

26 July 2021

**Attention:** Neighbourhood Planning Brisbane (Nathan, Salisbury, Moorooka Neighbourhood Plan)  
Brisbane City Council  
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Brisbane QLD 4001

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## SUBMISSION TO DRAFT NEIGHBOURHOOD PLAN STRATEGY

### About us

The Southern Brisbane Suburban Forum (SBSF, "The Forum") is a local volunteer organisation that has been formed to give a democratic voice to the local community. The forum creates the opportunity for a collective discussion and narrative for local stakeholders to drive to desired changes to ***their*** suburbs.

Our membership comprises local residents, community action groups, local businesses owners and a variety of professionals including town planners, local historians, engineers and environmental scientists.

In contrast to other similar groups such as the **Suburban Alliance** our *entire membership* (100%) consists of people who live and/or work within the local government areas of Brisbane's southern suburban footprint *and* who are also **direct constituents of the relevant local ward Councillor/s who represent them**.

Whilst the contributions of the Suburban Alliance are useful, it is important to point out that they are a **peak industry advocacy group** who were heavily involved in the initial stages of the development of this draft strategy. ***Their*** membership includes Lend Lease, the Port of Brisbane Corporation, Consolidated Properties, Alceon Advisory and Investment, Avid Property Group, NivCorp Property Finance and many other **major players** in the property development industry, all with *undeniable* commercial interests vested in the outcome.

Geographically, ***our suburbs*** have a critical role in Brisbane City's future and has diverse assets to be enhanced and nurtured with sub-city regional strategic planning – ***driven by community***, with others such as governments, business and other organisations. The Forum sees the coming together of people from diverse business and community interests to show a cooperative way to create and inform change ***in partnership*** with different decision makers.

The Forum aims to encourage ***local ownership*** of the desired changes for our suburbs. The Forum is a flexible and broad mechanism to identify, discuss and provide resolution on both single and multiple purpose matters. Our principles include co-design, co-implementation, inclusive conversation, and action.

### About this submission

Our submission to this initial ***draft strategy phase*** of the Neighbourhood Plan development process (Salisbury, Nathan, and Moorooka) is aimed at pointing out at a *high-level*, ***a local perspective*** on the factors that should influence the ongoing development of the plan. We intend to provide further detailed submissions in future phases, in close consultation with Council and our local stakeholders, as the plan progresses.

Our initial submission is based on our perspectives and our consultation with the following local stakeholders:

- Local residents' action groups (Salisbury Community Action Group and the Moorooka Action Group);
- Various professional advice (Town Planning, Engineering, Local History etc.); and
- Local Councillor for the Moorooka Ward (Councillor Steve Griffiths).

## Theme 1: Places for everyone

Residents of Salisbury, Nathan and Moorooka strongly value the unique aspects of their suburbs that make them such special places to live and work. That said, things could always be improved and updated. Existing residents are not against development, nor the need to accommodate more residents and business activity.

**However**, they are concerned about this being done in such a manner that may threaten the cohesive local community, character and surrounding environment that **already exists** and that is cherished, enjoyed and continues to attract so many new families to settle in the area. Infill development activity is *already* strong.

The simple fact is that there is going to be *significant growth* in the area; which is completely justifiable given its close proximity to the city, local services and major public transport hubs.

Only a truly **bottom-up consultative process**, as opposed to a **cynical top-down approach** will achieve a **high-quality outcomes** that are *socially and environmentally acceptable to the community* as a whole. Council must consider the needs of *future* residents and stakeholders, whilst also *respecting the existing residents and businesses* that already occupy the area.

Otherwise Council risks squandering the opportunity to nurture the character, history, liveability and community spirit that makes these suburbs such an integral part of Brisbane's social fabric for the generations to come.

### **Strategy 1.1 Provide greater housing choice**

*["Ensure the plan area has a diversity of homes to meet the needs of the community by 2041"]*

A diversity of housing options are already being developed. Development and subdivision investment is already very active throughout Salisbury and Moorooka. A significant number of people are investing heavily in development and renovation of character dwellings with the intention of settling long-term, living and working and contributing to the local community and raising their families there. These long-term plans need to be **respected** in proposing any *unexpected broad-scale planning and zoning changes* to the residential footprint.

*["Investigate opportunities to provide a mix of residential and commercial buildings (up to 8 storeys) immediately opposite the Moorooka station"]*

Providing an increased density of housing supply around significant public transport hubs (i.e. "Transport Orientated Developments" or TODs) is an established planning principle. However, the scale and extent of 5 to 8 story medium development indicated for Moorooka in the draft strategy is excessive. There is no information as to the numbers of new dwellings anticipated to be required by 2041, to meet imposed "Shaping SEQ" state government new dwelling supply targets, and the resultant demand this will have on existing infrastructure, services, open space and employment. I think the proposed upzoning goes far beyond what can be reasonably expected to be required to accommodate state government mandated density targets.

