of nearby urban centres and localities.

The state has an interest in ensuring the productive use of resources while avoiding or managing potential land use conflicts.

Resource activities have the potential to reduce the availability of land for urban development while also increasing the demand for housing and urban development and services. This creates a challenge for increasing confidence in investment in the future growth and development of communities.

Opportunities

Local governments can assist communities to adapt to population growth by, for example, providing an adequate supply of serviceable land to accommodate anticipated needs in the required scale and type for residential, retail, commercial and industrial land uses. This includes providing an adequate supply of land for non-resident workforce accommodation where required.

Existing assessment and approval processes for resource projects, including environmental authorities, are the key means for protecting settlements from adverse effects.

The long-term liveability of the region's urban centres and localities and their potential future development can be improved by providing greater assurance about the relative priority of certain land uses. Improving the level of certainty about where future investment in mining exploration and extraction can occur will benefit the resources sector as well as the sustainability and liveability of settlements.

The plan will establish Priority Living Areas (PLAs) to preserve areas for urban expansion for those towns likely to experience growth in the next 20 years (Figure 6).

The plan provides for councils to determine the appropriateness of any potential resource activity within PLAs.

Editor's note

PLAs replace the region's existing restricted areas (urban), as gazetted under the *Mineral Resources Act 1989* in 2011.

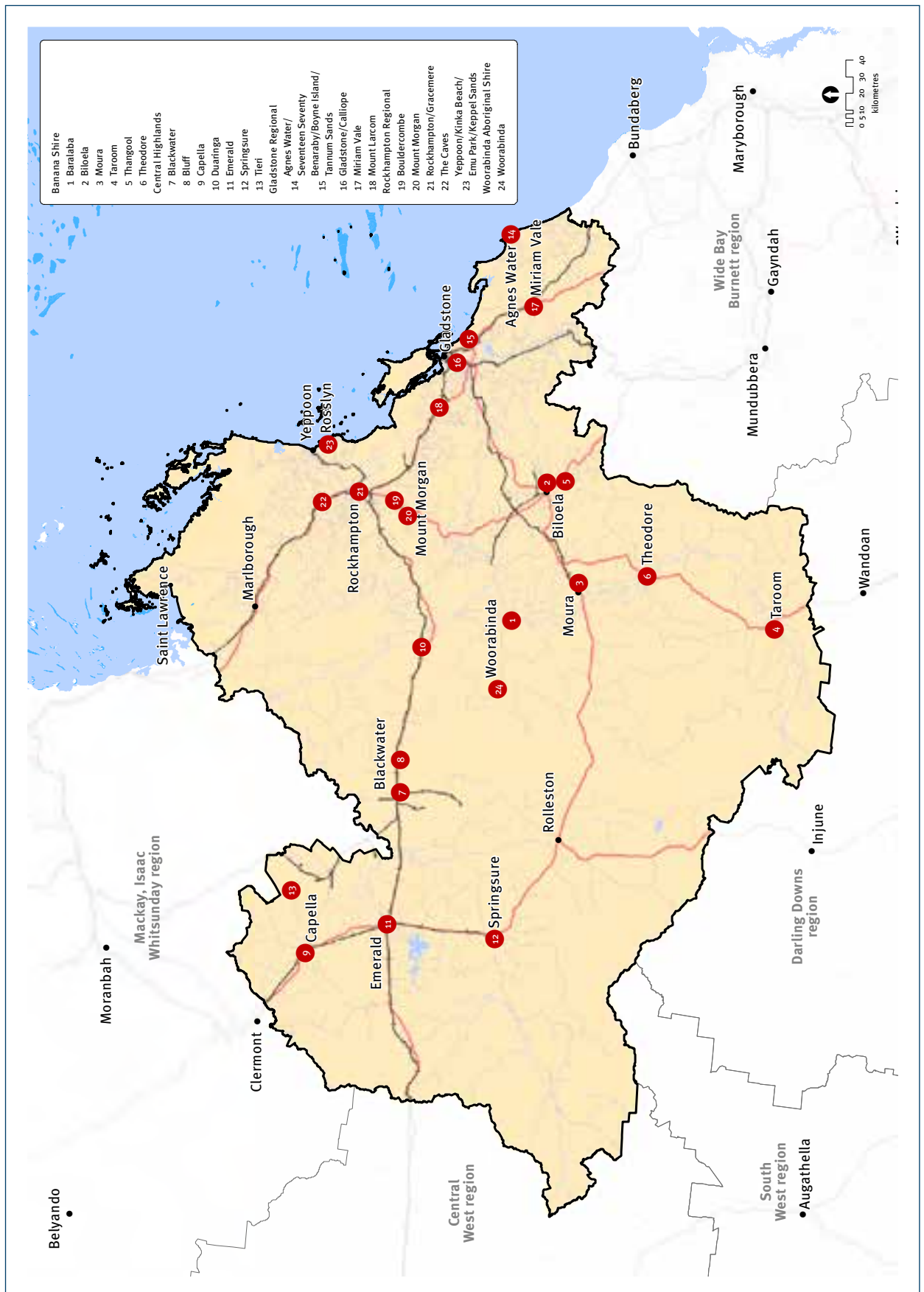


Figure 6: Priority Living Areas

Chapter 5 — Infrastructure

Introduction

This chapter identifies priority outcomes for infrastructure that support economic growth in the region.

The information provided will assist local governments appropriately address the state's interests in infrastructure when preparing or amending their planning scheme.

Transport networks

The freight network including roads, rail, ports and aviation is a key facilitator of economic growth in the Central Queensland region, in particular the export-based resources and agriculture sectors.

The cumulative impact of resource projects proposed in the Galilee, Surat and Bowen basins will put increasing pressure on major freight networks across all modes should these projects proceed. Development of the Galilee Basin will likely see a sharp increase in freight movement, while expansion of the Bowen Basin is anticipated to see more gradual increases. Projected growth in the agricultural sector will further contribute to this pressure on major freight networks.

Population growth in some centres, such as Gladstone, is affecting the efficiency of key freight routes which are increasingly being used for local trips.

Priority outcomes sought for the region's transport network include:

- prioritising transport programs to improve freight networks including those affected by growing and changing demands related to the surrounding coal basins
- improving the reliability and condition of transport networks affected by population and resource sector growth and the networks' resilience during natural disasters
- better modelling and the identification of emerging transport issues
- achieving community benefits through improving accessibility to destinations and improved safety and amenity.

Roads

The primary north-south road corridors are the Bruce Highway, Burnett Highway, Fitzroy Developmental Road, Leichhardt Highway, and Carnarvon Highway. Key east-west road corridors are the Capricorn Highway and Dawson Highway.

The dominant bulk agricultural road freight comprises grains, cereals, meat and livestock. Resource activity inputs such as fuel and equipment are also predominantly transported by road. The resources sector workforce also contributes significantly to road usage.

The mining industry in the Bowen Basin generates significant heavy vehicle traffic. Over-size loads, conflicts between freight and other network users, including an increased number of mining workers travelling long distances, result in safety and efficiency challenges on the existing road network.

Opportunities for leveraging road infrastructure to boost economic growth include:

- capacity and safety upgrades along key road freight routes to reduce the cost of transport and improve competitiveness
- supporting the Galilee, Bowen and Surat basins with strong connections between Emerald, Blackwater, and Taroom to the coastal activity centres and ports (Rockhampton and Gladstone)
- review of narrow width road networks and bridges west of Emerald
- in the longer term, alternative heavy vehicle routes including bypasses to reduce heavy vehicle movements through centres, such as Rockhampton and Emerald
- identifying and protecting regional over-size, over-mass vehicle routes to allow the efficient movement between ports and mining areas
- reducing disruption from flooding through targeted upgrades such as the Bruce Highway crossing of the Yeppen flood plain
- identifying corridors that could benefit from improved public transport services and targeting markets to encourage public transport usage.

Rail

The Blackwater, Central West, Moura and the North Coast Line rail systems connect many of the mining districts (primarily coal) with the Port of Gladstone. The Central West and North Coast Line rail systems also transport bulk agricultural produce and facilitate passenger services.

The majority of the rail network within the Central Queensland region is leased and managed privately by Aurizon (formerly QR National).

The transportation of resource industry outputs tends to be more profitable and consistent for rail freight providers, both in terms of volume and frequency of production. This can provide greater security for providers of rail and port allocations than the seasonal variability of agricultural production. This has led to a move from rail to road for a greater proportion of agricultural products.

Opportunities for leveraging rail infrastructure to boost economic growth include:

- encouraging private sector upgrades of existing rail systems or development of new rail links to be coordinated and well-planned
- delivery of the planned Surat Basin Rail Link to provide the capacity to transport up to 42 million tonnes of coal per year, unlocking access to coal reserves in the Surat Basin and providing a critical linkage between the Darling Downs and the Central Queensland regions
- leveraging the Surat Basin Rail to enable further export opportunities for regional agricultural producers with connections through to the Port of Gladstone (improvements to connecting rail networks may be needed to realise these opportunities)
- private sector development of rail connecting the Galilee Basin to the coastal ports in order to unlock the Galilee Basin coal reserves.

Ports

The Port of Gladstone, with a throughput of 84 million tonnes in 2011–2012 is the second largest port in Queensland after the Port of Brisbane.

Port Alma is located south east of Rockhampton (throughput 421 000 tonnes 2011–2012) and focuses on the import and export of niche market products, including ammonium nitrate, general cargo, salt and frozen beef. Port Alma also provides essential support to the defence industry and in particular the operations at Shoalwater Bay Military Training Area north of Yeppoon.

A state boat harbour, located at Rosslyn Bay, is an integral part of the tourism industry in the Capricorn Coast and Rockhampton areas. A substantial marina/small boat harbour also operates from within the Port of Gladstone.

Opportunities for leveraging port infrastructure to boost economic growth include:

- the expansion of coal export capacity at the Port of Gladstone to meet growing demand. The Wiggins Island Coal Export Terminal project will contribute significantly by doubling coal export capacity at the Port of Gladstone.

Aviation

The Central Queensland region has three strategic airports (Rockhampton, Gladstone and Emerald) as well as several smaller airports and local airstrips making a total of 15 airports of regional significance. The airports serve business, social and tourism travel as well as FIFO workers for the resources industry. Airstrips in rural areas cater for essential community services and the Flying Doctor Service.

Rockhampton Airport also provides a range of support services to the defence industry, allowing for the transport of military goods, equipment and personnel.

Opportunities for leveraging aviation infrastructure to boost economic growth include:

- upgrades of existing airstrips or construction of new (on-site) airstrips to meet demand for aviation services from the energy and resources sector
- reducing the vulnerability of the region's economy to disruption resulting from flooding at airports. Further flood mitigation options, including the construction of levee banks, will need to be considered to minimise flooding disruptions at Rockhampton Airport.

Electricity

Approximately 40 per cent of Queensland's energy generation capacity is provided by the power plants at Stanwell, Callide and Gladstone. The region's electricity requirements are escalating due to population and economic growth, including industrial and resource development and agricultural expansion. Added pressure is also occurring from changing consumer practices.

Resource and industrial sectors have contributed to a total growth in electricity demand of 4.9 per cent over the five years to 2013. Electricity demand is expected to surge to 4.4 per cent per year for the next five years in the Central and North Queensland region.

While the region's power stations are currently operating below their maximum generating capacity, long-term planning will still be required to meet the future energy needs of the population and industry to facilitate economic growth.

The **priority outcome** sought for electricity infrastructure is for the region to grow its energy generation capabilities through public and private sector investment. Investment should focus on reinforcing electricity generation and transmission/distribution systems where and when they are needed in response to forecast growth with consideration of energy efficiency efforts.

Opportunities for leveraging electricity infrastructure to boost economic growth include:

- reinforcing existing networks to service anticipated population and industry growth. Powerlink is currently constructing a new 275kV transmission line between its Calvale and Stanwell substations to meet anticipated long-term electricity demand in the Central and North Queensland regions
- augmenting the electricity system for bulk users, particularly in the Galilee and Bowen Basin where large numbers of resource projects have been proposed. Development of high voltage transmission infrastructure into certain resource areas like the Galilee Basin may provide opportunities for other proponents to access reliable electricity from the National Electricity Market
- consideration of localised energy generation in some locations instead of, or in addition to, connections to the transmission or distribution networks
- monitoring and scenario planning for changes in consumer behaviour and energy consumption.

Water

The Fitzroy River catchment is a significant asset for the Central Queensland region. It enables, via development of water capture, storage and distribution infrastructure, significant volumes of suitably reliable water to be supplied for industrial, agricultural and urban use. There is scope under the current Fitzroy Basin Water Resource Plan for provision of additional water supplies to support further development in parts of the region. Irrigated agriculture located throughout the region benefits from these relatively reliable water sources compared with other Queensland catchments.

Water resource and water supply planning are undertaken through a number of statutory and other processes.

Surface water and groundwater supplies are generally accessed through water entitlements, including tradeable water allocations.

The allocation and management of these entitlements is undertaken through Queensland's water resource planning framework.

Water supply planning aims for the best use to be made of available water in meeting the needs of the urban, mining and agricultural sectors.

Accordingly, neither water resource or water supply planning are addressed through the regional plans.

