

Gladstone Regional Council

2020 State Election

Strategic Priorities



10,489M2

Gladstone Regional Council
Boundary Area



About Gladstone Regional Council and the Gladstone Region

With a vision to connect, innovate and diversify, Gladstone Regional Council's culture is proudly defined by community connectedness, a drive for innovation and the celebration of diversity. Gladstone Regional Council is committed to working together to balance the region's lifestyle and opportunity for the 62,979 residents which call the region home. Spanning over 10,489 square kilometres the region encompasses a vast landscape, from coastline to country, rural townships to major industry. Council aims to make true connections with the community and our environment which are safe, ethical, responsive, visionary, inclusive, community centric and efficient. Council is continually seeking innovative opportunities that support smart infrastructure decisions and operational excellence. A focus on diversification helps grow the region and expand opportunities.

Competitive Advantages and Economic Assets:

The Gladstone Region has many natural and economic assets which provide a competitive advantage:

- Natural deep-water port which is one of the largest, bulk commodity ports in the world.
- Strategic location in proximity to considerable natural resources across Central Queensland and the Surat Basin.
- Industrial land in the Gladstone State Development Area and Strategic Port Land adjacent to existing enabling infrastructure
- Existing heavy industry and supporting infrastructure
- Strong supply chains to support industry and a highly skilled workforce
- Locally based construction capacity to deliver major projects.

ing Island
dstone



513.9KM

North of Brisbane

Economic Profile

\$5,602m in Gross Regional Product (GRP)

Supported an estimated **29,072 jobs** in 2018/19.

Representing **3.1% of Regional QLD's economy** in terms of GRP and **2.4% in terms of local jobs**.

The economy in terms of GRP has been expanding over the last 2 years with an annual average GRP **growth rate of 2.9%**.



63,412 residents, 2.5% of Regional QLD's total population

Median age 35 years, compared to 39 years for Regional QLD

In 2041, the population of Gladstone is expected to reach **75,327**

Average of **566,000 visitors** to the region per annum.

3,701 Local Businesses

Top **4** employers in 2019:



Manufacturing **4,513 jobs** (15.5%)

Construction **3,251 jobs** (11.2%)



Retail **2,821 jobs** (9.7%)



Transport & Logistics **2,510 jobs** (8.6%)



An aerial photograph of Gladstone, Queensland, showing a mix of industrial and residential areas. In the background, there are large industrial silos and a ship at a port. The middle ground shows a residential area with houses and trees. The foreground features a large parking lot with many cars and some commercial buildings.

COVID-19

Projected Regional Economic Impacts

While the regional impact is forecast to be significant and long lasting, Gladstone's industrial resilience will present opportunities to build on regional specialisations and major industrial facilities. It will also allow us to transition to broader based drivers of economic growth including hydrogen production, renewable energy, waste to energy and Bio Futures.

A fall in economic activity in our trading partners, is expected to have a significant impact on Gladstone's industrial and export sectors.

Economic modelling indicates: -

- Total impact puts Gladstone in the top range of the most impacted regional QLD LGAs
- Gladstone Gross Regional Product in June Quarter 2020 will be 12.3% lower than the average quarter experienced in 2018/19
- The \$172M quarterly fall in GRP reverses the upward trend experienced over the last three years
- Number of jobs is expected to be 2,396, 8.2% lower than the previous year with another 1,139, 3.9% of workers who would have lost their jobs but are now on JobKeeper payments.

Gladstone Regional Council is calling on the State Government to invest in the Gladstone Region COVID-19 Economic Recovery Plan.

Investment in the Gladstone Regional Strategic Projects and endorsement of Policy Priorities will see the industrial powerhouse of Gladstone be a leading region in the economic recovery of Queensland and Australia.

Enabling

Regionally significant Supply Chain Infrastructure

GLADSTONE HEAVY VEHICLE TRANSPORT CORRIDOR

(inc. Gladstone Port Access Road Stage 2)

\$72M-\$454M

The Gladstone Heavy Vehicle Transport Corridor will provide improved heavy vehicle freight access from Central and Western Queensland to the Port of Gladstone. The corridor incorporates the Gladstone Port Access Road - extension and upgrade of the Glenlyon Street and Port Access Road.

The improvements will allow Type I Road Train access via the corridor to reduce logistics costs and time.

The current method of decoupling of road trains on the Dawson and Capricorn Highway network hampers the productivity and efficiency of transport supply chains. The project will create a safe and efficient route for heavy vehicles accessing the Port of Gladstone.