Also, some of the areas zoned 5 to 8 stories are in quiet leafy streets with significant streetscape character and character housing. Intermixing medium to high rise unit development with character housing results in a gradual loss of character and amenity in existing low-medium density (LMR) residential areas, with issues such as shading, massive increases in demand for on-street parking and loss of privacy and vegetation in backyards. In these areas of Moorooka there is already a lot of densification occurring in a way that is more sensitive to retaining the streetscape character, with a mix of small-scale townhouse and unit developments occurring on the spaces behind existing character dwellings, which are being retained at the street frontage.

It would be better to focus the medium to high-rise tower development along the "Magic Mile" stretch along Ipswich Road, and in close proximity to the passenger rail station, including behind the station fronting onto Fairfield Road. However, this has its challenges as both of these roads are busy arterials, carrying a proportion of heavy vehicles. This results in significant safety issues, noise and atmospheric pollution, poor amenity for residential development, pedestrians and cyclists currently. Refer to strategies 2.3 & 4.2 for more detail.

*["Investigate opportunities to provide a mix of residential and commercial buildings (up to 5 storeys) immediately opposite the Salisbury station"]*

Unfortunately, a significant amount of the pre-1946 character housing is focussed around the Salisbury railway station, particularly on Lillian Road, Henson Road and Blackwood Street. This is a historical relic related to the early settlement patterns of the area, covered in books by local historian, Beryl Roberts (*"A closer look at Salisbury"*, *"Stories of the southside"*, *"Naming Brisbane"* etc). Many of these dwellings have significant character, with many owners investing hundreds of thousands of dollars to renovate the dwellings to a very high standard, in keeping with the local character of the area.

Whilst there is still some opportunity within the immediate vicinity of the rail station for 3 to 5 stories, the area is restricted. Please refer to the work done in the submission of local town planner, Chris Fogarty for additional detail as well as Appendix A. In addition to the existing character dwellings, road access to Beaudesert Road is restricted along Fairlie Terrace via the existing rail level crossing, and Fairlie Terrace is already experiencing significant queuing and congestion in the AM peak. An overpass over the rail line, from Lillian Avenue to Beaudesert Road, maybe required to improve connectivity and to reduce congestion.

That said, density does not have to be immediately adjacent to the rail station. There are significant tracts of land available in the existing industrial precincts around the Chrome Street and Engineering Street precincts, and the community is generally in favour of some rezoning and master-planning of these precincts to allow some medium density residential in these areas to support activation of high-quality mixed use development in these precincts, similar to what was proposed by the Suburban Alliance in their "Salisbury Reimagined" and "Salisbury Reloaded" proposals.

Council and Translink could look at introducing localised bus loops of the suburb (similar to BUZ services in the inner city), giving residents of these medium density areas (with good road access to Evans Road) and the other surrounding residents good access to commuter rail services. Refer to Strategy 4.1 and Appendix B for additional detail.

*["Investigate opportunities to provide a mix of residential housing types (up to 3 storeys) on blocks which do not contain character housing and are within easy walking distance of high frequency bus stops on Lillian Avenue and around the Moorvale shopping centre"]*

The Lillian Avenue and Henson Road corridors are the prime character housing and streetscape spines of Salisbury. In particular, Lillian Avenue is the premiere streetscape, with elevated aspects, views in all directions and access to cool coastal breezes. These features are enjoyed by the entire community, walkers and cyclists and is one of the key attractions that brings new residents to the area. The introduction of extensive 3 storey unit development along Lillian Avenue, except in isolated pockets where it is appropriate, will negatively impact on the outlook and amenity for everybody, and is unlikely to be supported by the broader community.

*["New residential buildings close to industrial areas and major road corridors must meet air and noise impact criteria"]*

It would be better to focus the medium to high-rise tower development along the "Magic Mile" stretch along Ipswich Road, and in close proximity to the passenger rail station, including behind the station fronting onto Fairfield Road. However, this has its challenges as both of these roads are busy arterials, carrying a proportion of heavy vehicles. This results in significant safety issues, noise and atmospheric pollution, poor amenity for residential development, pedestrians and cyclists currently. Refer to strategies 2.3 & 4.2 for more detail.