Demand for water is expected to increase in the Central Queensland region due to:

- ongoing population growth, in particular the key regional centres of Gladstone and Rockhampton
- small towns or work camps with a significant influx of workers associated with the resource industry
- mining activities such as dust suppression and coal washing
- increases in agricultural production to support the government's target of doubling of food production by 2040.

The **priority outcomes** sought for water infrastructure are, through public and private sector investment, to improve water access by addressing increasing demands from industry, agriculture and population growth and to achieve appropriate security and reliability of water supplies.

Opportunities for leveraging water infrastructure to boost economic growth include:

- considering flexible arrangements for water infrastructure for non-resident worker camps having regard to the temporary nature of some of these camps
- improving coordination and collaboration with the resource sector to manage the impacts of fluctuations in non-resident workforce populations on community water supplies
- considering options for continued alternative use of infrastructure built solely or primarily to supply water to the mining industry once mining activities have ceased or relocated
- minimising the risk of exacerbating flooding impacts on people and the economy, through optimal operation of existing infrastructure and in the design and operation of any new in-stream infrastructure.

Community infrastructure

The Central Queensland region has a diverse range of essential community infrastructure servicing local needs and contributing to the liveability of the region's communities. Education, health, emergency services, sporting, recreation and community facilities as well as, roads, gas and energy, telecommunications and sewerage infrastructure are all fundamental to the function and wellbeing of the region's residents and visitors.

Growing and fluctuating non-resident workforces across the region are putting pressure on all spheres of community infrastructure in the Central Queensland region which in turn is impacting on the liveability of local communities.

Telecommunications infrastructure plays an integral role in a modern economy. In some parts of the region access to adequate services is limited resulting in business efficiencies and operations being compromised. Being among the first recipients of network connections, Rockhampton is well placed to maximise the benefits of the National Broadband Network and associated infrastructure.

Priority outcomes sought for community infrastructure are to:

- support community infrastructure needs including optimising the use of existing assets to improve community liveability and induce non-resident workers to relocate to the region
- advocate and attract telecommunication infrastructure investments to support industry productivity innovations through technology.

Opportunities for leveraging community infrastructure to boost economic growth include:

- investigating innovative or temporary solutions to manage temporary increases in demand in order to avoid the need for costly permanent infrastructure
- considering opportunities for resources project proponents to provide additional or different kinds of social infrastructure to support the resident and non-resident population (e.g. skills training, telecommunications infrastructure). Legacy infrastructure provided for significant resources projects could support the growth of other industries once the resources activity ceases.

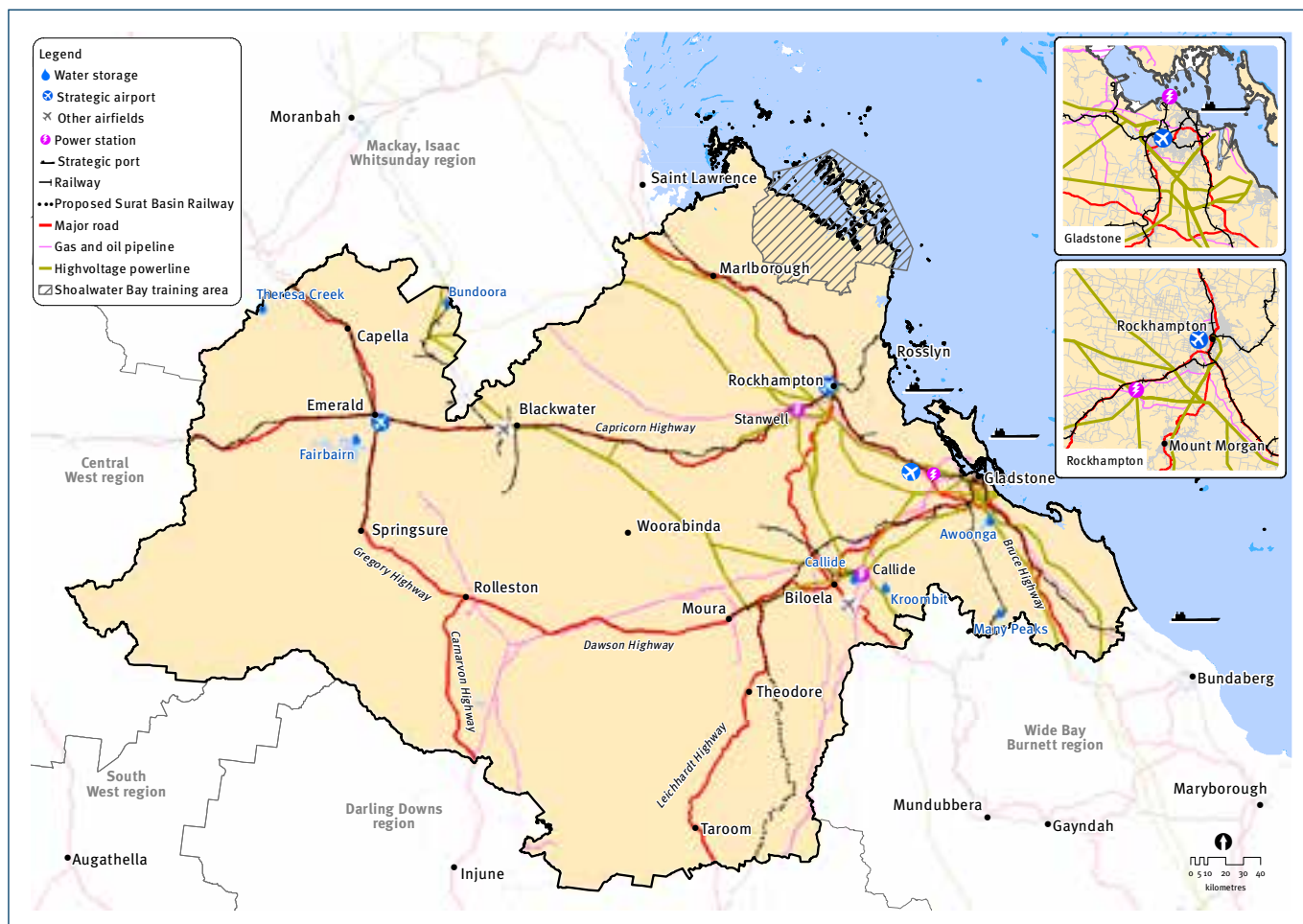


Figure 7: Infrastructure in the Central Queensland region

Editor's note

Infrastructure initiatives

Below is a list of key Queensland Government initiatives that are helping to address infrastructure issues in the Central Queensland region.

Bowen Basin Infrastructure Framework

This framework provides an integrated overarching infrastructure planning framework that will maximise the Bowen Basin's economic growth opportunities. It identifies bottlenecks in the infrastructure networks and resource industry supply chains and informs infrastructure policy and prioritisation.

Central Queensland Resources Supply Chain Project

The framework will provide strategic guidance and certainty to the resources industry in the region by developing an integrated infrastructure planning framework. This project is being undertaken by the Queensland Government with Federal Government funding provided through the Regional Infrastructure Fund.

The framework consists of four sub-components:

- Bowen and Galilee Basins Water Supply Strategy
- Central Queensland Transport Supply Chain Study
- Regional Growth Analysis
- Assessing opportunities for business along the supply chain.

Integrated Freight Strategy for Queensland

This strategy outlines state-controlled freight routes/modes for efficient freight transport, strategies for minimising heavy vehicle impacts on local roads and communities and managing the pressures on systems supporting the movement of goods through the state.

Infrastructure for Economic Development

This strategy is currently being developed by the Department of State Development, Infrastructure and Planning. It outlines the government's approach to large-scale reform to planning, prioritising, financing and asset lifecycle management in order to deliver highly productive economic infrastructure that will drive economic development of Queensland.

Draft Queensland Ports Strategy

The draft Queensland Ports Strategy will outline the Queensland Government's framework for port development in Queensland. Its primary objective will be to provide certainty to the ports industry and to the wider community that the economic contribution of ports can and will grow, whilst ensuring the continued protection of Queensland's valuable environmental assets including the Great Barrier Reef.

Economic Development Directions Statement for Queensland Airports 2013–2023

The proposed directions statement will establish the government's view of the role of airports and associated infrastructure in supporting economic development in Queensland.

Queensland's Water Sector: A 30-year Strategy

A long-term strategy is being developed to create a Queensland water sector with the capability to deliver integrated catchment-based recreation, water supply, sanitation, irrigation and environmental services at a lower cost.

Central Queensland Regional Water Supply Strategy

This strategy plans for the region's water needs—including urban, agriculture and mining—over the long-term. It applies to the regional centres of Biloela, Emerald, Gladstone, Rockhampton and the Capricorn Coast as well as centres outside the region. It complements the existing water resource plans and resource operation plans for the Central Queensland region.

The 30-year Electricity Strategy

This strategy aims to identify emerging challenges and opportunities in the state's electricity sector to ensure the most secure, reliable and cost-effective supply of electricity possible.

Royalties for the Regions

Over a four year period starting 2012, the program will invest \$495 million in new and improved community infrastructure, roads and flood mitigation projects that benefit those who live, work and invest in our resource regions. In future there will be an ongoing commitment of \$200 million each year.

Social infrastructure

The Queensland Government has agencies responsible for a range of social infrastructure required by communities. Social infrastructure plans will potentially require the involvement of a number of Queensland Government agencies. For example, Queensland Health is responsible for planning the infrastructure program to meet the identified service needs for the department, delivering the program to meet commitments and maintaining the built assets to ensure their lifespan is maximised. Social infrastructure plans will also need to consider Commonwealth-provided services such as income support, residential care and tertiary education.

Chapter 6—Other state interests

The following state interests are relevant to land use planning in the region but are not guided by specific regional outcomes or policies.

The information in this chapter of the plan is provided to assist local governments appropriately address these state interests when preparing or amending their planning scheme.

Housing and liveable communities

Land development and housing supply

The Central Queensland region's projected population growth to 2031 is in the order of 50 per cent. The population growth rate is projected to average 2.2 per cent a year between 2011 and 2021. While Rockhampton is expected to continue to have the highest population in the region, Gladstone and the Central Highlands LGAs are expected to be the fastest growing areas. This growth will drive demand for housing.

The impacts of population growth are intensified by the number of non-resident workers in the region. In the Central Highlands and Banana LGAs, non-resident workers are predominantly housed in worker accommodation villages with a smaller proportion staying in motels and caravan parks. The region is likely to experience further increases in the non-resident population given the expected future expansion in the resources sector.

Housing choice and diversity is limited in the region with a high proportion of detached houses and limited unit/flat type accommodation. The Central Queensland region has a significantly higher proportion of detached housing than the state average, and a significantly lower proportion of semi-detached dwellings and apartments than the state average. Strong population growth combined with limited availability of smaller and less costly housing options has resulted in parts of the region experiencing housing affordability issues.

High demand for new dwellings presents a significant opportunity for the region to promote further economic growth by enabling development of serviced land, as well as seeking opportunities to rejuvenate older areas. Meeting this demand for new dwellings presents the opportunity to broaden the range of housing options available across the region and to provide more choice and affordability.

Editor's note

Achieving this state interest in the Central Queensland region is not reliant on a strategic direction established through a statutory regional plan. However, the identified Priority Living Areas help to protect areas identified for housing growth in local government planning schemes and can change over time if required to accommodate such planned growth.

In addition to the local government and industry involvement in delivering this interest, the state government has a range of other complementary initiatives which may assist in achieving this state interest, including:

- *Regional and Resources Towns Action Plan 2013* Identifies short-term initiatives and 'on the ground' projects in the region to address housing availability and affordability including actions to increase the short term supply of land in several locations within the region.
- **Priority Development Areas** Central Queensland region contains six Priority Development Areas at Central Queensland University Rockhampton, Toolooa, Tannum Sands, Clinton (Gladstone), Blackwater and Blackwater East. Each of these Priority Development Areas provide land for a diverse range of housing types, improving housing affordability by increasing supply and delivering housing choice.

Economic Growth

Development and construction

With over 65 per cent of the state's mining investment projects and over \$17 billion invested in projects relating to transport, manufacturing, electricity, gas and water in the Central Queensland region, the construction sector has a long term future in the region.

Construction industry activity is largely a flow-on effect of economic activity in other sectors, prompting demand for building and development. Growth in construction has occurred in parallel with growth in the mining and minerals processing sectors, associated infrastructure projects and supported by demand from a growing population. This demand has already manifested in employment growth of nearly 20 per cent between 2006 and 2011, with the sector accounting for over 10 per cent of employment in the region in 2011 making it the largest employing industry in the region.

A sufficient supply of developable land for industry is critical. There are many challenges to meeting region-wide demand for industrial land including:

- supply of land for a variety of industry purposes, accommodating low, medium and high impact activities
- an adequate supply of a variety of lot sizes to accommodate both small-scale services and large enterprises
- supply and development of industrial land that considers co-location with like and supporting activities, separation from sensitive uses, access to transport and infrastructure, and risks from natural hazards.

The availability of industrial land for development does not necessarily equate to fulfilment of demand. Supply and demand studies seek to ensure there is adequate land available in locations which can align with efficient connectivity to transport, infrastructure and services to facilitate practical access and use for industrial needs. A number of investigations have already been undertaken in the region including the Rockhampton Regional Council Industrial Land Use Study and the Gladstone Region Industrial Land Study. The regional plan does not constrain local government planning for land supply.