Studies have identified considerable freight savings using a PBS A-Double vehicle for round trips to the Port of Gladstone. Total transport task savings using PBS A-Double vehicles could yield benefits and savings of \$20M per annum. An efficient heavy vehicle road transport corridor to the Port of Gladstone is essential for Central Queensland industry, particularly primary producers, given the escalation of freight costs and the excessive burden of pavement maintenance on state and local governments. The Queensland Government's Advancing Freight in Queensland sets a shared vision for the state's freight system of an integrated, resilient and safe freight system that supports the economy and community.

BENEFITS

- Improved road safety
- Unlock regional economic benefits
- Freight cost savings for regional communities with Type I Road Train access.
- Reduced cost of fuel, cement, fertiliser and ammonium nitrate to the farmers, rural citizens and industry.
- Reduced cost to farmers to transport their grain to Port.
- Potential to achieve significant savings in shipping container freight costs, creating new industry and expanding on existing opportunities.
- Reducing the number of truck movements and CO2 emissions per tonne of cargo by using Type I Road Trains.





INLAND RAIL EXTENSION TO THE PORT OF GLADSTONE

Linking the Inland Rail to the Port of Gladstone will unlock long-term regional economic benefits and improve road safety while reducing land and sea transport congestion in South East Queensland.

Freight linkages provided by the Inland Rail project will drive regional economic development and regional supply chain development along the future Inland Rail Corridor through to the Port of Gladstone. Linking regional Queensland to the world.

The proposed inland rail extension to the Port of Gladstone is supported by all the councils on the corridor and associated development agencies.

'The Queensland Government is committed to working together with customers, industry and other levels of government to build a freight system that is integrated, resilient and safe, now and into the future.' - The Hon. Mark Bailey MP, Minister for Transport and Main Roads.

'As Queensland's economy grows, so does our reliance on the freight system to transport more goods across the state, more often. The freight task is expected to increase more than 20 per cent over the next decade, and the Queensland Government must be innovative in balancing this growing demand within a constrained funding environment to create a freight system for the future.' - Queensland Freight Strategy - Advancing Freight in Queensland.

BENEFITS

A fully integrated, efficient and cost-effective East Coast supply chain would improve not only the regional economies along the rail network but would also be a strategic asset in the State and National economies.

Enabling

Infrastructure

GLADSTONE COAL EXPORTERS SPORTS COMPLEX (Marley Brown Oval) UPGRADE

\$41M

Council has established a Master Plan for the Gladstone Coal Exporters Sports Complex. The long-term vision is the development of a year-round multi-purpose sports and events complex with the capacity and facilities to host major events and sporting matches at national, state and local level. There will be national broadcasting capability with a crowd capacity of up to 10,000 people.

A key component of the Master Plan is the redevelopment of the existing facility. Several options have been investigated including relocation to another site or redevelopment

on the existing site. It was decided that the options should focus on the redevelopment of the existing site.

Redevelopment of the existing site includes:

- Reorientation of the existing field North-South
- New purpose-built Grandstand
- Removal of existing grandstand and some other old buildings
- Develop a modern stadium with sufficient capacity and event flexibility

BENEFITS

- Provides the ability to host major events
- Promote economic development through an event economy





BOYNE TANNUM AQUATIC RECREATION CENTRE (BTARC)

\$21M

Boyne Island and Tannum Sands are thriving coastal communities home to nearly 10,000 residents located 26km South East of the City of Gladstone. It is home to nearly 3,000 working families with the median age of residents is 36 years. It's primarily a residential centre for the nearby Boyne Island Aluminium Smelter and Gladstone industries. The two localities are separated only by the Boyne River. It is also a tourist hub with a patrolled beach and is a well-known fishing venue providing access to the Great Barrier Reef, Lake Awoonga and The Boyne River.

Analysis of the Aquatic facility supply in the region and from beyond the area, identified significant gaps in facilities and services on offer for the community. This supported the long held and strong desire of the community for an aquatic recreation centre in the area. Further demographic analysis and population projections highlighted the importance of these facilities that support key groups, including younger and older community members. This points towards the importance for Hydrotherapy and Rehabilitation facilities to support the variety of demographics and learn to swim opportunities for community safety and wellbeing.

A candidate site selection process has been undertaken and concept design and costings developed to determine the benefits of building an Aquatic Recreational Centre in the Boyne Tannum area.

