

20 February 2023

Draft Wide Bay Burnett Regional Plan 2022
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Dear Regional Planning Scheme Team

Re: Draft Wide Bay Burnett Regional Plan 2022

Cement, Concrete and Aggregates Australia (CCAA) is the peak industry body representing the \$15 billion-a-year heavy construction materials industry in Australia. Our members are involved in the extraction and processing of quarry products, as well as the production and supply of cement, pre-mixed concrete and supplementary materials. We welcome the opportunity to provide feedback on the ***Draft Wide Bay Burnett Regional Plan 2022*** (draft Plan).

About our industry and its products

Nationally, our sector employs approximately 30,000 Australians directly and a further 80,000 indirectly. In Queensland, the cement, concrete and aggregates industry has a long and proud history, having supported the State for almost 200 years. Employing more than 8,000 people directly, and 18,000 indirectly, our industry is based in all parts of the State, producing approximately 45 million tonnes of sand, stone and gravel (ie aggregates); 7.2 million cubic metres of pre-mixed concrete; and 2.2 million tonnes of cementitious material (eg cement, flyash) each year.

Our members play a critical role in building the economy and delivery of the State's infrastructure, particularly through the materials supplied for critical pieces of development such as bridges, roads, schools and hospitals. We are a key component of the supply chain for the building industry, as the ability of our members to efficiently provide product to market is of fundamental importance.

Essential materials for the state's infrastructure and building and construction needs

The sector is a critical part of the supply chain for meeting the current and future construction needs of the Wide Bay Burnett region which is home to over 300,000 people currently, and a population is expected to grow by an additional 54,000 people by 2041ⁱ. As the population grows, as our economy develops, and the need for construction grows, so does the demand for materials such as sand, stone, gravel and cement. This is particularly important in the context of the following:

- Each Queenslanders consumes at least 10 tonnes per annum of quarry material to support the building of roads, houses and other infrastructure to service their needs.
- Quarries can only be located in certain geological areas and transport costs. An extra 100km haul distance increases material costs by an estimated 36%.

- Construction materials make up about one-third of all Government infrastructure costs. Each km of a new 2 lane asphalt highway needs about 14,000 tonnes of crushed rock, or about 400 truck-loads of material.
- Extractive resources are finite, site specific and limited in occurrence by geological conditions. Extractive resources are high volume low cost materials.
- Extractive industry operations must be located close to the communities that use them if they are to be economically viable and not impose too great an environmental and social cost. In addition, the extractive industries involve minimal value added processing of raw materials.
- Due to its chemistry, concrete is a perishable product, with a very limited shelf life, and there must be produced close to end use location. It is not suited to being transported over long distances.

Overall comments on the draft Plan

CCAA members have provided feedback on the draft Plan including:

1. The draft plan identifies there is an increase in local demand for construction materials (pg.56), however, the infographic of the 25 year vision (pg. 28 and 29) does not include a symbol for a quarry or Concrete Batching Plant, and there is no further discussion is provided about how the demand for construction materials will be met.
2. In discussion of industrial precincts and freight routes of regional significance (Figure 5, pg. 63) the draft Plan includes symbols for a Mine/Quarry but does not reflect the locations of Key Resource Areas and operating quarries in the region.
3. Under regional biodiversity network mapping, the draft Plan identifies 'draft strategic environmental areas' and 'draft regional biodiversity corridors' (Map 4, pg. 107). However, it is unclear what implications these areas would have for existing and future development and whether they would become a 'Matter of State Environmental Significance' that would need to be considered during the assessment process under the Planning Act.

Availability of Industrial Land

In recent years, industrial land availability and affordability has been a major issue for Queensland industry, including pre-mixed concrete plants. It is very important that there is a strong supply and development of industrial land with efficient connectivity to transport, infrastructure and services to facilitate practical access and use for industrial needs. Pre-mixed concrete has some specific properties which make the location of concrete-batching facilities critical. As such, it is important that the location of concrete plants is not compromised by being too far away from its end use. Pre-mixed concrete is perishable, with a very limited shelf life, and must be produced close to end use location. It is not suited to being transported over long distances and there is only a limited time for concrete to be mixed and discharged at site.

Therefore, it is vitally important that planning schemes provide industrial land and seek to protect these areas from encroachment of sensitive uses. As noted above, concrete needs to be close to its end use, therefore availability of appropriately zoned industrial land to facilitate concrete batch plants is crucial to support the Wide Bay Burnett region.

If you would like to discuss the feedback raised further, I can be contacted on 0439 955 020 or aaron.johnstone@ccaa.com.au

Yours sincerely



Aaron Johnstone
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ⁱ [FAQ | Wide Bay Burnett Regional Plan | DSDILGP - Department of State Development, Infrastructure, Local Government and Planning](#)