Editor's note

In addition to the key role of local government and industry in delivering this interest, the state government has three State Development Areas (SDA) in the Central Queensland region—Gladstone SDA, Callide Infrastructure Corridor SDA, and Stanwell-Gladstone Infrastructure Corridor SDA.

The Gladstone SDA is an industrial hub for large-scale, heavy industry which is located 15 kms north-west of Gladstone. It comprises 29 000 hectares and accommodates major industries such as Rio Tinto's alumina refinery, Orica chemical manufacturing complex and Transpacific Industries waste management and recycling facility. The Gladstone SDA contains a substantial land supply to accommodate future demand.

The remaining two SDAs are corridors for the co-location of infrastructure such as pipelines. The Callide Infrastructure Corridor SDA runs 44 kms between the Calliope Range and the western boundary of the Gladstone SDA and was primarily designed to transport CSG to LNG plants on Curtis Island. The Stanwell-Gladstone Infrastructure Corridor SDA runs 90 kms from Stanwell to Gladstone and was established to protect a corridor for accommodating underground pipelines.

Tourism

The Central Queensland region boasts a variety of tourism attractions including the natural environment attractions of the southern Great Barrier Reef World Heritage Area such as Heron and Lady Elliot Islands, Capricorn Coast National Park, Mount Etna and Capricorn Caves, Carnarvon National Park, including Carnarvon Gorge, Kookorobit Tops National Park, Blackdown Tablelands National Park, Byfield National Park, the Keppel Bay Islands National Park, Lake Maraboon, Agnes Water and the Town of 1770.

In addition to natural environment attractions, other attractions include the former gold mining town of Mount Morgan and the fossicking areas of the gemfields west of Emerald. Large dams, such as Fairbairn and Awoonga, provide tourist destinations for fishing and boating activities. With Rockhampton's traditional strength in the cattle industry, the region provides a drawcard for such events such as the triennial National Beef Exposition, with the 2012 exposition attracting more than 85,000 local, state and international visitors.

Tourism in the Central Queensland region is a growing part of the larger regional economy with over 3.3 million international, domestic overnight and day visitors. Total overnight visitor spending was nearly \$800 million in tourism expenditure in the year ending June 2012. While there was a fall in the number of international visitors in the two years to 2012, the number of domestic visitors continues to trend upwards, increasing by 12 per cent over the year 2011–2012.

There is an opportunity to build on this range of tourist experiences to further diversify the Central Queensland tourism sector and ensure long-term economic sustainability. Opportunities include, for example, eco-tourism on environmentally suitable land, mining trails and cultural heritage experiences including Indigenous cultural heritage experiences.

Transport infrastructure plays a fundamental role in the facilitation of tourism opportunities. Within the region, road transport is the key to travel movements between tourism sites on the reef and coastal areas to the western area attractions. Competition for the use of road infrastructure between the tourism, resources and agricultural sectors presents challenges for these sectors.

Uptake of short term tourist accommodation by temporary and non-resident workers from the resources industry has also created issues regarding availability and price of accommodation, deterring tourism and decreasing length of stay throughout the region. Road safety facilities and infrastructure as well as strategically located accommodation facilities will be required to improve tourism outcomes.

As areas of high scenic or natural amenity are the region's most significant drawcard, managing potential tourism sector impacts on environmental values is necessary to ensure a long term sustainable tourism industry in the region. Coastal and island environments provide an opportunity for expanded tourism activities and accommodation, but also a challenge to sensitively plan for developments that provide for appropriate avoidance and mitigation of environmental impacts.

Editor's note

The achievement of this interest in the Central Queensland region is not reliant on a strategic direction which can be facilitated through a statutory regional plan. In addition to the local government and industry involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in the achievement of this state interest.

- *DestinationQ Blueprint 2012–2015*
This blueprint outlines the Queensland Government's approach for the state's tourism sector and captures a number of state-wide opportunities to grow the industry.
- *Queensland Drive Tourism Strategy*
This strategy aims to ensure a better understanding of linkages between tourism demand, infrastructure requirements and road user conflicts at a state-wide scale.
- *Central Queensland Tourism Opportunity Plan*
This plan identifies new and upgraded tourism products that meet future visitor expectations and demands; infrastructure that is needed to support tourism; and provides information on tourism supply and demand.
- *Queensland Ecotourism Plan*
This plan foreshadows a revamped investment model to stimulate appropriate investment in both privately owned and crown land.

Environment and heritage

Biodiversity

Central Queensland biodiversity features include matters of both national and state environmental significance.

The region uniquely sits within a transition zone between the tropics and subtropics and straddles the edges of three bioregions—the Brigalow Belt, Central Queensland Coast and South East Queensland.

Extensive coastal wetlands and estuaries provide landscape, habitat and ecological connectivity to the adjacent Great Barrier Reef World Heritage Area and support the protection of its biodiversity values. Shoalwater and Corio Bays are listed under the Ramsar Convention and many other wetlands are listed in the Directory of Important Wetlands of Australia. Key environmental features of the region are shown in Figure 8. Inland and coastal wetlands and waterways provide important habitat and corridors for large numbers of migratory or threatened birds, fish, turtles and mammals such as dugongs.

National parks and state forests, fish habitat areas and State and Commonwealth marine parks provide a valuable asset for supporting species biodiversity in the region. Connectivity between existing protected areas such as those extending from north of Blackwater to beyond the southern border of the region, provide opportunities to support wildlife corridors.

The environmental, economic and social values from maintaining and enhancing biodiversity are important in realising economic growth and job creation opportunities in the region.

The challenges to the retention of high biodiversity values in the region are severe weather events (for example, flooding, drought and bushfires which degrade habitat and can contaminate waterways); industrial and resources development; demand for coastal developments to accommodate population growth; and agricultural production. These impacts are primarily managed through various regulatory processes under Queensland and Commonwealth environmental protection legislation.

Editor's note

Achieving this state interest in the Central Queensland region is not reliant on the strategic direction established at a regional scale and that which can be facilitated through a statutory regional plan. In addition to current environmental protection legislation at both the state and Commonwealth levels, local government, and non-government organisations are involved in delivering this interest.

Coastal environment

The region contains an extensive and diverse coastal environment including several major river deltas. It supports mangroves, estuaries, inshore islands, recreational and fishing activities, and a range of urban settlements.

There are 31 documented estuaries in the region and most have been classified as 'near-pristine' or 'largely unmodified' condition. The Boyne, Fitzroy, Causeway and Calliope estuaries are classified as 'modified' condition. There are also nine declared fish habitat areas adjacent to the Central Queensland coast.

The Great Barrier Reef World Heritage Area lies adjacent to the region's coastline. The Queensland Government's planning and development framework aims to ensure coastal development is compatible with the protection of the Great Barrier Reef Marine Park.

Coastal habitats provide a significant natural asset for the region. Appropriate planning and development frameworks will ensure that future development does not diminish the ability of the natural coastal environment to continue to contribute to tourism and recreational activities that support the regional economy.

The presence of an extensive and exclusive military training area at Shoalwater Bay, extensive mangrove zones and a relatively small population has meant much of the coast remains undisturbed. However pressure for expanded development in coastal areas is an emerging challenge as the region's population grows.

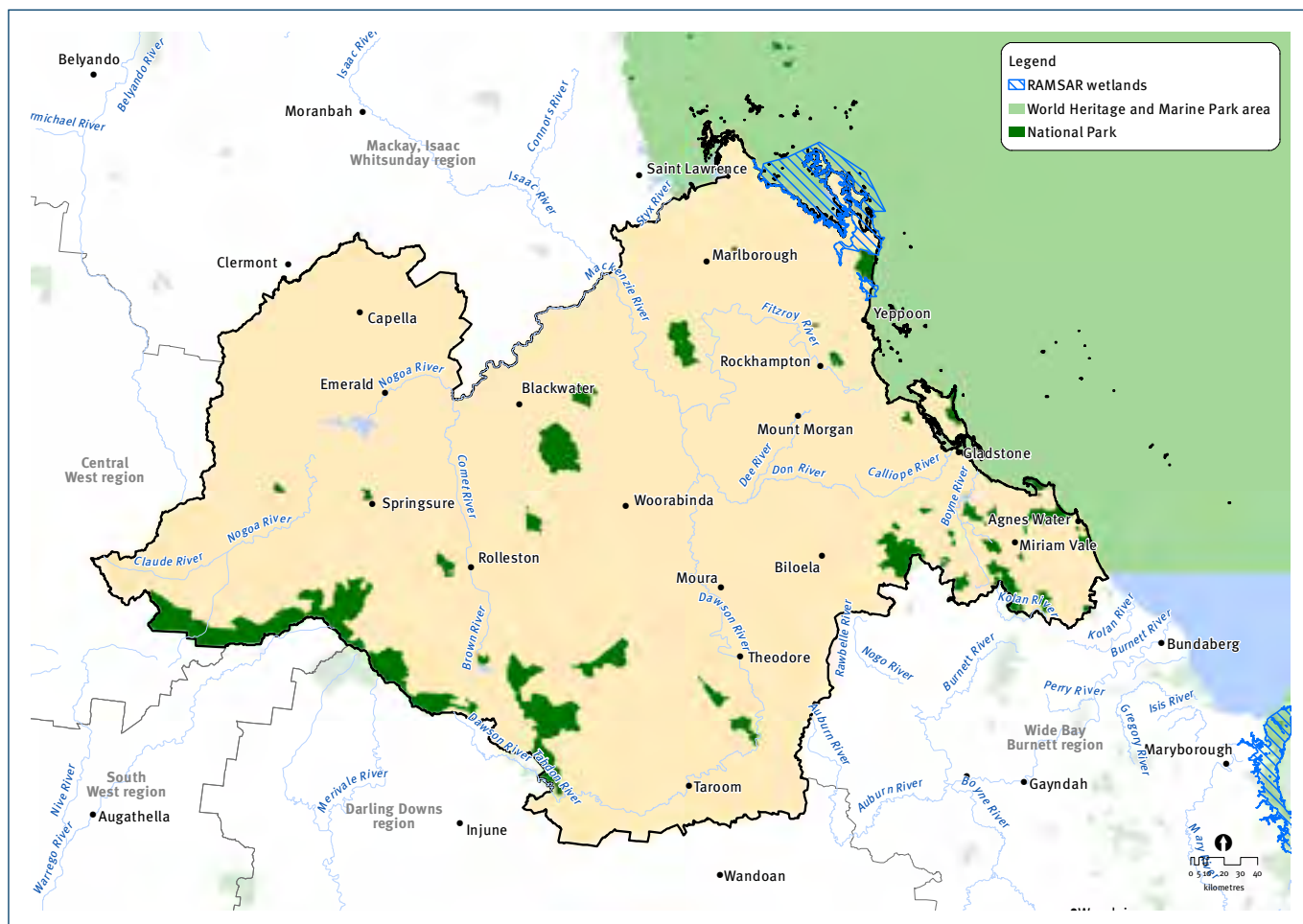


Figure 8: Central Queensland region environmental features

Editor's note

Achieving this state interest in the Central Queensland region is not reliant on a strategic direction which can be facilitated through a statutory regional plan. In addition to current legislation, local government, and non-government organisation involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

- *Great Barrier Reef Strategic Assessment*
The Queensland Government is undertaking a strategic assessment under the *Environment Protection and Biodiversity Conservation Act 1999*.

The strategic assessment will describe and assess the way in which Queensland's planning and development processes identify and protect matters of national environmental significance, including the Outstanding Universal Value of the Great Barrier Reef coastal zone.

- *Reef Water Quality Protection Plan (Reef Plan)*
The protection plan is a collaborative program of coordinated projects and partnerships designed to improve the quality of water in the Great Barrier Reef through improved land management in reef catchments. The Reef Plan will be reviewed in 2013.

Healthy waters

The region is dominated by the Fitzroy River basin, which covers an area of 142 600 km². There are six major catchments across this basin, Isaac/Connors, Mackenzie, Nogoa, Comet, Dawson and Fitzroy.

The region experiences variable rainfall, high evaporation rates and prolonged dry periods that are often followed by floods associated with monsoonal rainfall events. Variability in river flows is a feature of the basin and can pose risks to water security and quality for some areas.

There are five water supply schemes—Nogoa Mackenzie, Dawson Valley, Callide Valley, Lower Fitzroy and Fitzroy Barrage—which provide considerable volumes of water for industrial, agricultural and urban users.

The smaller catchments of the Calliope and Boyne Rivers and Baffle Creek are located to the south east of the Fitzroy catchment. The Awoonga Dam on the Boyne River supplies water for industry around Gladstone and the Callide Power Station at Biloela and urban communities.

Over the past century the river catchments draining into the Great Barrier Reef have undergone extensive modification as a result of urban, infrastructure, agricultural, industrial and mining developments. The cumulative effect has created challenges for the region with regard to increased pollutant and sediment loads entering the reef and imposing risks to water quality.

A number of areas in the region were identified as having high salinity hazard potential in the National Land and Water Audit undertaken in 2000. Addressing salinity will be necessary to maintain and enhance agricultural production in the region over the long-term.

The second Reef Plan Report Card 2010 measured various water quality attributes since the baseline in 2009. Inshore water quality remains moderate and some reductions in pollutant loads were seen. Continued monitoring will provide information on the condition of water entering the Great Barrier Reef and can assist in land use planning across the region.