The masterplan for the Boyne Tannum Aquatic Recreation Centre is focused on providing a facility which delivers on the aquatic needs of the local community.

Preliminary master plan facilities included: a 25 metre pool; a 50 metre pool; kids splash pool; hydrotherapy/warm water exercise pool; waterslide; swim club/meeting room; café; staff/management/first aid; and supporting infrastructure including car parking, pedestrian paths and landscaping.

BENEFITS

- Delivery of an important piece of social infrastructure for a regional community and economic development
- Improve community health and Wellbeing outcomes
- Improve community water safety outcomes

BOYNE BURNETT INLAND RAIL TRAIL (BBIRT)

\$20.5M

A rail trail is a multi-use recreation trail running on a disused rail corridor (public land) for nonmotorized recreation. There are over 100 established rail trails in Australia.

The proposed Boyne Burnett Inland Rail Trail would be developed effectively on two disused railway corridors between Taragoola (Calliope) and Reids Creek (Gayndah). These railway corridors are between Gladstone and Monto. Combined the railway corridors cover some 270.75 kilometres across 2 regional council areas – conversion to a rail trail would make this the longest rail trail in Australia. The case has been made that developing a series of shorter trails provides a better experience for a wider range of users. The development of three shorter trails – the Awoonga Lake Rail Trail (\$10.7M), the Kalpowar Tunnels Rail Trail (\$6.5M), the Burnett River Bridges Rail Trail (\$3.3M) – should be pursued.

Gladstone Regional Council is seeking funding from the Queensland Government for the construction of the identified trails including the detailed design development plans for the rail trails being prepared. This will involve a thorough examination of each proposed trail; the preparation of detailed works lists and cost estimates for the construction and maintenance of the proposed trail and the detailed trail development plan that will lead to the ultimate construction and operation of the trails.

BENEFITS

- Capital development of a regionally significant attraction establishing a highly recognised rail trail destination fit for cycling, walking and horse-riding, as part of the Queensland Inland Rail Trail network
- Taking trail users through towns will provide new business opportunities for service providers and improve the regional economy
- Improvements to community connectivity. The trail will make an actual connection between the towns and villages en route – one that reinforces historic connections and drives economic development
- Increasing recreational options and improved health and economic outcomes for local people
- Possible \$6M injection into the local economies per annum in operation.





JUMPSTART CITY HEART HARBOUR ARBOUR

\$7M

The Jumpstart our City Heart Urban Renewal Strategy was created to guide future development and new social, economic and environmental opportunities for Gladstone's Central Business District (CBD). Its vision is to make the Gladstone CBD a vibrant City Heart destination, showcasing the unique heritage of the street while providing opportunities for residential living, active business use, engaging entertainment and cultural activity.

The project will redevelop the streetscape of Goondoon Street between Lord and Yarroon Streets to provide an innovative, unique and sustainable Harbour Arbour, that considers a safe and shady pedestrian linkage from the waterfront to the CBD that creates urban renewal and revitalisation of the city centre.

BENEFITS

- Re-establishing Goondoon Street as Gladstone's main street by improving economic and development opportunities within the CBD
- Creating a unique identity for the CBD and achieving a sense of arrival
- Recognising the city's heritage as an important asset and improving the quality of public spaces and streets
- Creating a CBD destination that provides entertainment for the entire Gladstone region
- Investigating alternative transport options for ease of access into and throughout the CBD
- Converting grey space to green space and improving connectivity to active open spaces.

