

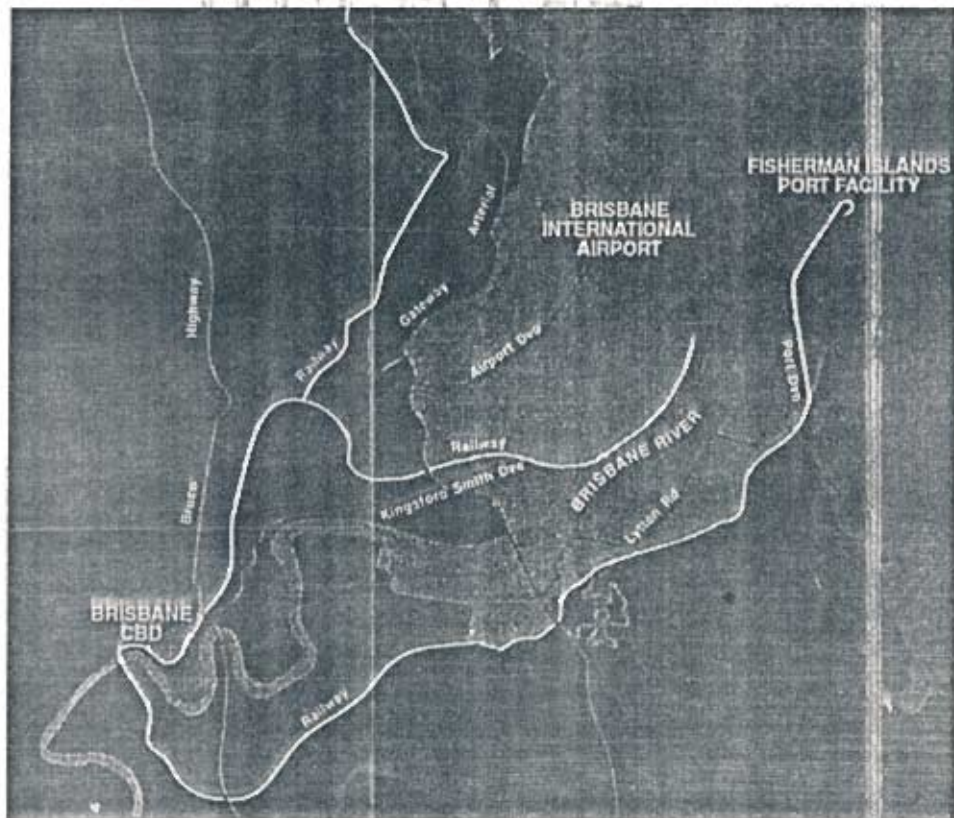
Sub

Benny Hulson

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GATEWAY STRATEGIC PLAN

FOI



MAY 1993

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FOREWORD

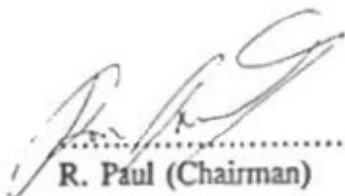
The Honourable W.K. Goss, LLB, MLA
Premier and Minister for Economic and Trade Development
15th Floor
Executive Building
100 George Street
BRISBANE QLD 4000

Dear Premier

It is with pleasure that we submit the Strategic Plan for the development of the Gateway Ports Area of Brisbane.

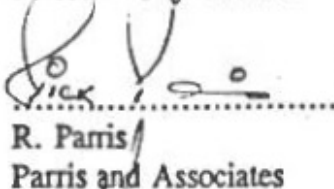
We wish to thank those Government and Council officers and people in private enterprise who have contributed time and effort to this exercise.