The health of waterways is pivotal to the prosperity of the region. Opportunities for protecting water quality are closely linked to investment in the protection of ecological health of estuarine ecosystems and wetlands across the region.

Editor's note

Achieving this state interest in the Central Queensland region is not reliant on a strategic direction which can be facilitated through a statutory regional plan.

In addition to current legislation, local government, and non-government organisation involvement in delivering this interest (such as the Fitzroy Partnership for River Health), the *Environmental Protection (Water) Policy 2009* identifies environmental values and management goals for the following Queensland waters—Callide Creek, Comet River, Dawson River, Fitzroy River, Isaac River, Mackenzie River, and Nogoa River.

Under this framework, environmental values for aquatic ecosystems and for human uses (such as drinking, agriculture, industry and recreation) have been identified, as well as management goals and water quality objectives. In light of the growth in urban and industrial development in the region, setting environmental values and water quality objectives ensures assessment and decision-making about development proposals which may affect these waterways, including water quality, is improved.

In relation to mine site rehabilitation, the state government is working to improve water quality in the Dee River through its ongoing program to rehabilitate the abandoned Mount Morgan Mine site. The state took over management of the Mount Morgan Mine in 1993 after operations ceased in November 1990. The state accepted responsibility when the tenure was relinquished.

The state is investing \$470 000 in equipment upgrades as well as installing three new evaporators for \$1.2 million for site rehabilitation. This equipment will help accelerate the lowering of water levels in the open cut mine pit, further reducing the likelihood of an uncontrolled discharge of pit water into the Dee River, and also reducing site seepage.

- The state government has also increased its water-quality monitoring and sediment testing activities downstream of the Mount Morgan mine site to monitor and assess potential risks to water quality for livestock or irrigated crops. Regular monitoring of the surface and ground water along the Dee River is being undertaken up to 140 km downstream of the mine site.

Cultural heritage

The region supports world and national heritage values in the Great Barrier Reef World Heritage area. The Great Barrier Reef contains many culturally significant archaeological sites of Aboriginal or Torres Strait Islander origin as well as over 30 historic shipwrecks.

State and local cultural heritage values also comprise artworks, occupation sites and spiritual and ceremonial places of more than nine Indigenous language groups across the region. They include, for example, paintings and engravings throughout the Carnarvon National Park, shell middens at Mazie Bay on North Keppel Island and story places and cultural sites such as Lake Nuga Nuga in the Arcadia Valley.

Settlement by non-indigenous people and the socio-cultural aspects of their land uses such as agriculture and mining also present cultural heritage values. The region is also significant for its South Sea Islander population and heritage regarding their role in the former sugar cane industry around Yeppoon.

There are 123 places in the region listed on the Queensland Heritage Register. The overwhelming majority are located in the Rockhampton LGA (84 places) including 19 properties in the Quay Street precinct which holds significant architectural heritage values.

The Central Queensland region's diverse range of cultural heritage assets provides opportunities to enhance economic and social outcomes. Local governments are required to keep a local heritage register of places of cultural heritage significance in its area. Through effective management and conservation of existing sites listed on the state or local heritage registers, as well as proactive identification of additional sites that represent significant events in the cultural history of the area, community well-being and identity can be enhanced. Developing links across the region on cultural heritage themes can support region-wide tourism opportunities.

Changes in land use and certain development can threaten valued heritage and landscapes.

Editor's note

Achieving this state interest in the Central Queensland region is not reliant on a strategic direction which can be facilitated through a statutory regional plan. In addition to the current legislation, local government, and non-government organisation involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

- *Queensland Heritage Strategy 2009*
The strategy is a 10 year plan built around five key directions—improving the way Queensland understands and values its heritage, embedding heritage in mainstream policy and planning, strengthening investment in managing and conserving heritage, and leading, partnering and building capacity of government community and industry to conserve Queensland's heritage.
- Queensland Heritage Register (*Queensland Heritage Act 1992*)
- Aboriginal cultural heritage register and database—*Aboriginal Cultural Heritage Act 2003*
- *The Burra Charter 2000*
The Burra Charter was prepared by the Australia International Council on Monuments and Sites (linked to UNESCO) establishes best practice principles and guides heritage conservation in Queensland.

Hazards and safety

Natural hazards

Communities in the Central Queensland region are affected by the adverse impacts of natural hazards, particularly flooding. Severe weather events causing flooding in the region has affected Emerald, Rockhampton, Biloela, Theodore and Gladstone.

Natural hazards impact on people, social wellbeing, property, the economy, the environment and infrastructure. Flood events give rise to an urgent need to rebuild and recover so that the region's economy and people's livelihoods can be restored.

The region is likely to continue to experience risks in relation to natural hazards in the future as a result of its sub-tropical location and more frequent extreme weather events. The impacts from flooding not only isolate towns and rural lands but also cause significant damage to infrastructure, such as the Bruce, Gregory and Capricorn Highways and the western rail network.

The challenge for the Central Queensland region is to avoid, mitigate or minimise the adverse impacts of flooding on rural and urban communities, as well as transport corridors and critical infrastructure to avoid disruption to businesses and communities.

During the process of rebuilding flood-damaged infrastructure and communities, there is an opportunity to improve the long-term flood resilience of the region by rebuilding to a higher standard of flood immunity. Options such as redesigning, upgrading and/or relocating infrastructure and communities should be considered.

There are also opportunities to ensure that future development is avoided in areas with high exposure to natural hazards. Development should also be avoided where its location or form may unreasonably increase flood risk elsewhere.

Local governments have the opportunity to improve and update their flood mapping, with further information from data collected during flood events, as well as inputs from detailed flood studies. Improved flood mapping will contribute to decision making about future development, as well as decisions about rebuilding following flood events. Risk reduction strategies can also be integrated into development policies in order to mitigate or adapt to natural hazards and enhance the resilience of communities throughout the region.

Editor's note

Achieving this state interest in the Central Queensland region is not reliant on a strategic direction which can be facilitated through a statutory regional plan. In addition to the local government involvement in delivering this interest, the state government has a range of complementary initiatives which may assist in achieving this state interest, including:

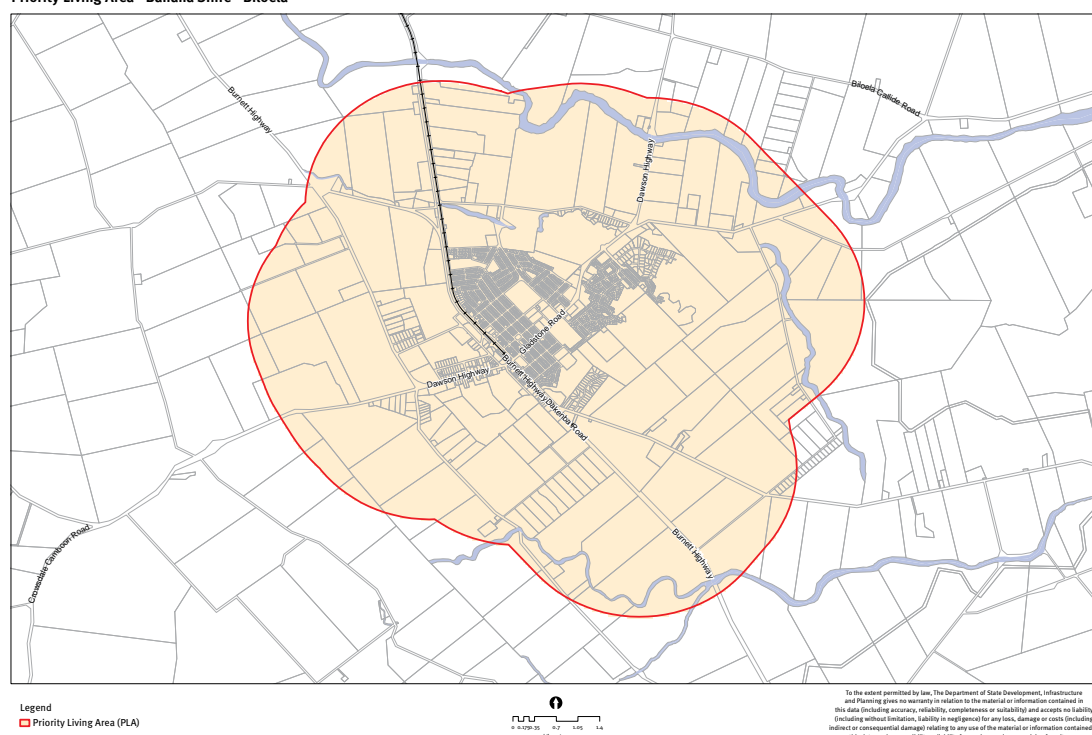
- *Planning for stronger, more resilient floodplains, Queensland Reconstruction Authority*
The plan provides a detailed floodplain assessment and greater guidance on integrating floodplain management principles and processes into future planning schemes.
- *Royalties for the Regions*
A four-year program to invest \$495 million in new and improved community infrastructure, roads and flood mitigation projects that benefit those who live, work and invest in resource regions has been released. There is an ongoing commitment of \$200 million each year for subsequent years. The program includes funding for councils to build flood mitigation measures, such as levees, flood bypasses, flood mitigation dams, flood retention basins and other key projects to protect these communities from flooding.

Schedule 1. Maps of Priority Living Areas

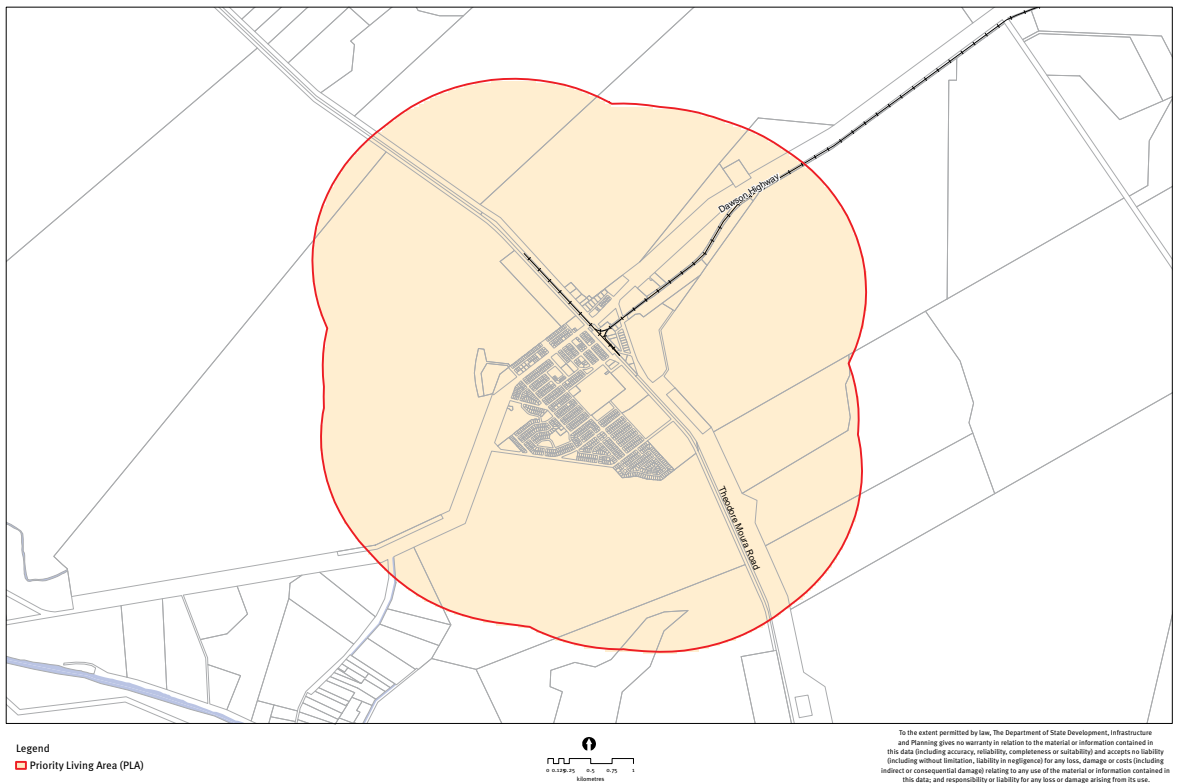
Priority Living Area - Banana Shire - Baralaba



