

## **List of Rockhampton Regional Council Projects for Consideration by the Joint Select Committee on Northern Australia**

### **Fitzroy Agricultural Corridor**

In 2007 the Queensland Government, Rockhampton City Council, Fitzroy and Livingstone Shires Councils, Stanwell Corporation and Rockhampton Regional Development completed the Fitzroy Industry & Infrastructure Study (FIIS), which recommended the creation of the Fitzroy Agricultural Corridor as well as the Gracemere-Stanwell Industrial Corridor.

The Fitzroy Agricultural Corridor is made up of nine precincts in the lower Fitzroy River region, which were identified as being suitable for intensive animal production and wide scale horticulture.

These precincts were carefully examined to ensure their economic, social and environmental suitability.

The following technical studies were commissioned as part of the development process:

- Land suitability study undertaken by GHD – lower Fitzroy region was seen as suitable for intensive livestock production (beef, pigs and chickens) and some horticultural activities (citrus, grapes and vegetables)
- Environmental studies undertaken by GHD – FAC able to maintain a nutrient-neutral absorption system and prevent effluent pond overtopping events
- Health risk assessment undertaken by GHD – examined the impact of Cryptosporidium, Giardia and Faecal Streptococci in the Fitzroy River
- Climate assessment undertaken by Katestone Environmental – examined the impact of climatic conditions on feedlot cattle
- Economic evaluation undertaken by Economic Associates – FAC economically viable and of benefit to the CQ economy

Nine fact sheets, which provide an overview, were prepared for the community consultation and were included in Council's original submission to the Joint Select Committee for Northern Australia.

FIIS material, including detailed reports, can be accessed at [www.rockhamptonregion.qld.gov.au/CD.zip](http://www.rockhamptonregion.qld.gov.au/CD.zip)

The development of the Fitzroy Agricultural Corridor will involve the following elements:

### **Rockwood Weir**

This project was identified in the Central Queensland Regional Water Supply Strategy and the FIIS.

The weir should still be one of the lowest cost (per megalitre of yield) water infrastructure projects anywhere in Queensland, or potentially anywhere in Australia. It services a large area along the Lower Fitzroy River which has significant agricultural development options.

The proponents (Gladstone Area Water Board and Sunwater Ltd) are presently undertaking an environmental impact statement for the project which would be situated on the Fitzroy River, 54km south-west of Rockhampton.

The project would include construction of the weir and associated infrastructure, including access roads and fauna passage structures. It would also include the augmentation and maintenance of roads and river crossings affected by inundation.

The cost of this project and the raising of Eden Bann Weir have been estimated at \$434 million.

### **Raising of Eden Bann Weir**

This project was also identified in the Central Queensland Regional Water Supply Strategy and the FIIS.

The weir services a large area along the Lower Fitzroy River which has significant agricultural development potential.

The proponents (Gladstone Area Water Board and Sunwater Ltd) are presently undertaking an environmental impact statement for the project which would be situated on the Fitzroy River, 50km north-west of Rockhampton.

The project would include raising of the weir and associated infrastructure, including access roads and fauna passage structures. It would also include the augmentation and maintenance of roads and river crossings affected by inundation.

The cost of this project and the construction of Rookwood Weir have been estimated at \$434 million.

### **Roads**

The cost of upgrading Fitzroy Agricultural Corridor roads within the Rockhampton Region were revised in 2013 and estimated as follows:

<b>Precinct</b>	<b>Roads</b>	<b>Cost</b>
5	Ridgelands Road to Precinct 5	\$28,800,000
5	Garnett Road to Blanche Road to Ridgelands Road	\$52,400,000
4	Ridgelands Road from Precinct 5 to Precinct 4	\$53,500,000
6	Rosewood Road to Precinct 6	\$70,300,000
7	Thirsty Creek Road to Precinct 7 (via Riverslea Road)	\$37,700,000
8	Riverslea Road to Precinct 8	\$12,100,000
9	Jackson Road to Precinct 9	<u>\$25,500,000</u>
		\$280,300,000

### **Power**

The provision of power to the Fitzroy Agricultural Corridor has been divided into two separate work packages.

### **Eastern Section**

35km of 66kV line to supply a 66/22kV sub-station consisting of  
2 off, 5 MVA transformers and sufficient 22kV feeders) \$25,500,000

### **Western section**

50km of 66kV line to supply a 66/22kV sub-station consisting of  
2 off, 5 MVA transformers and sufficient feeders) \$33,000,000  
\$58,500,000

### **Telecommunications**

The voice, data and mobile telecommunications infrastructure servicing the nine precincts in the Fitzroy Agricultural Corridor need to be significantly upgraded to a standard where sophisticated business can be undertaken. At present, there is no current estimate of this cost.

### **Defence Precinct at Rockhampton Airport**

The Rockhampton Airport provides an important support role for military exercises in the Shoalwater Bay Training Area undertaken by the Australian, United States and Singaporean Defence Forces.

The Airport's runway is 2628m length and has high strength of ACN72/C/1400mpa on the main runway, taxiway and aprons, which are capable of supporting up to Boeing 747 civil aircraft, Antonov 124 and C-5 Galaxy military aircraft.

The Airport complements the ADF Defence Depot at Western Street

### **Growth Opportunities**

Council needs to use existing facilities, some of which are leased and used by the ADF to enable growth :

- FIFO/ charter operations which may need standalone terminal, additional apron parking
- Maintenance hangar facilities
- Freight distribution centre as part of the Food Bowl to Asia drive
- Increased civil aircraft and passenger movements and apron parking demand

The Fitzroy Agricultural Corridor, the nine precincts of which are within 100km of the Rockhampton Airport, has been identified as suitable for intensive livestock (beef, pigs, poultry) and horticultural production (citrus, vegetables, grapes).

The development of these precincts have the capacity of playing a major part in the Federal Government's Northern Australia Food Bowl strategy to double food production by 2040.

One of the strategies which the Rockhampton Airport is considering is to reduce the length of second runway to 1200m by April 2022. This would enable the Airport to transform the unused section of runway to a taxiway to provide adjacent hangar lease areas.

Only one side of the new taxiway could be used for ADF and Singaporean Armed Forces for helicopter parking to enable use of the new taxiway and taxiway C during military operations.

These defence forces would need to consider alternate on airport parking solutions, such as pushing back on grassed areas.

### **New Military Precinct**

The Rockhampton Airport has undertaken strategic planning to meet the future commercial and military requirements of the Airport.

A new stand alone military precinct is proposed on Rockhampton Airport land to allow more secure and cost efficient operations for airport users. A plan of the area is included in the presentation which Council presented to the Joint Select Committee at its Brisbane hearing.

A long term lease from Council to the ADF is proposed over the new site.

## **Additional Project being Considered by Council**

### **Rockhampton Ring Road**

Stage 4 of the Rockhampton Ring Road has identified in the Fitzroy River Floodplain and Road Planning Study (Dec 2011) and includes the third Fitzroy River crossing, linking from Yeppoon Road through Parkhurst and Pink Lily to Ridgeland Road and back into south Rockhampton.

Preserving the corridor (for Stages 5 and 8) has been identified in the Bruce Highway Action Plan as a High Priority 1 project and the Department of Transport & Main Roads are advancing the corridor planning and preservation part of this project.

The key point is that both existing Fitzroy River crossings are now carrying in excess of 40,000 vehicles per day and are becoming a constraint (that is magnified significantly if there is a traffic incident on either).

Strategically this project links the Rockhampton region's growth areas in Parkhurst and Gracemere.

This project is probably about \$500 million plus for an initial two lane configuration with at grade intersections.