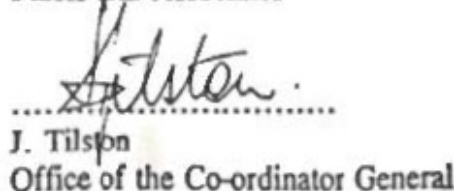
Yours faithfully,

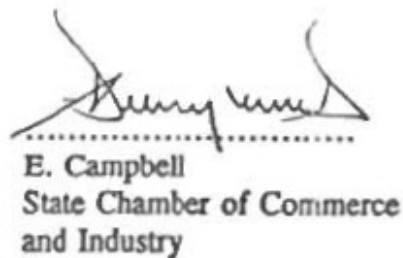

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R. Paul (Chairman)

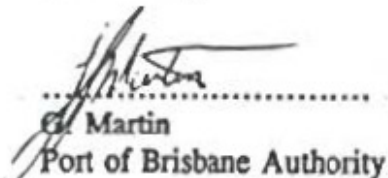
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T. Edwards
TNT Group


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M. Kerry
Brisbane City Council


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R. Parris
Parris and Associates


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J. Tilson
Office of the Co-ordinator General


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E. Campbell
State Chamber of Commerce
and Industry


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G. Martin
Port of Brisbane Authority

.....
P. Walker
Federal Airports Corporation

In the longer term substantial infrastructure investment will be required to develop the Area fully. However, minimal additional infrastructure is needed to ensure the availability of sufficient serviced land to meet demand over the next 2 years.

Recommended immediate improvements to the road network are:

- . A new dedicated road to the Port of Brisbane alongside the railway line to ensure long term efficient access for the substantial growth in heavy vehicle traffic which will be associated with the Port's growth;
- . Staged access to the old airport site, initially through upgrading Schneider Road at the southern boundary; and
- . Local improvements to Lytton Road to improve safety and provide access to developed land.

In the longer term, there will be a need for a rail link from the City to the Airport and for a further cross river road and possibly rail link.

The staged approach to land development enables maximum use to be made of existing engineering infrastructure (water, sewerage, drainage) with minor additional investment. Approximately 100 hectares of land in the Area is already available for development and requires no additional servicing.

Recommended immediate improvements to the existing sewerage network are:

- . Trunk extension to undeveloped sites;
- . Upgrading of the Eagle Farm pump station; and
- . Staged upgrading of the Gibson Island treatment works.

Water supply services are currently adequate although some augmentation may be required if businesses requiring large volumes of water locate in the Area. The potential for on-site treatment of sewage and use of recycled water from the Luggage Point and Gibson Island treatment plans will be investigated.

Drainage and fill requirements are minor for the priority sites although there will be large fill requirements for some land which will be developed in the future. At that time, the availability of fill will be a significant issue and preferred options must be considered now. Substantial sewerage and water service expansion will also be needed in the longer term.

The appearance of the Area and its approaches require improvement.

2.0 VISION STATEMENT

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As a guide to what could realistically be achieved in the Gateway Area over the next 20 years, the Joint Working Group has prepared the following vision statement.

By the year 2015, the Brisbane Gateway Area will be realising its potential as a leading manufacturing and industrial growth centre in Australia having directly created approximately 30,000 new jobs and a further 34,000 indirectly. It will be contributing substantial and growing economic benefits to Brisbane, surrounding areas in South-east Queensland and northern New South Wales and more widely to the east coast of Australia.

A key attraction to business will be the highly efficient, low cost transport and distribution network servicing the Area and linking it with regional and international markets. The transport facilities will have been expanded by the completion of:

- . A standard and narrow gauge rail link to the Port of Brisbane in 1995;
- . A new international terminal at Brisbane Airport in 1996;
- . A dedicated road to the Port of Brisbane, connecting with regional transport infrastructure by 1996;
- . A Brisbane Airport to city rail link by 2010;
- . A second Brisbane River road crossing by 2010; and
- . A third (parallel) runway by 2015.