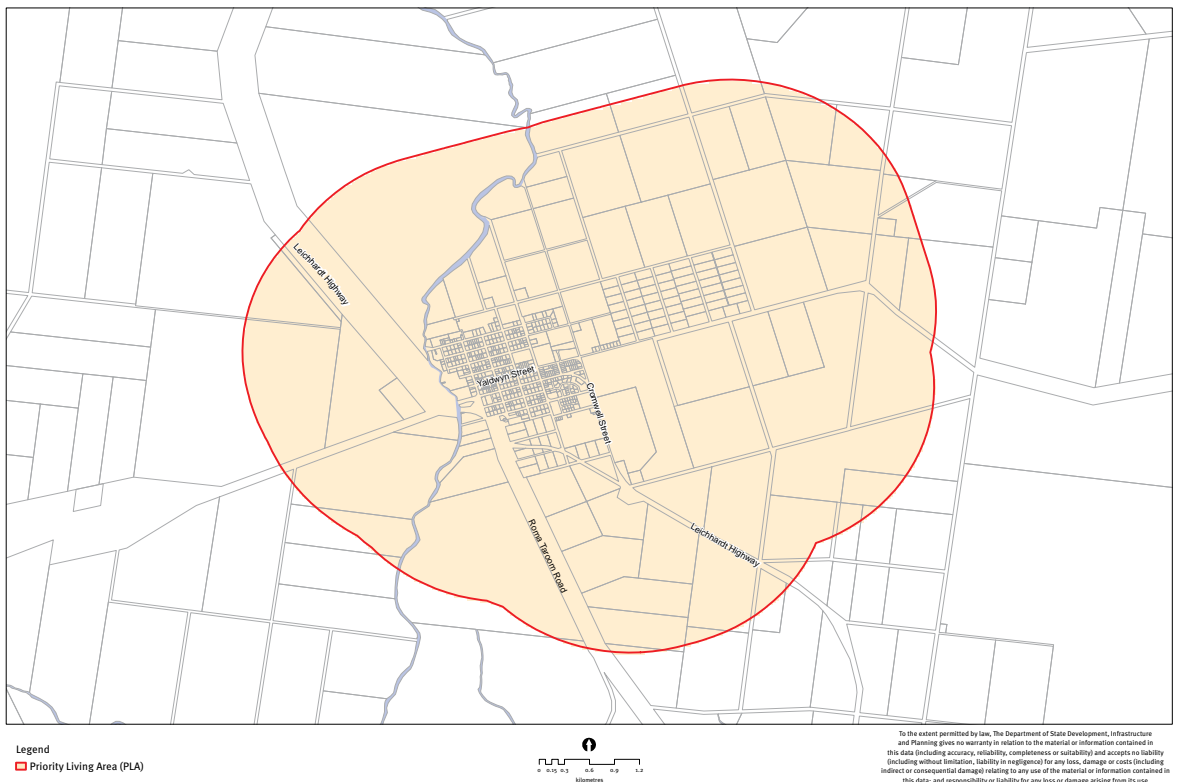
Priority Living Area - Banana Shire - Biloela



Priority Living Area - Banana Shire - Moura



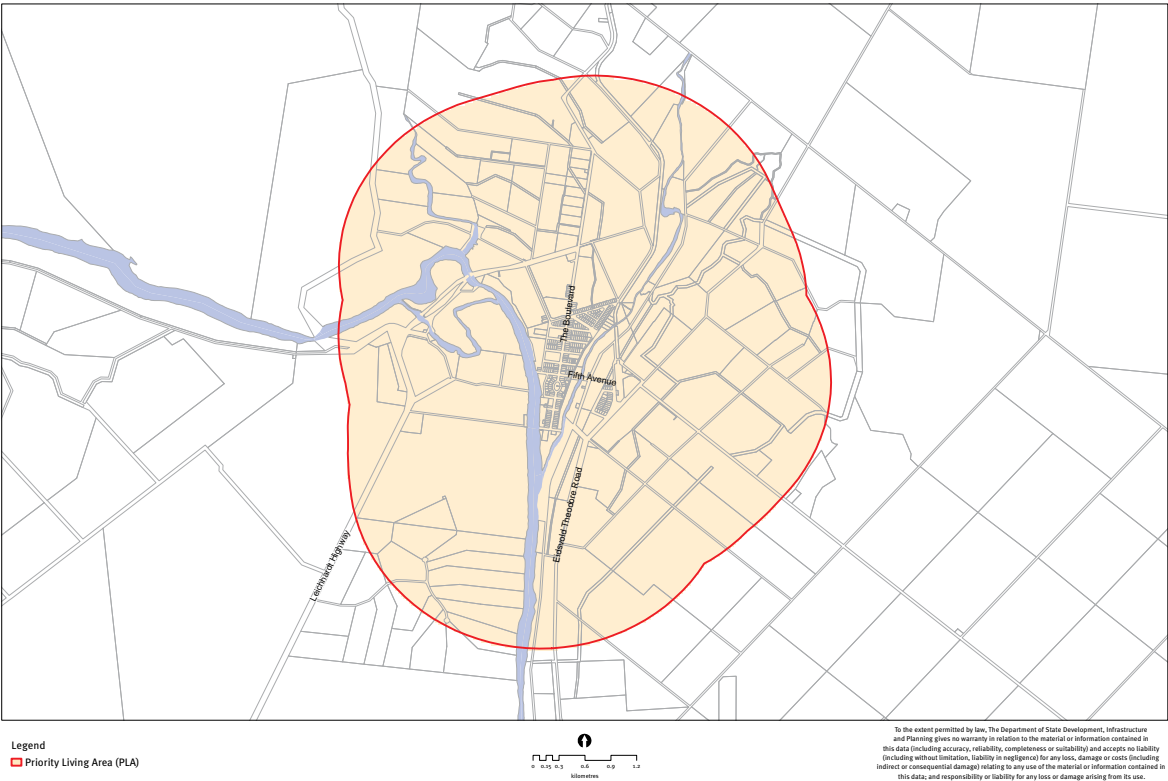
Priority Living Area - Banana Shire - Taroom



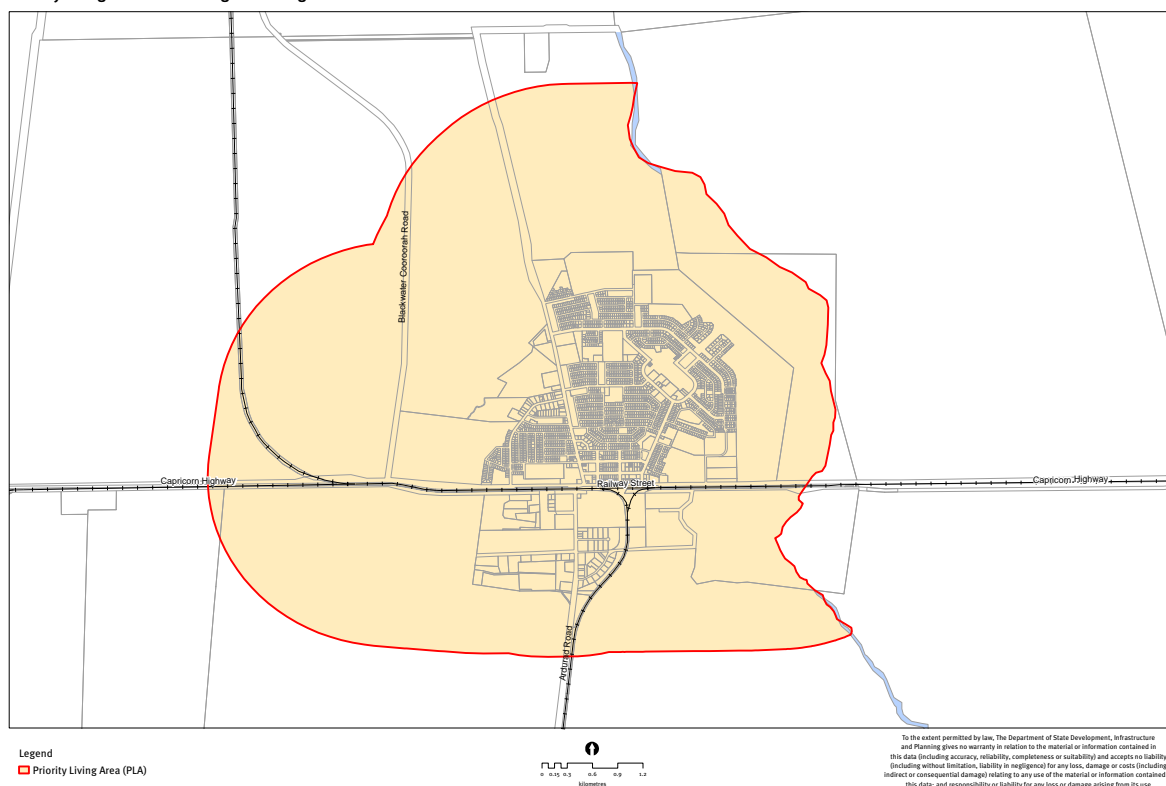
Priority Living Area - Banana Shire - Thangool



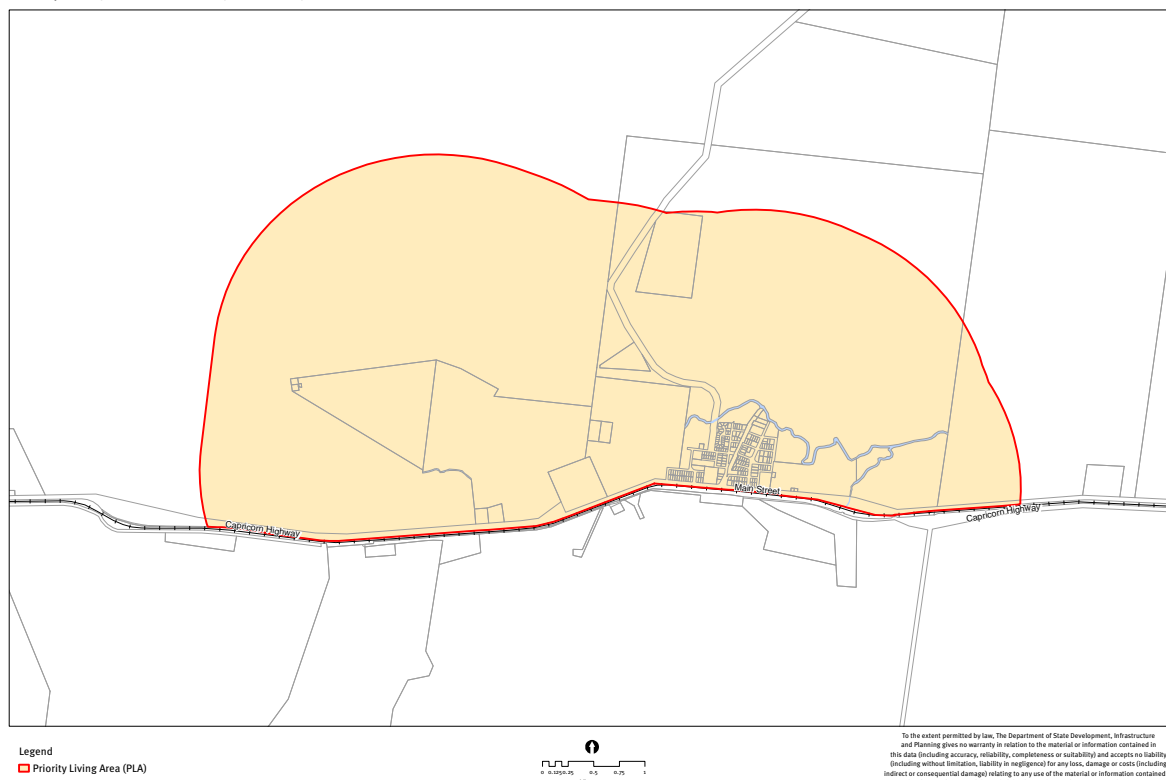
Priority Living Area - Banana Shire - Theodore



Priority Living Area - Central Highlands Regional - Blackwater



Priority Living Area - Central Highlands Regional - Bluff



Priority Living Area - Central Highlands Regional - Capella



Legend
■ Priority Living Area (PLA)



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Priority Living Area - Central Highlands Regional - Duarina