ROUND HILL CREEK CHANNEL ACCESS IMPROVEMENT

\$1.5M Capital

& \$500K p.a. maintenance

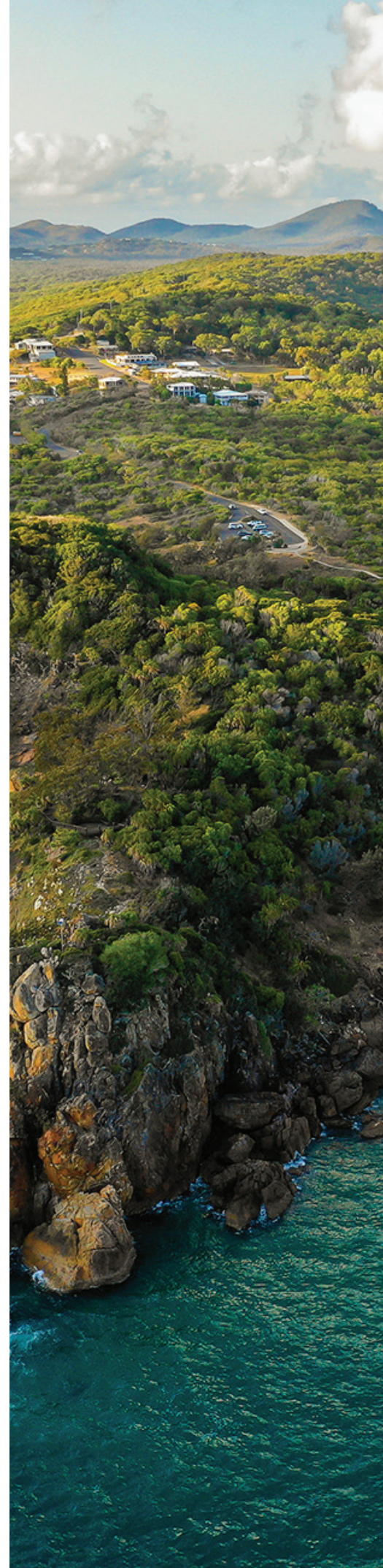
In recent years, the naturally designated channel allowing vessels to navigate Round Hill Creek in Seventeen Seventy has gradually shallowed, due to natural coastal processes which has caused problems at low tides for all vessels.

Concerns include safety for Volunteer Marine Rescue (VMR) and recreational vessels at low tide, as well as economic limitations for commercial vessels and tourists visiting the world class tourism destination and the reef.

Gladstone Regional Council seeks funding and project delivery of the Round Hill Creek sand dredging works to provide desired navigable access. Gladstone Regional Council investigated a range of options to establish and maintain a deeper navigation channel at Round Hill Creek. Council is now seeking community support to advocate for State and Federal Government to undertake the sand dredging works and support ongoing maintenance dredging.

BENEFITS

- Improving marine vessel accessibility through the Round Hill Creek mouth will lead to increased tourism and commercial opportunities within the Seventeen Seventy and Agnes Water communities
- The current \$315m annual value of tourism in the region could grow up to \$348m over the next 5 years with better tourism vessel access to the Reef
- Local fishermen and recreational users of the creek are able to safely and efficiently access a range of locations
- Volunteer Marine Rescue can respond to all marine emergencies, regardless of the tides.





Strategic Policy

Enabling Prosperity

AGE FRIENDLY COMMUNITY STRATEGY

From 2016 to 2036, the population of Gladstone is expected to grow by 0.7% per annum. As at 2041, the population of Gladstone is expected to reach 75,327, a growth of 12,039 people from 2016.

During the same period, the population of Seniors (70 to 84), empty nesters and retirees (60 to 69) is forecast to have the largest increases of 4,460 and 1,712 people respectively. This is likely to drive demand for health, aged care and related care and support services.

Gladstone Regional Council acknowledges the opportunities and challenges presented by the ageing of our population. With high numbers of retirees and Baby Boomers choosing to make a sea change to the South-East region, the Gladstone region is facing a drain of an important element of our community and the loss of volunteers, care givers and dedicated members of the community. This will require Council to work with the various key agencies across the region to encourage our seniors to age in the Gladstone Region.

Our older community members are looking for supportive lifestyle opportunities; from accessible and connected transport options, to maintaining their health and fitness, improved attitudes about older people in the community, aged-care options at a range of price points, home care programs to support independent living, respite care and support for carers.

Council is already working collaboratively with its partners to address the needs of our current and future older residents and is seeking expressions of interest from qualified retirement and aged care accommodation providers to enter into agreement with GRC to build, operate and maintain an aged care facility on land adjacent to the Philip Street Communities and Families Precinct at Philip Street, Gladstone.