The Area will be supported by effective engineering services resulting from the progressive expansion of existing facilities, including:

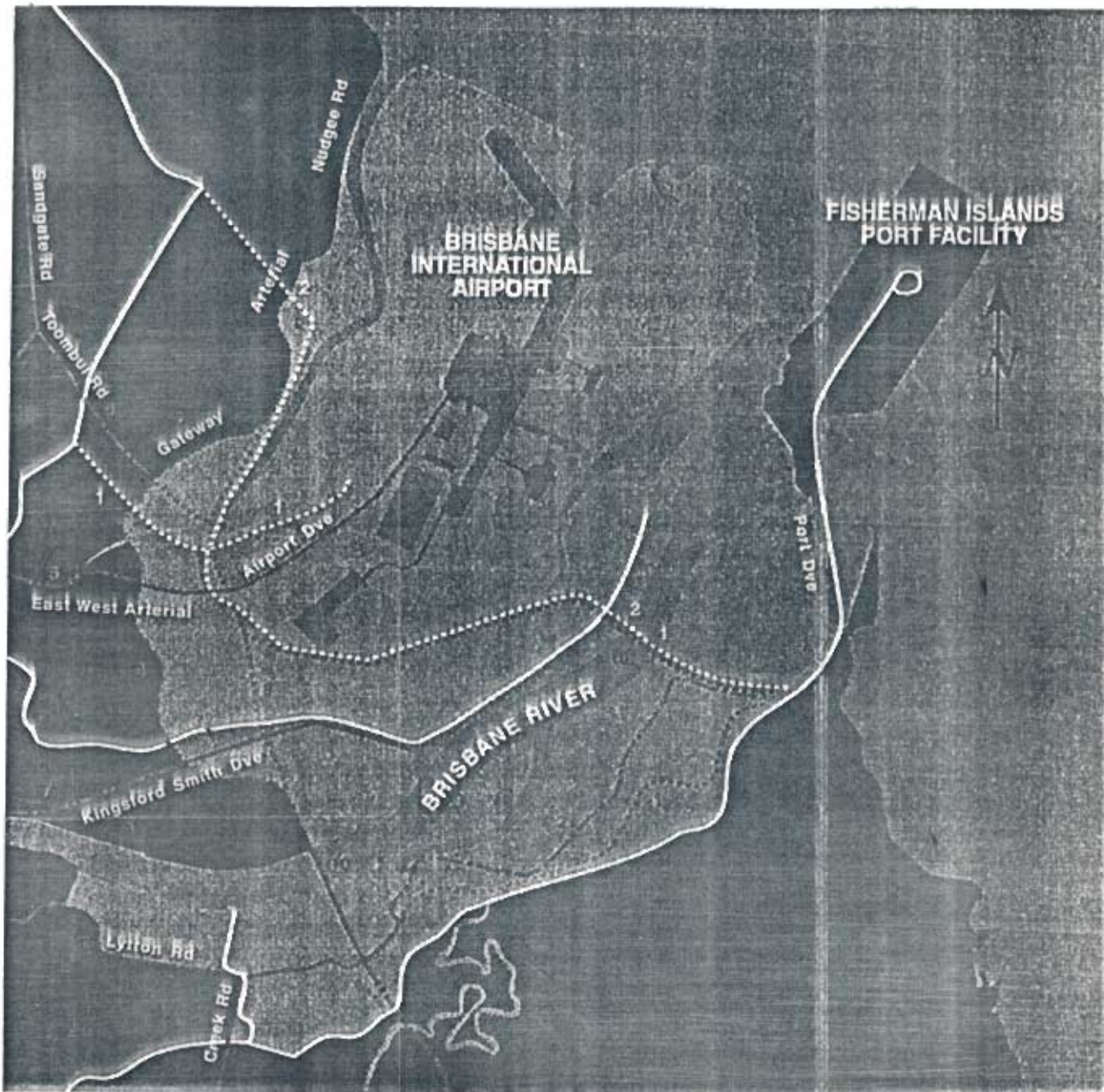
- . Sewerage treatment;
- . Water supply;
- . Drainage; and
- . Electricity.

Focussed management and co-ordination between major Government and private stakeholders has facilitated the development of:

- . A "one stop shop" approvals system which eliminates red tape and minimises the costs of establishing businesses;
- . Project specific and area-wide environmental performance standards to simplify the assessment of the compatibility of proposed business activities;
- . Land and infrastructure development programs, sensitive to the surrounding environment, to meet market requirements;
- . A co-operative and enterprise-based industrial relations framework;
- . Internationally focussed commercial services;
- . A planned, market-driven approach to the provision of engineering services;
- . Customs services which promote the fast and low cost movement of goods;
- . High technology research and development facilities operating in conjunction with a co-ordinated education and training system; and
- . An attractive working environment.