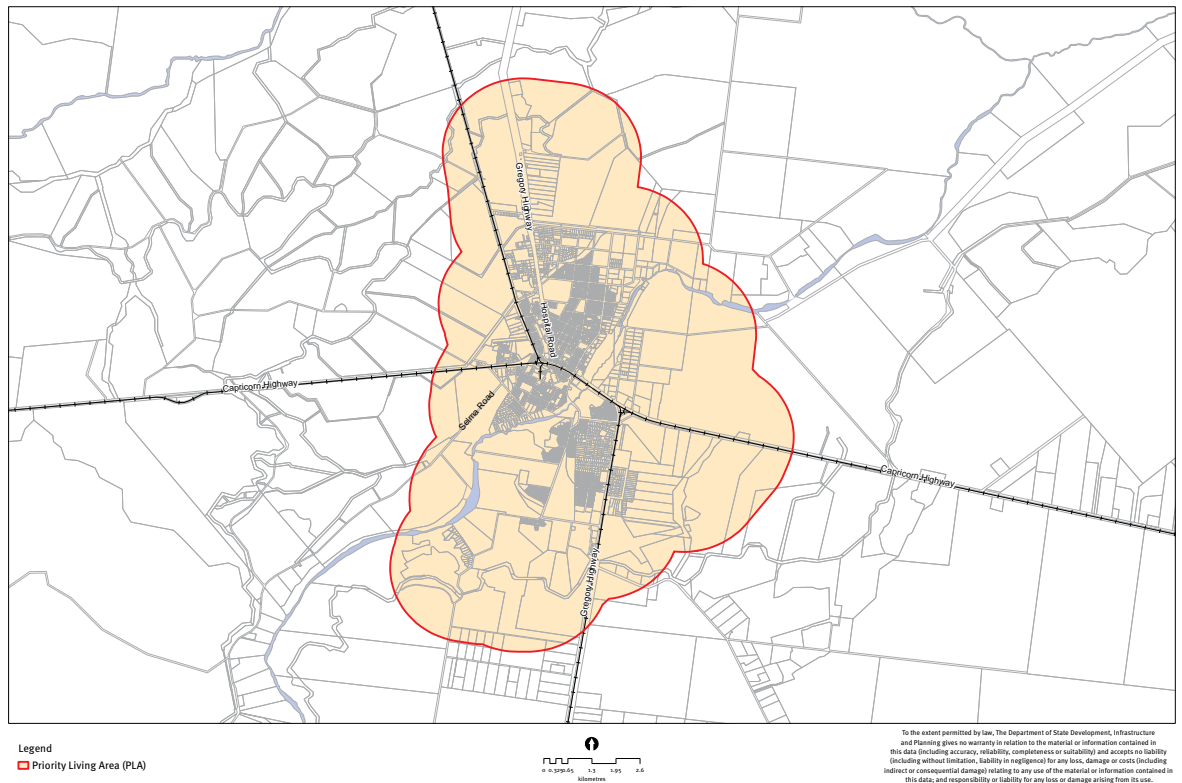


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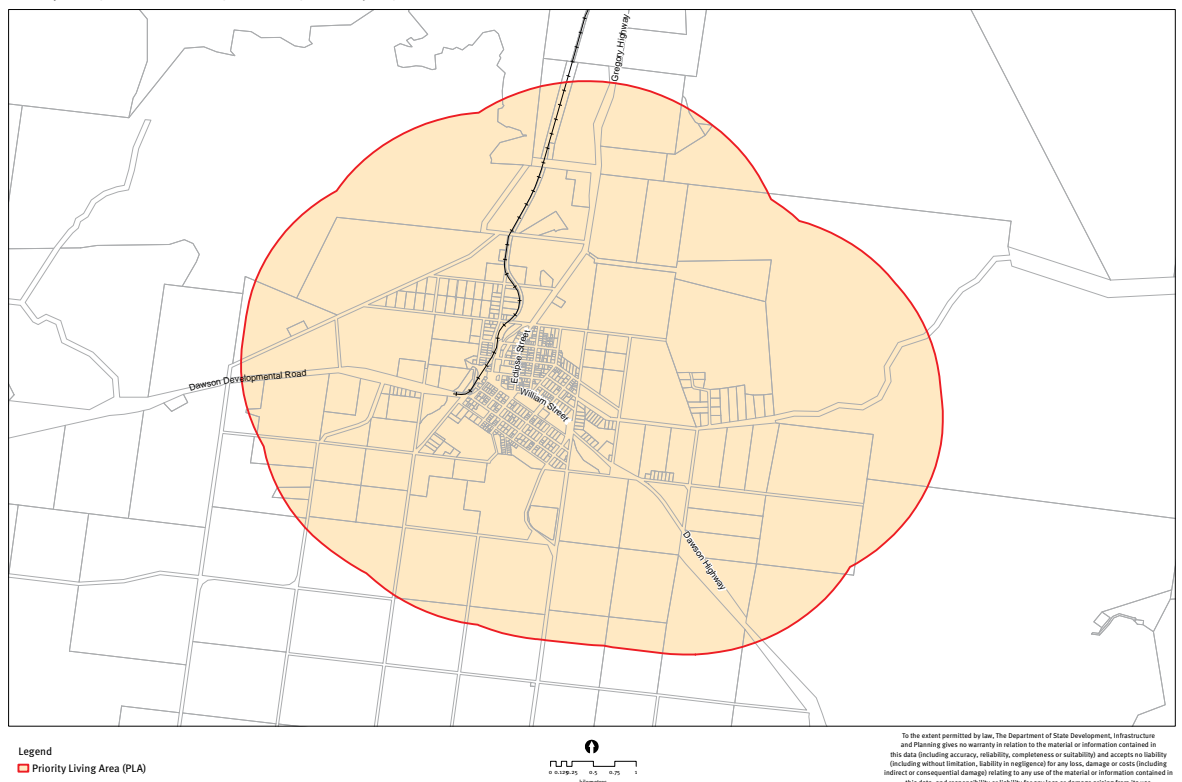


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Priority Living Area - Central Highlands Regional - Emerald



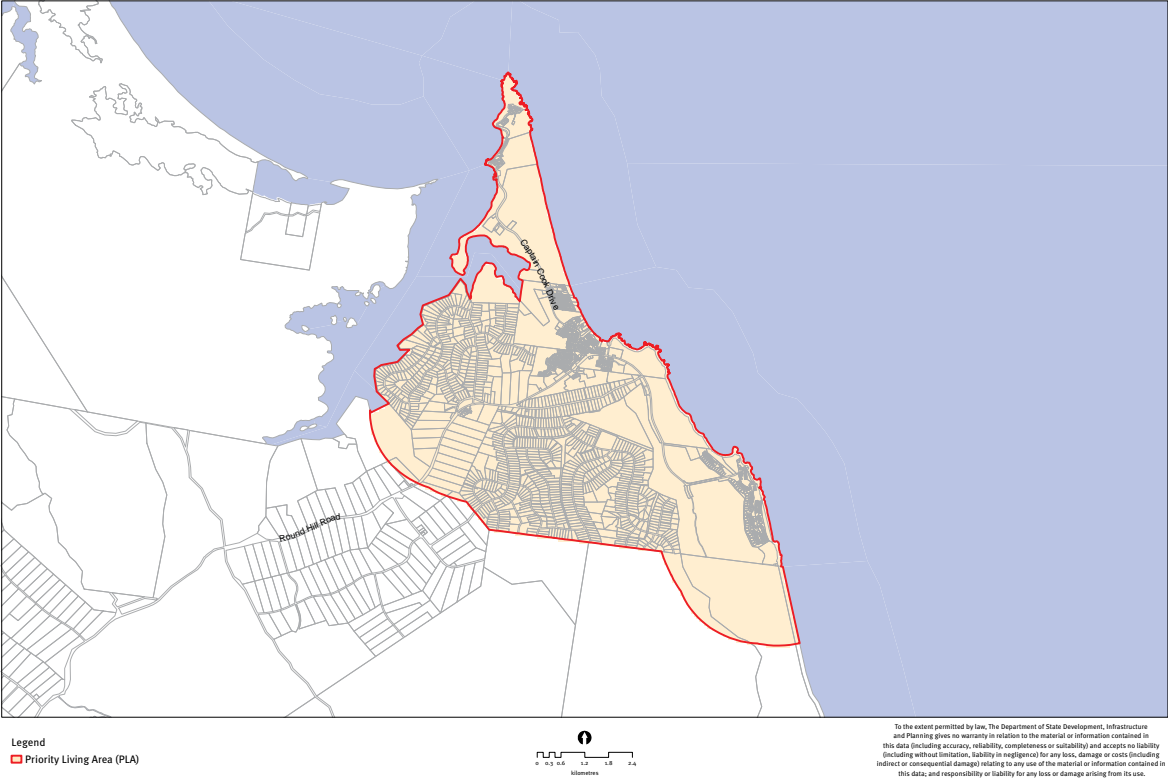
Priority Living Area - Central Highlands Regional - Springsure



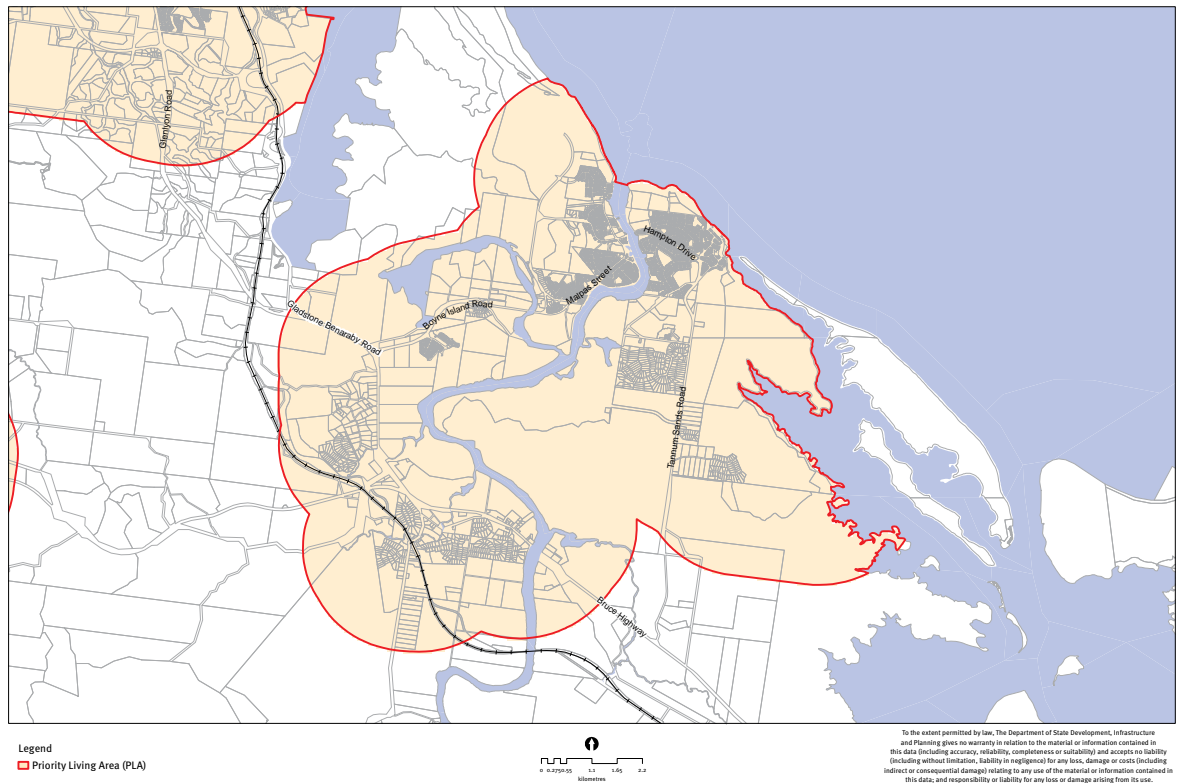
Priority Living Area - Central Highlands Regional - Tier1



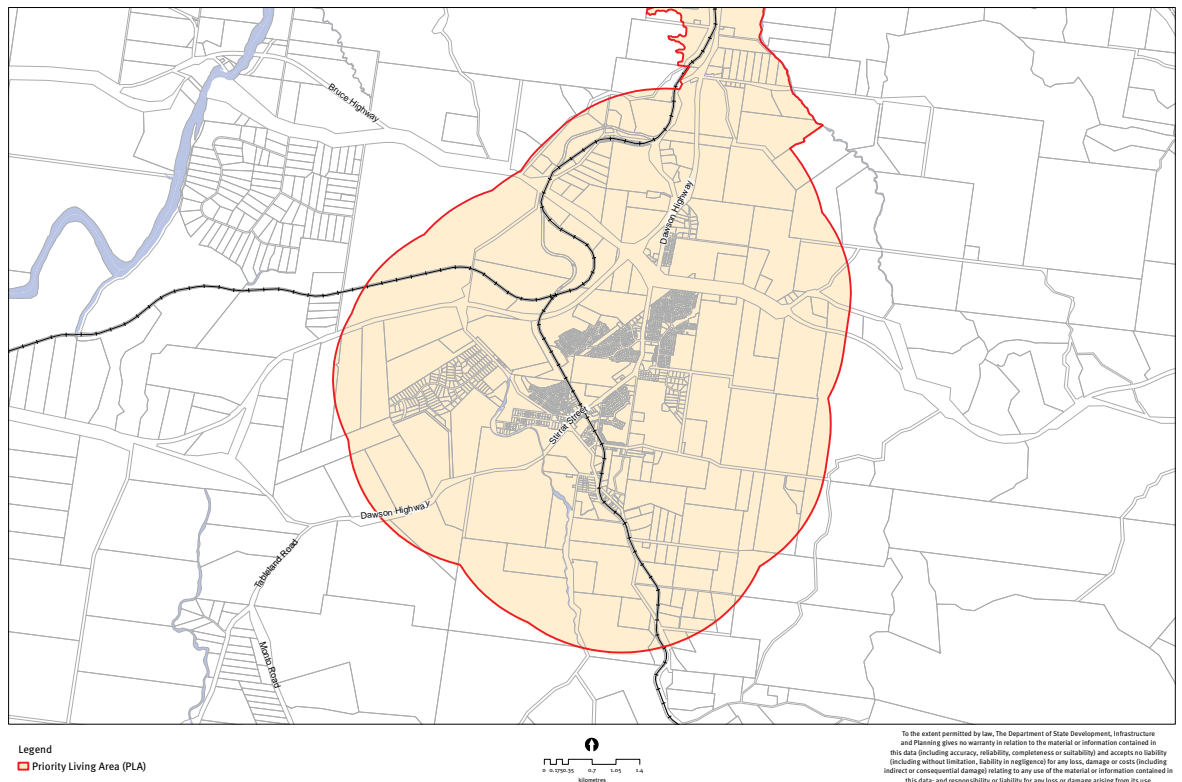
Priority Living Area - Gladstone Regional - Agnes Water/Seventeen Seventy