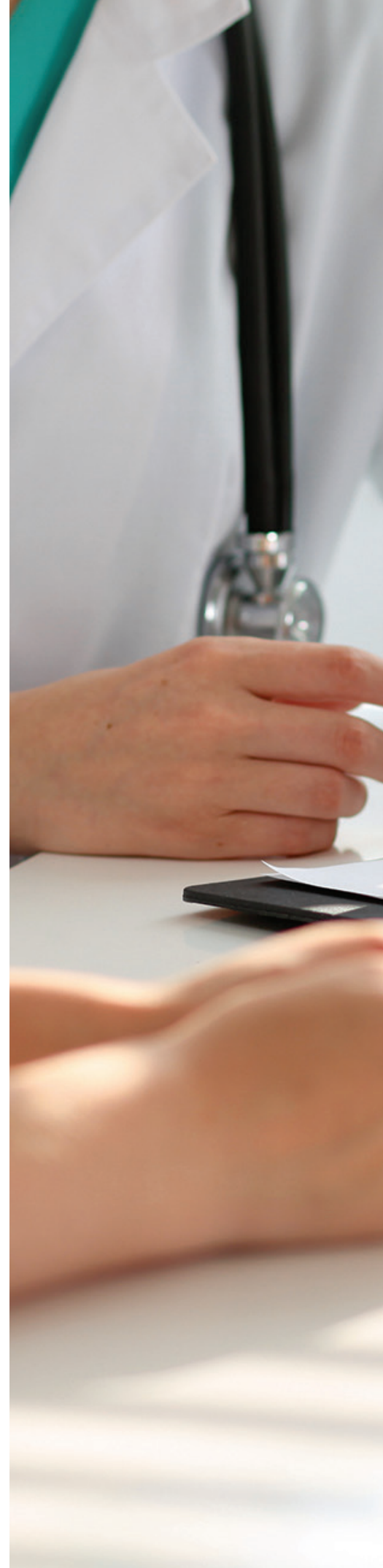
Our older people play a vital role in our communities and it is important to recognise and respect the significant contribution they make to our vibrant region. Council is committed to doing our part to help achieve the aspirations our seniors have for our region and the responsibility for addressing these impacts needs to be shared between all key Government agencies in the region.

LEGISLATIVE RECOGNITION OF COMMUNITY INTEREST IN GLADSTONE AREA WATER BOARD

Preserving the return of Dividends and Tax Equivalents from the entity to the community.

Council acknowledges and welcomes bipartisan support for the return of 50% of the Dividend and Tax Equivalent Payments (DTEP) to the community. Council seeks assistance to gain visibility of forecasting of future returns to our community. Should this visibility be obtained, Council will be better placed to pass through returns relative to residential usage from the State to the Community, as an offset to the bulk water charges paid to Gladstone Area Water Board.

Over the period from 1 July 2016 to 30 June 2019 Council has received \$17.7m in DTEP, with this funding being utilised to fund water and sewerage capital infrastructure.





DISTRIBUTION PRIORITY AREA (DPA) FOR GENERAL PRACTITIONERS

The Department of Health (DoH) has, changed its District of Workforce Shortage assessment areas for GPs and bonded doctors to a new Distribution Priority Areas classification.

Whilst the previous classification system used a GP-to-population ratio, the new Distribution Priority Area system instead considers the characteristics of patients living in GP catchments, including demographics, such as gender and age, and socioeconomic status. GP catchments are themselves part of a new custom geography developed by the DoH, using the Australian Bureau of Statistics' (ABS) Australian Statistical Geography Standard 2016 in combination with five years of Medicare and ABS demographic data.

The result for the Gladstone - Tannum Sands region from the recent decision to remove the region from the Distribution Priority Area (DPA) for General Practitioners effective 25 July 2019 is to reduce the Regions ability to attract overseas trained doctors. This is prejudicial to the Gladstone Region as the data considered coincided with the LNG boom in the region and a temporary generational change in the demographics and population of Gladstone.

Why is it important?

Under Section 19AB of the Health Insurance Act 1973, international medical graduates must work in a DPA in order to be eligible for Medicare benefits. Only after a 10-year moratorium has been served can the practitioner access these benefits while residing outside a DPA. With a current regional practitioner population largely foreign trained, Gladstone - Tannum Sands is at risk of experiencing a reduction in these numbers, noting that our current ratio of General Practitioners per head of population already sits at 0.4:1000 compared to the World Health Organisation and Royal Australian College of General Practitioner recommendations of 1:1000. The change in designation is anticipated to have real impacts on our community, particularly given that the current ratio of general practitioners per head of population is already below the recommended level.

The removal of the DPA designation will remove the ability of international medical graduates to offer Medicare benefits to patients. Anecdotally, we are advised that the number of applications lodged by Australian trained doctors with practices in our Region in the past decade have been extremely low.

OUTCOME

The Gladstone Regional Council is calling on the Department of Health to reconsider the blanket application of the new system and review affected communities on a case by case basis.

The change in designation is anticipated to have real impacts on our community. The removal of the DPA designation will remove the ability of international medical graduates to offer Medicare benefits to patients.