The private sector will be playing a key role in the planning and construction of infrastructure and in management and marketing activities.

DIAGRAM 6: TRANSPORT STRATEGY



LEGEND

PROPOSED ROAD IMPROVEMENTS

- Proposed New Roads
- - - Upgrade Existing Roads
- 1 New Port Road
- 2 Lytton Road Improvements
- 3 Schnelder Road upgrade
- 4 Gateway Arterial upgrade from Gateway Bridge to Airport Drive
- 5 East West Arterial upgrade and extension from Bowen Hills to Toombul

- 6 Gateway Arterial upgrade at Murarrie
- 7 Kingsford Smith Drive upgrade from Breakfast Creek to Gateway Arterial
- 8 Gateway Arterial Road realignment
- 9 Toombul Road to Airport Drive extension
- 10 Second river crossing options

PROPOSED RAIL IMPROVEMENTS

- New Rail
- 1 Airport/CBD/Gold Coast passenger rail options
- 2 Northern standard/narrow gauge freight rail link

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4.4 Transport Infrastructure (Appendix A)

The Gateway Area is presently serviced by an extensive air, sea, road and rail transport network. A standard gauge rail link to the Port of Brisbane will be completed by early 1995, providing a link to the national rail network. The Gateway Arterial and the East-West Arterial Roads have contributed to improved access to the Gateway Area, as illustrated in Diagram Six.

The air and sea ports will have adequate capacity to meet anticipated demands after the completion of planned major capital investments. Parts of the transport network, however, will require substantial new investment to maintain efficient access to the air and sea ports and surrounding areas. Specific improvements which are required are outlined in the following sections. Recommendations concentrate on improvements needed in the next two years. Target dates and costings are indicative. Longer term requirements are outlined and should be incorporated in the master planning of the Area.

Road

The Gateway Area is linked by an extensive network of arterial and local roads to regional and inter-state markets. Growth in traffic flows from within and outside the Area are, however, placing increasing pressure on this system. New business developments in the Area must be also catered for and will place additional demands on the network.

The main pressure from within the Area for improved road infrastructure will come from trade growth at the Port of Brisbane over the next 15 years, which is expected to result in an additional 200 000 containers and 15 million tonnes being handled annually by the Port by 2005. Over 70% of this increase will comprise regional traffic, with goods transported over short distances by road. Vital export industries will increasingly rely on an efficient transport link with the Port to contribute to their competitiveness.

A dedicated road from the Gateway Bridge to the Port of Brisbane, following the alignment illustrated in Diagram Six, has been identified as a critical priority.

Reasons for constructing a dedicated road to the Port include:

- Long term guaranteed rapid and efficient access to the Port for heavy vehicular and other Port traffic;
- Removal of heavy vehicles from the local road system to improve safety and local traffic flow;
- Improved access to the developing Murarrie and Queensport areas; and
- Re-routing of heavy traffic away from residential areas.

Construction of the new road should be accompanied by upgrading Port Drive from Pritchard Road to Fisherman Islands to ensure that rapid access to the Port is maintained along the full access corridor.

The main alternative to a new access road is to upgrade Lytton Road. Traffic flows to the Port and general traffic in the Lytton area are presently constrained by congestion, poor grades, hazardous corners and unsafe sections on Lytton Road. The upgrading of Lytton Road cannot provide the necessary quality of access required to support growth at the Port.

As construction of the new road is not expected to be completed within two years, local improvement of Lytton Road is needed immediately to improve safety and minimise congestion. This could be completed at an estimated cost of \$5M, with the benefits flowing immediately to existing businesses and residents in the Lytton area. A substantial upgrading of Lytton Road will be required within ten years to provide access to surrounding industrial land and to cater for the projected growth in local traffic, excluding that to the Port (estimated cost \$15M).