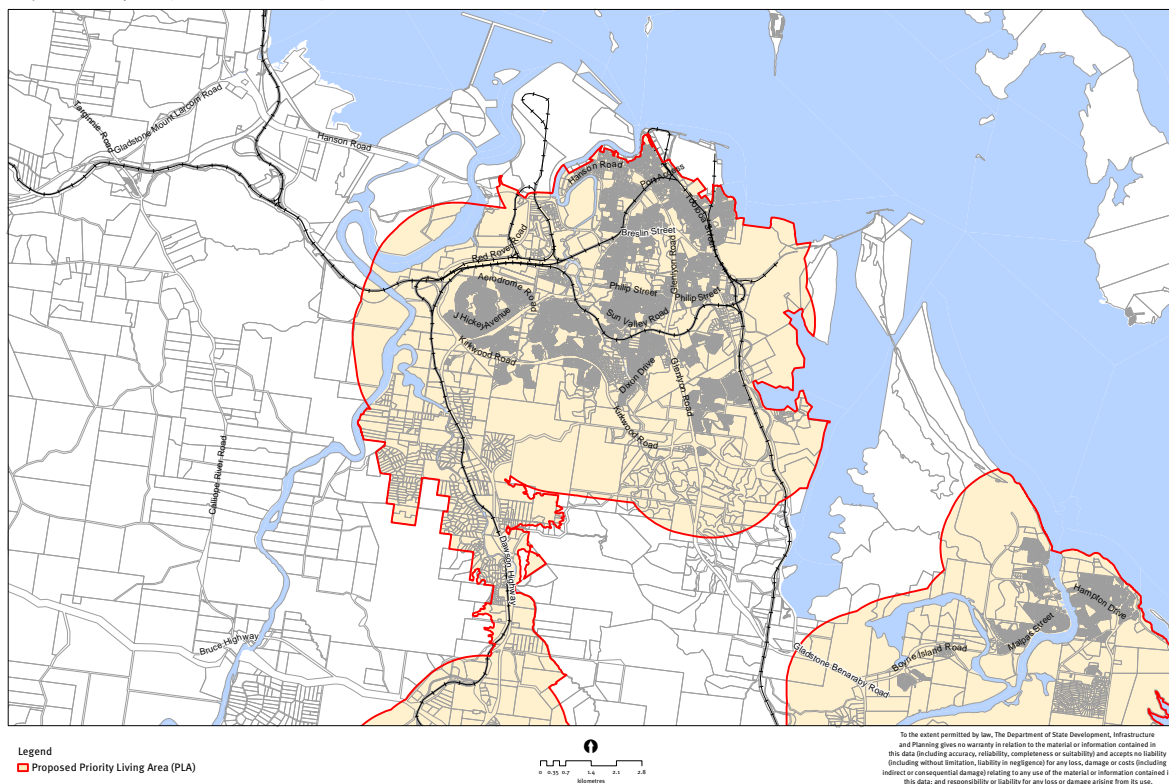
Priority Living Area - Gladstone Regional - Benaraby/Boyne Island/Tannum Sands



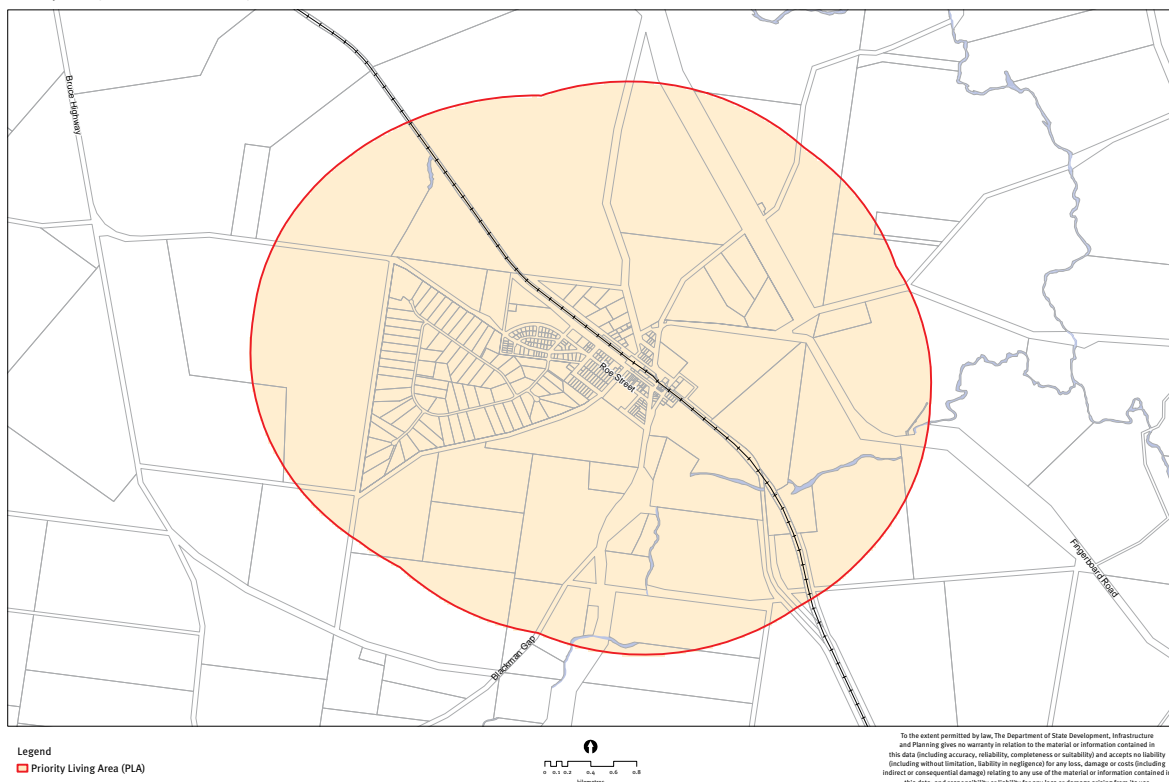
Priority Living Area - Gladstone Regional - Calliope



Proposed Priority Living Area - Gladstone Regional - Gladstone



Priority Living Area - Gladstone Regional - Miriam Vale



Priority Living Area - Gladstone Regional - Mount Lacombe

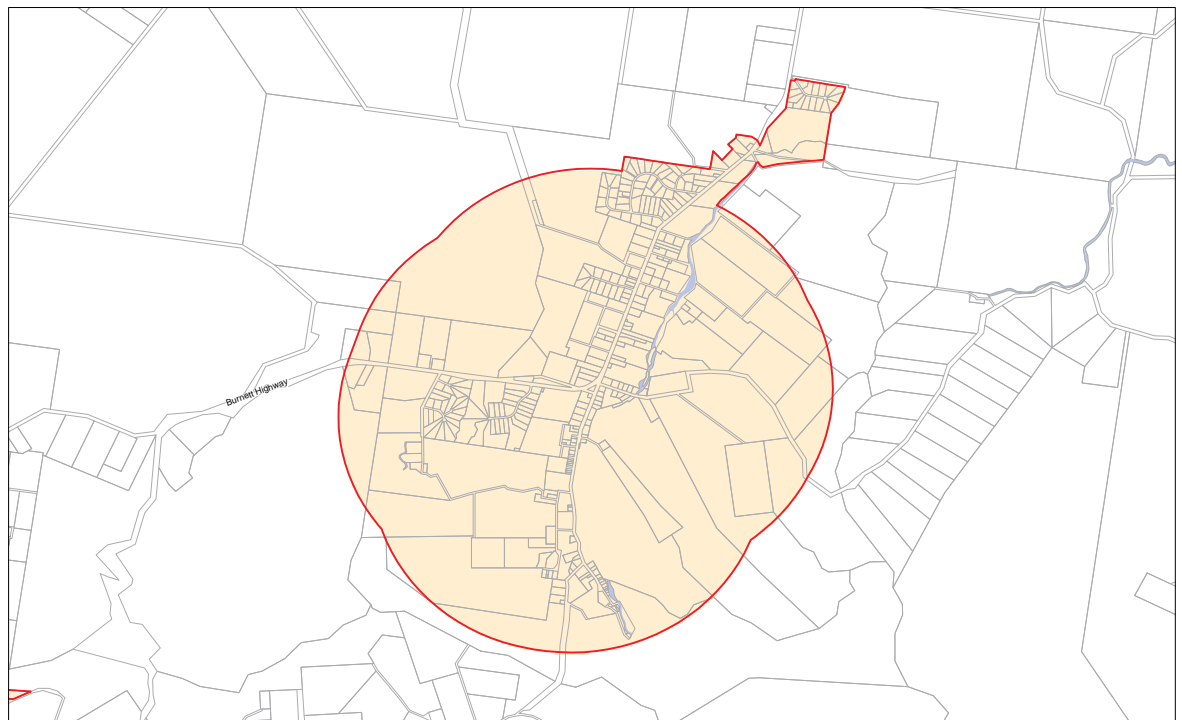


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■ Priority Living Area (PLA)



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Priority Living Area - Rockhampton Regional - Bouldercombe

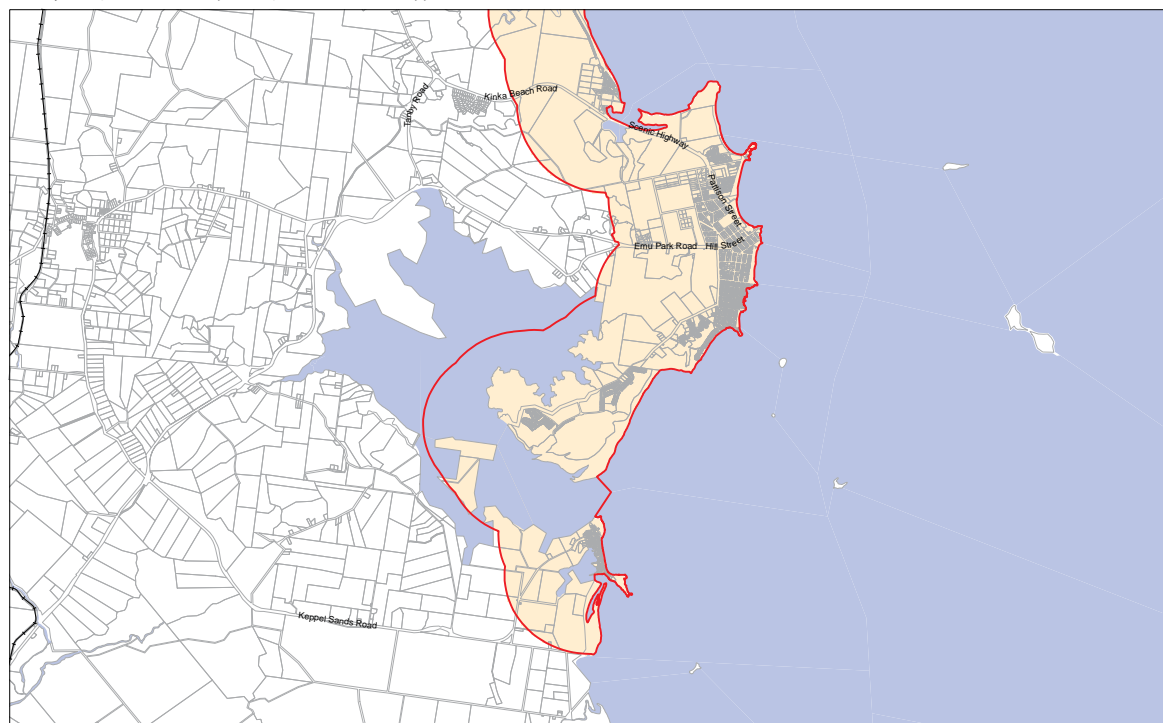


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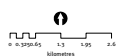


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Priority Living Area - Rockhampton Regional - Emu Park/Keppel Sands

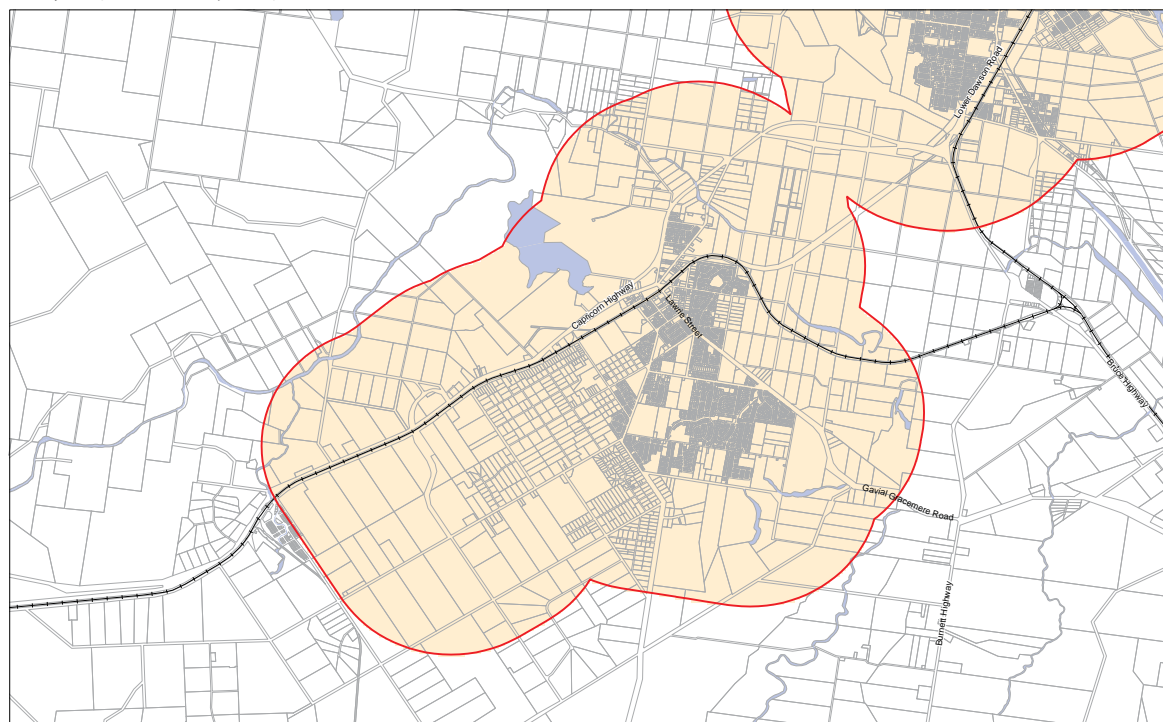


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■ Priority Living Area (PLA)



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Priority Living Area - Rockhampton Regional - Gracemere



Legend
■ Priority Living Area (PLA)



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This map shows the proposed Burnet Highway corridor in Burnet, Texas. The corridor is highlighted in orange and outlined in red. The map includes labels for Burnet Highway, Central Street, and James Street. The corridor follows the main road through the town, connecting the northern and southern parts of the community.

