

We thank you for the opportunity to make comment and bring to your attention the exciting opportunity, which exists at Bromelton for a major industrial and logistics centre, which is uniquely situated straddling the national standard gauge railway line and major road highways, located within the Beaudesert Shire in South East Queensland (SEQ) in relation to the *'Inquiry Into The Integration Of Regional Rail and Road Freight Transport And Their Interface With Ports'*.

Bromelton is located approximately 7 km west of Beaudesert, within the Beaudesert Shire, in the southern section of the SEQ Region, south of Brisbane and to the west of the Gold Coast.

Bromelton as a site contains extensive areas of land with suitable topography for industrial use adjoining some significant and strategic transport links, unconstrained by urban encroachment.

Bromelton is the only industrial area on the national standard gauge railway line between the NSW border and the greater Brisbane urban area suited for large-scale industrial/logistical use that is not constrained like other industrial/logistic nodes located further north on the same railway corridors a large area.

Bromelton is well located to major transport routes such as the Cunningham and Mt. Lindesay Highways. Both of these Highways are connected to Bromelton via link roads, which run through Bromelton. The Cunningham Highway is a designated B-double route and provides a major road connection interstate to Melbourne and Adelaide. The Mt Lindesay Highway is also a designated B-double route that also connects to the Brisbane metropolitan area and interstate. Bromelton is also strategically linked to the Summerland Way route, linking northern NSW and Brisbane and providing a freight route in land from the Pacific Highway, potentially relieving freight traffic pressure from the Pacific and New England Highways. (Please refer to Figures No. 1 and 2).

Also worthy of note is the Brisbane / Melbourne Rail Freight Corridor – Cunningham Rail Link – The Freight Solution (February 2000). The feasibility study examined two options for a standard gauge rail route from Inglewood, 104 kilometres west of Warwick, to Brisbane (Yeerongpilly) The first option looked at the route from Inglewood-Millmerran-Toowoomba-Brisbane (309 km., \$ 683M), the second option examined the Inglewood-Warwick-Rathdowney-Bromelton-Brisbane route (306 km., \$ 541M).

Beaudesert Council supports the second route examined, due to the economics of the route and because of its synergy with joining the existing standard gauge rail, south of Bromelton, further reinforcing the opportunity, importance and significance of the potential Bromelton MMLA for freight along the eastern seaboard of Australia.

Beaudesert Shire Council's planning instruments have designated the Bromelton area for industrial related purposes since the 1970's. In that time, a number of rural-processing industries, including the largest gelatine producer in the southern hemisphere, a regionally significant landfill and a key hard rock resource area,

recognised by the draft State Planning Policy for the protection of extractive resources, as well as a concrete works have located in the Bromelton area

Council is in the process of preparing a new IPA Planning Scheme. As part of the review process the role for Bromelton and the most appropriate forms of land use have been considered. The draft IPA Planning Scheme will recognise that the Bromelton area provides significant regional, state, interstate and national opportunities for freight operations, both rail as well as road operations.

Bromelton provides the most accessible opportunity for an extensive Multi-Modal Logistics Area (MMLA) south of Acacia Ridge, being uniquely positioned and supported by significant transport and freight corridors, including the national, state and regionally significant national standard gauge railway line for freight movement operations. Opportunities also exist to improve the local road network and provide suitable road connections from the Bromelton area to the State-controlled road network.

Apart from the significant existing national railway line and highway routes mentioned previously, initial discussions have been conducted with various government agencies with regards to potential enhancements of the road systems to further underline the exciting opportunity, which Bromelton provides as a major MMLA. Discussions to date, whilst preliminary have been well received and supported. For example, the Queensland Department of Main Roads (DMR) have advised that it is their strategy and plan to develop the Mt. Lindesay Highway into a four-lane transport route. Recently (April 2005) the Federal Minister for Local Government, Territories and Roads, the Hon. Jim Lloyd, MP visited Bromelton and saw first hand the exciting opportunity which Bromelton provides.