The development of the old airport site at Eagle Farm is presently constrained by the lack of adequate road access to the site. The most viable immediate option is to upgrade Schneider Road at Eagle Farm to service existing activities and the initial stages of development on this site. Subsequent development can be accommodated by changes to the alignment of the Gateway Arterial Road at Eagle Farm.

Based upon estimated demand, the Gateway Arterial Bridge will reach capacity within ten years. The options for a second road crossing of the Brisbane River, comprising either a bridge or preferably a tunnel should be investigated now in order to preserve corridors.

To meet projected airport-related and north-south traffic growth, the Gateway Arterial Road from the Gateway Bridge to Airport Drive must be upgraded within five years. This will prevent growth at the Brisbane International Airport being constrained through lack of adequate transport infrastructure.

The location of recommended road improvements is shown in Diagram Six.

Table Two summarises the actions required within the next five years.

Table Two

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ISSUES	ACTIONS	
	WITHIN 2 YRS	3-5 YRS
<ul style="list-style-type: none"> . Increasing congestion on Lytton Road from Gateway Bridge to Port of Brisbane . Inadequate access to the old airport site at Eagle Farm . Gateway Arterial at capacity in 10 years . Anticipated growth in north-south and airport-related traffic 	<ul style="list-style-type: none"> . Design and commence construction of a dedicated road to the Port of Brisbane (\$15M) . Local improvements to Lytton Road (\$5M) . Upgrade Schneider Road (\$1M) . Investigate second river crossing options 	<ul style="list-style-type: none"> . Complete construction of dedicated road to the Port of Brisbane (\$40-50M) . Identify options for a staged access approach . Upgrade Gateway Arterial from Gateway Bridge to Airport Drive (\$15-20M)

It is anticipated that several roads, in addition to Lytton Road will reach capacity from 2005 and onwards due to significant growth internal and external to the Area.

Improvements which will be required are:

- Upgrade and extend the East West Arterial between Bowen Hills and Toombul (5-10 years - \$60M);
- Upgrade the Gateway Arterial Road at Murarrie (10-15 years - \$30-40M);
- Upgrade Kingsford Smith Drive from Breakfast Creek to Gateway Arterial (10-15 years - \$30-40M);
- Realign Gateway Arterial at Eagle Farm (10-20 years - \$70-80M); and
- Extend Toombul Road to Airport Drive with a multi-level intersection (10-20 years - \$20M).

The longer term road improvements required are summarised in Table Three.

Recommendations:

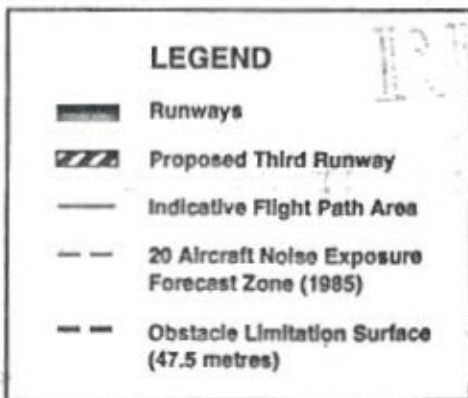
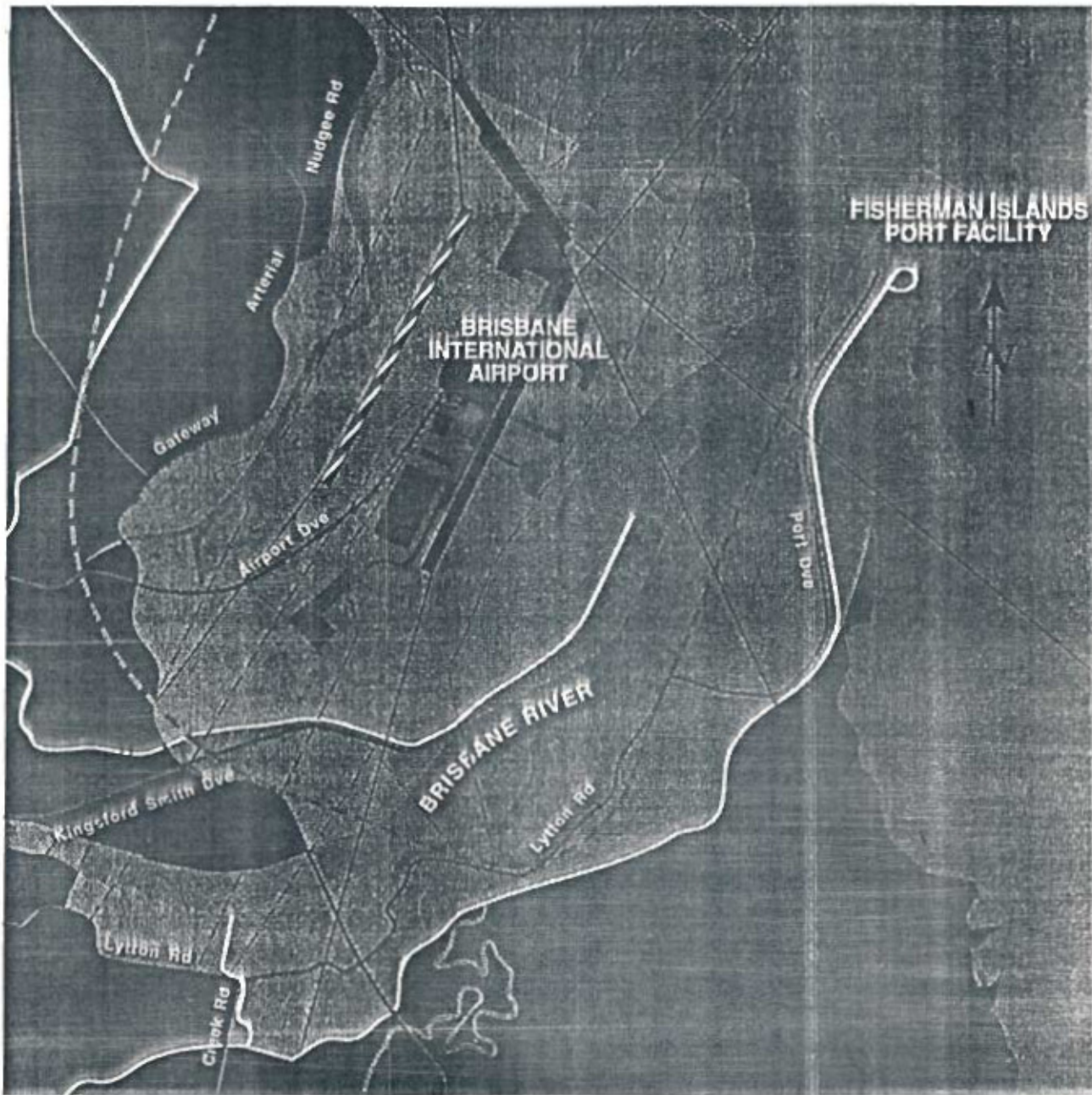
- Design and construction of dedicated road to the Port of Brisbane from the Gateway Arterial Road;
- Local improvement of Lytton Road;
- Upgrade Schneider Road, Eagle Farm; and
- Investigate cross-river road options to preserve corridors.

Rail

The commitment to complete construction of the standard gauge rail link to the Port of Brisbane by late 1995 at a cost of \$78M has addressed the major rail issue affecting short term development in the Gateway Area. However, other rail links to the Area will increasingly become inadequate as demand for both passenger and freight services linking the Brisbane Airport and seaport with other regional locations expands.

Anticipated passenger growth at the Brisbane Airport will require the construction of rail links connecting the airport with the central business district of Brisbane and the Gold Coast by the year 2010. Planning and costing of the options for this link must be undertaken within the next two years to ensure that corridors are preserved. An important external issue which will impact upon the development of the Gateway Area is the congestion caused by the movement of rail freight through the Brisbane CBD. Options for an alternative northern rail link must be defined and corridors preserved. Extension of the standard gauge rail link north of the Brisbane River should be considered at this time.