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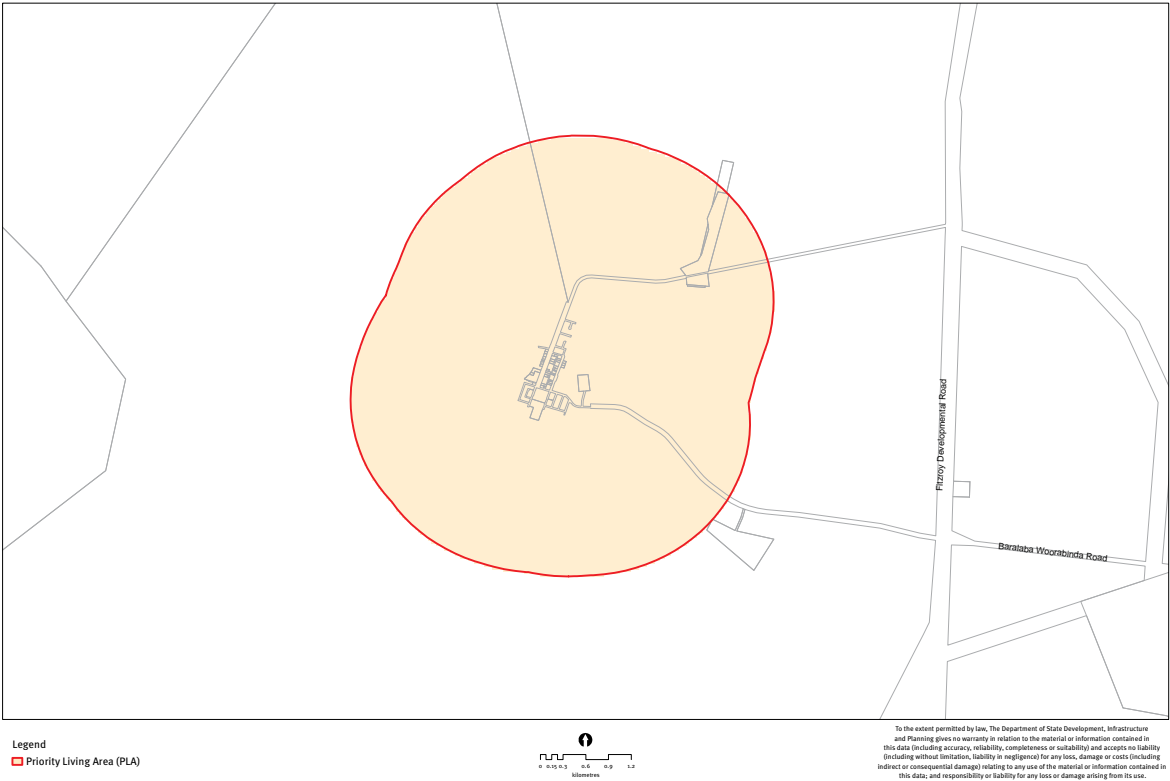
45

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Priority Living Area (PLA)

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Priority Living Area - Woorabinda Aboriginal Shire - Woorabinda



Schedule 2. Glossary and abbreviations

Glossary

Note: Terms indicated in brackets [] are defined in the glossary of the draft SPP, April 2013. In the final version of the regional plan, it is intended that the definitions for these terms will be consistent with the final version of the SPP.

Animal husbandry see the standard planning scheme provisions.

Biodiversity see the standard planning scheme provisions.

Bioregion means a region based on broad landscape patterns that reflect the major primary underlying geology, climate patterns and broad groupings of plants and animals.

[Cropping] see the *Strategic Cropping Land Act 2011*.

Ecotourism means nature-based tourism that involves education about and interpretation of the natural environment and is managed to be ecologically sustainable.

[Extractive resources] means natural deposits of sand, gravel, quarry rock, clay and soil extracted from the earth's crust and processed for use in construction. The term does not include a mineral as defined under the *Mineral Resources Act 1989*, section 6.

[Heritage place] includes a world heritage property, national heritage place, Queensland heritage place or local heritage place.

[Key Resource Area (KRA)] means an area that contains extractive resources of state or regional significance. This term includes the resource/processing area for the KRA, the separation area for the KRA and any associated transport route and transport route separation area.

[Matters of National Environmental Significance (MNES)] means the matters protected under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth), ch 2, pt 3:

- World heritage properties
- National heritage places
- Wetlands of international importance (listed under the Ramsar Convention)
- Listed threatened species and ecological communities
- Migratory species (protected under international agreements)

- Commonwealth marine areas
- The Great Barrier Reef Marine Park
- Protection of the environment from nuclear actions (including uranium mines).

[Matters of State Environmental Significance (MSES)] means the following natural values and areas protected under state environmental legislation:

- Protected area estates (including all classes of protected area except nature refuges and coordinated conservation areas) under the *Nature Conservation Act 1992*
- Marine parks (including 'marine national park', 'marine conservation park', 'scientific research', 'preservation' and 'buffer' zones) under the *Marine Parks Act 2004*
- Fish habitat areas A and B under the *Fisheries Act 1994*
- Threatened species (including plants, animals and animal breeding places) under the *Nature Conservation Act 1992*
- Regulated vegetation under the *Vegetation Management Act 2009* including:
 - Regional ecosystems identified as 'endangered', 'of concern', 'connectivity areas', 'critically limited', 'threshold', 'wetland'
 - 'high value regrowth' areas containing 'endangered' or 'of concern' regional ecosystems
 - Regional ecosystems identified as 'watercourse'
- High conservation value wetlands under the *Environment Protection Act 1994* including:
 - Wetlands assessed as containing 'high' or 'very high' values via a conservation assessment, or
 - Where a conservation assessment has not yet been completed; wetlands that intersect with areas shown in the 'Directory of Important Wetlands' and high ecological value wetlands and waterways declared under the Environmental Protection (Water) Policy 2009
- Legally secured offset areas.

[National heritage place] means a national heritage place under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth).

[Natural hazard] means a naturally occurring situation or condition, such as a flood, bushfire, landslide or coastal hazard, including erosion prone areas and storm tide inundation areas, with the potential for loss or harm to the community, property or environment.

Non-resident workers means people who fly-in/fly-out or drive-in/drive-out (FIFO/DIDO) to work and live in the area temporarily while rostered on, and who have their usual place of residence elsewhere. The Bowen and Galilee Basins' non-resident populations comprise people working in the mining and gas industries, construction workers, and associated sub-contractors. Figures in this report refer to the number of non-resident workers on-shift, or present in the area at a given point in time, and should not be confused with total non-resident workforce numbers.

Priority Agricultural Area (PAA) means an area identified as a priority agricultural area in Map 1.

Priority Agricultural Land Use (PALU) means a land use included in class 3.3, 3.4, 3.5, 4 or 5.1 under the Australian Land Use and Management Classification Version 7, May 2010 published by the Department of Agriculture, Fisheries and Forestry ABARES, Australian Government.

Priority Living Area (PLA) means an area identified as a priority living area in Schedule 1.

Resource Acts means the *Geothermal Energy Act 2010*, the *Greenhouse Gas Storage Act 2009*, the *Mineral Resources Act 1989*, the *Petroleum Act 1923* and the *Petroleum and Gas (Production and Safety) Act 2004*.

Resource activity has the meaning given in the *Environmental Protection Act 1994*.

[Transport network] means the series of connected routes, corridors and transport facilities required to move goods and passengers and includes roads, railways, public transport routes (for example, bus routes), active transport routes (for example, cycleways), freight routes and local, state and privately owned infrastructure.

[World heritage property] means a declared world heritage property under the *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth).

UNESCO means United Nations Education, Scientific and Cultural Organisation.

Abbreviations

CQ	Central Queensland
CSG	Coal Seam Gas
DIDO	Drive in / drive out
DSDIP	Department of State Development, Infrastructure and Planning
EIF	Central Queensland Economic and Infrastructure Framework
FIFO	Fly in/fly out
GBR (WHA)	Great Barrier Reef (World Heritage Area)
KRA	Key Resource Area
LGA	Local government area
LNG	Liquefied natural gas
MNES	Matters of National Environmental Significance
MSES	Matters of State Environmental Significance
PAA	Priority Agricultural Area
PALU	Priority Agricultural Land Use
PLA	Priority Living Area
RPC	Regional Planning Committee
SDA	State Development Area
SPA	<i>Sustainable Planning Act 2009</i>
SPP	State Planning Policy
WBB	Wide Bay Burnett

Appendix 1. Acknowledgements

Regional Planning Committee

Honourable Jeff Seeney MP, Deputy Premier and Minister for State Development, Infrastructure and Planning

Councillor Ron Carige – Mayor of Banana Shire Council

Councillor Peter Maguire – Mayor of Central Queensland Regional Council

Councillor Terry Munns – Mayor of Woorabinda Aboriginal Shire Council

Councillor Gail Sellers – Mayor of Gladstone Regional Council

Councillor Margaret Strelow – Mayor of Rockhampton Regional Council

Mr Stephen Bennett MP – Member for Burnett

Mr Bill Byrne MP – Member for Rockhampton

Mrs Liz Cunningham MP – Member for Gladstone

Mr Vaughan Johnson MP – Member for Gregory

Mr Ted Malone MP – Member for Mirani

Mr Bruce Young MP – Member for Keppel

Ms Mary Carroll – Chief Executive Officer, Capricorn Enterprise, Rockhampton

Ms Saleena Ham – Project Officer, Moura Chamber of Commerce

Ms Elizabeth Alexander – Dawson Valley Cotton Growers Association and Central Highlands Cotton Growers and Irrigators Association

Ms Elyse Reithmuller – Senior Executive, Fitzroy Basin Association Inc, Rockhampton

Ms Sandra Hobbs – General Manager, Central Highlands Development Corporation

Ms Dianne Morris – Treasurer, Enterprise Biloela Association Inc.

Mr Andrew Barger – Director, Resource and Environmental Policy, Queensland Resources Council

Mr Paul Bell – Acting Chair, Regional Development Australia Fitzroy and Central West

Ms Mabel Quakawoot – Director, Port Curtis Coral Coast Aboriginal Corporation

Mr Sam Bradford – Member, Golden Triangle Community, Springsure

Mr Ian Burnett – Vice President, Agforce

Ms Megan Daniels – Executive Officer, Central Highlands Resource Use Planning Cooperative

Mr Bernie Hogan – Regional Manager, Association of Mining Exploration Companies

Local government

Banana Shire Council

Central Highlands Regional Council

Gladstone Regional Council

Rockhampton Regional Council

Woorabinda Aboriginal Shire Council

Local Government Association of Queensland

Non-government sector organisations

Australian Industry Engineering and Manufacturing Network and Atlas Heavy Engineering

Australian Petroleum Production and Exploration Association Limited

Capricorn Conservation Council

Central Queensland Indigenous Development

Central Queensland University

Cotton Australia

Ergon Energy

Fitzroy Basin Elder Committee

Flinders Group

Gasfields Commission Queensland

Gladstone Area Promotion and Development Area Limited

Gladstone Chamber of Commerce and Industry

Gladstone Ports Corporation

Health Workforce Queensland

Master Builders Association

Planning Institute of Australia

Powerlink

Queensland Farmers Federation

Queensland Resources Council

Rockhampton Chamber of Commerce

Rural Doctors Association

Traditional Owner Alliance Group

Urban Development Institute Australia

Queensland Government

Department of Aboriginal and Torres Strait Islander and Multicultural Affairs

Department of Agriculture, Fisheries and Forestry

Department of Communities, Child Safety and Disabilities Services

Department of Energy and Water Supply

Department of Environment and Heritage Protection

Department of Housing and Public Works

Department of Justice and Attorney-General

Department of Local Government, Community Recovery and Resilience

Department of Natural Resources and Mines

Department of Premier and Cabinet

Department of State Development, Infrastructure and Planning

Department of Tourism, Major Events, Small Business and the Commonwealth Games

Department of Transport and Main Roads

Department of Treasury and Trade

Queensland Health

Queensland Police

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