The Queensland government, through its SEQ Regional Plan and associated Infrastructure Plan has been investigating the feasibility of a western corridor transport route from Ebenezer to Yatala (refer Figure No. 3). In further exploring the opportunities provided by Bromelton, Council has been examining potential and compatible road transport corridors in and around Bromelton, which would serve to provide:

1. A major north-south road link through Bromelton, which would also serve as a by-pass to Beaudesert town centre for the anticipated road freight traffic, which would emanate from a functioning Bromelton MMLA;
2. Provide an initiate a road segment along the 'Summerland Way' adjacent to Bromelton; and
3. A link to the north with either the Mt. Lindesay Highway and/or the western corridor route (mentioned above) through to the Port of Brisbane etc.

Since the release of the SEQ Draft Regional Plan (DRP), there has been significant active commercial interest by significant key industry participants in the Bromelton area to secure appropriate land resources (approximately 2700 ha) to meet their current and future needs. The majority of these investors / developers have potential clients, which have prominent national freight distribution and transport business operations.

It is evident from discussions with State government agencies and the Council that these investors / developers and their associated client's have investigated other sites designated in the DRP for industrial-related purposes, specifically for a MMLA and have determined that these sites do not meet their market needs. Development applications for logistics-type premises in the Bromelton area have been lodged and more are expected to be lodged shortly.

These investors / developers are of the firm belief that at this time all levels of government do not fully appreciate the significance of the unique opportunity, which Bromelton provides. They quote the difficulties at a number of Australia's major ports including Port Phillip Bay and Botany and see development of Bromelton and the strategic linking of both rail and road corridors from Bromelton to the Port of Brisbane as being of national significance and importance for freight as well as exports.

It is evident that Bromelton has been recognised by the private sector, as the only location that provides the opportunity for their MMLA needs in the immediate future. It is also understood that the Ebenezer area identified in the DRP as a future inland port will complement that role in the future, when an extension of the standard gauge railway line is provided to that area.

In summary, Bromelton has the unique attribute of being positioned as the southernmost Queensland industrial/logistics node along the national standard gauge railway corridor and has the capability of being integrated with both existing and potential major arterial road networks. The advantages offered by Bromelton to Australia's national freight economy are:

- Bromelton is located on the existing standard gauge rail line with direct access to the Port of Brisbane;
- Bromelton is complimentary to the Port of Brisbane;
- Bromelton is in close proximity to the future East-West Corridor connecting the Warrego, Cunningham, Mt. Lindesay and Pacific Highways (Ebenezer, Amberley, Ipswich, Bromelton, Yatala);
- Bromelton is bisected by the Gold Coast, Beaudesert, Boonah, Warwick DMR road link;
- Bromelton is adjacent to the route of the Summerland Way (Coffs Harbour-Grafton-Casino-Kyogle-Beaudesert-Brisbane) identified by the Federal Government as an alternative freight route to the Pacific Highway (The Hon. John Anderson, MP statement of 20 August 1999);
- The Queensland State Government's SEQ Infrastructure Plan allocates \$300M to a four-lane upgrade of the Mt. Lindesay Highway to Jimboomba;
- Bromelton is well located, within close proximity to the major centres of Brisbane, Ipswich, Logan City, Gold Coast and Redlands Shire and north east NSW;
- Bromelton is a close to the Logan Motorway, gateway Motorway and M1 Pacific Motorway, the Cunningham Highway, the Brisbane-Ipswich corridor and the Acacia Ridge rail terminal and industrial area of Brisbane;
- Bromelton is unconstrained by urban development;
- Bromelton would reduce demand on Brisbane' western corridor road and rail infrastructure;

- Bromelton is adjacent to the proposed Wyaralong Dam (SEQ Infrastructure Plan); and
- A Bromelton MMLA would provide opportunities of lowering business costs and provide a logistical advantage, shorten the supply chain; and allow for the efficient transportation of goods interstate and intrastate.

The Bromelton area is considered to be the most logical gateway to the SEQ Region for the receipt and distribution of goods, which are bound to and from the Australia TradeCoast. The Bromelton area and the national standard gauge railway corridor possess strategic advantages, which will assist the SEQ Region in distinguishing itself from other areas of trade and industry by significantly enhancing the attractiveness of doing business in the area.

Finally, as mentioned earlier, Council has enjoyed a recent opportunity to showcase the very real potential of the Bromelton MMLA to the Hon. Jim Lloyd MP, Federal Minister for Local Government, Territories and Roads. Council looks forward with confidence in working with both state and federal government in facilitating, supporting and delivering a regional, state and nationally significant MMLA located at Bromelton