DIAGRAM 7: BRISBANE INTERNATIONAL AIRPORT



The actions required within five years to ensure that the rail network is sufficiently able to support the growth in demand are summarised in Table Four.

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Table Four

ISSUES	ACTIONS	
	WITHIN 2 YRS	3-5 YRS
<ul style="list-style-type: none"> . Passenger rail links to the Airport . Congestion caused by movement of rail freight through Brisbane CBD 	<ul style="list-style-type: none"> . Cost and plan Airport-CBD-Gold Coast rail link options 	<ul style="list-style-type: none"> . Define options for standard and narrow gauge northern freight link

Longer term actions are summarised in Table Three.

<p><i>Recommendation:</i></p> <ul style="list-style-type: none"> . Cost and plan Airport-CBD-Gold Coast rail link(s).
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Port of Brisbane Authority

The role of the Port of Brisbane in the State's economy as a key port for Asian and Pacific trade is very significant. The Port of Brisbane Authority has recently prepared a strategic development plan for the Port. Where the Plan's proposals impact on the Gateway Area outside the Port Authority's control, they should be incorporated into the Master Plan for the Area.

Brisbane Airport

Brisbane International Airport plays a major role in the development of tourism and business in the region. The completion of a new passenger terminal in January 1996 and plans for a major airfreight centre will strengthen the Airport's contribution to regional growth and its position as a major transfer point.

The Brisbane Airport Master Plan provides the framework for the future development of the Airport. Specific requirements external to the Plan should be incorporated into the Gateway Master Plan. A critical factor is the protection of flight paths for the existing and proposed third (parallel) runways to ensure that incompatible land uses are not allowed to restrict the growth of the airport. Diagram Seven illustrates these flight paths.

Flight path requirements should be incorporated in the Gateway Master Plan and in plans for other relevant parts of Brisbane and Moreton Bay. Information on future growth plans for the airport and their implications for land usage should be included in all relevant enquiry systems and be made available to prospective purchasers of land potentially affected by airport developments.

Recommendations:

- Brisbane City Council, in consultation with the Federal Airports Corporation, ensure that future development of the parallel runway is protected in the land-use planning of Brisbane; and
- The State Government and the Brisbane City Council ensure that information is available to prospective purchasers of land likely to be affected by the parallel runway.

4.5 Engineering Services (Appendix A)**DRAFT**

The long term development of the Gateway Area will require substantial investment in a range of engineering infrastructure services.

The capacity of telecommunications and gas services in the Area is adequate to meet existing and anticipated demand. Although there are some concerns about the supply of electricity to the Area in the short term, these are being resolved by the relevant agencies with no threat to long term development. These services will continue to be provided on a self-funding basis by the relevant agencies.

In contrast, sewerage, water supply, drainage and fill are critical issues which need to be addressed in greater detail for both existing developed areas and those identified for future development. The Brisbane City Council is responsible for ensuring the provision of sewerage, water supply and drainage services in the Gateway Area. Filling is the responsibility of the developers of individual sites.

Sewerage

Existing and proposed sewerage services are illustrated in Diagram Eight.

The existing developed and infill sites within the Gateway Area are well-serviced but approaching capacity. The old airport site at Eagle Farm and the Murarrie/Queensport area require extension of existing trunk services, estimated to cost \$2M and \$1M respectively. Services to Fisherman Islands will require augmentation within 5 years to support anticipated development, at an estimated cost of \$1M.

The Luggage Point Treatment Works services the northside of the Gateway Area and Colmslie whilst the Gibson Island and Wynnum Treatment Works service the southside. These plants service extensive areas outside Gateway.

The Gibson Island Treatment Works is currently running at capacity and is incapable of handling additional waste generated by further development. In the short term, the aeration system at Gibson Island must be upgraded, at an estimated cost of \$1M, to increase the Works' capacity. A significant upgrading of the overall facility will be necessary within 3-10 years, at an estimated cost of \$22-25M, regardless of development in the Gateway Area.

The Eagle Farm Pump Station is running at capacity and must be immediately upgraded, at an estimated cost of \$2-5M, to support development both within and outside the Gateway Area.

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