### **Strategy 1.2 Protect neighbourhood character**

*["Investigate and update character protections (including retaining intact streetscapes). Explore the heritage and character values of a variety of buildings and precincts developed before, during and after World War II."]*

**The priorities of this draft strategy are wrong.** It seems to focus on maximising the “upzoning” of the available land for multi-storey construction, as a land grab, with character protection only a **mere afterthought.** The existing historical WWII buildings and pre-1946 character housing is already well known and established and **Council’s role is primarily to protect and conserve this history and character for future generations,** then to look for opportunities to increase density.

Refer to case law of pre 1946 heritage houses versus City Plan (low medium residential) by Philippa England.- Tod v Brisbane City Council 2003 QPEC 055 p.157. Refer also work done by local historian Beryl Roberts (“A closer look at Salisbury”, “Stories of the southside”, “Naming Brisbane” etc) and the submission of local town planner, Chris Fogarty for further detail.

*["Celebrate Salisbury’s significant role in supporting the allied war effort by developing a local history trail."]*

This initiative is strongly supported. We recommend consulting with local historian Beryl Roberts who has studied the history of the area in detail and does walking/history tours of the Chrome Street munitions factory precinct, including with student groups from Griffith University and the University of Queensland.

*["Continue to protect heritage and character through encouraging appropriate adaptations and reuse of existing buildings and places."]*

We think there is an excellent opportunity to incorporate some medium density residential development within the Chrome Street and Engineering Street industrial precincts, with a light industrial, knowledge/technology precinct, the removal of articulated heavy Multi-Combination Vehicles (MCV) from Evans Road, as part of a comprehensive heavy vehicle management plan for the southside.

### **Strategy 1.3 Support community life through facilities and services**

*["Continue to support community groups to access Council facilities for meetings, cultural celebrations and community gatherings. Encourage local community activities (including festivals and events) to enhance the vibrancy of the area. Undertake a review of community facilities in the area."]*

Moorooka needs a Council Library and the Moorooka Bowls Club needs to be repaired by Council and bought back as a community recreational asset. Local Councillor for the Moorooka Ward, Steve Griffiths has been advocating for this for a significant length of time.

*["Support the creative use of Council-owned public space, including parks and reserves, walking trails, and laneways."]*

Strongly supported. There are some excellent opportunities for laneway development around the Chrome Street precinct.

*["Identify opportunities to better connect with the Queensland Sports and Athletics Centre as a key sporting destination for the city."]*

We believe the 2032 Olympic Games presents an opportunity to revitalise the QE2 Stadium/QSAC facility, with new athletics track, but a stadium that is rusted and has fallen into disrepair. Its proximity to the adjacent Nissan Arena is not being sufficiently utilised as a commercial opportunity or entertainment facility for the community. We would love to see a feasibility study as part of the planning for the Olympics by the South-East Queensland (SEQ) Mayors to focus on utilising this facility as one of the venues used (perhaps as a warm up venue for athletics or for soccer qualifiers?), with perhaps boxing or gymnastics at the Nissan Arena next door. It would be good to see a permanent outdoor team sport housed there and the venue updated to be able to have music festivals or other entertainment related events.

Road, active and public transport to the site would need to be improved. This could be done as part of the planning for a comprehensive heavy vehicle management plan for the southside, and with our suggestion for a truck tunnel under the Brisbane Urban Corridor (BUC) to take trucks off the roads through Nathan, Upper



Mount Gravatt (Westfield Garden City) and to provide high frequency bus services (similar to BUZ services in inner city areas) that connect the heavy rail at Salisbury Station to the Brisbane Metro at Westfield Garden City via QSAC/Nissan Arena, QE2 Hospital, Griffith Uni, Aldi Shops, and a variety of other service centres and local suburban areas.

### **Strategy 1.4 Making great places**

*["Encourage new residential, commercial and industrial building designs that improve outlook and interface to creeks."]*

This appears to be a noble aim, but existing residents who own these houses should be considered and treated with respect by Council. I refer to local town planner Chris Fogarty's submission which suggests some acquisition of land for open space by council to connect bushland reserves along the creek corridor.

*["Encourage building design which improves the pedestrian experience along Ipswich Road. Identify place-making opportunities around Cross River Rail station upgrades at Moorooka and Salisbury."]*

Ipswich Road is a busy arterial, carrying a proportion of heavy vehicles. This results in significant safety issues, noise and atmospheric pollution, poor amenity for residential development, pedestrians and cyclists currently. For this reason the forum is advocating for a heavy vehicle management plan to be undertaken (refer Appendices A through F for further detail).

Dedicated pedestrian crossing points are needed, and potentially a pedestrian overpass on Ipswich Road, down towards Moorooka Railway Station for Safety. Would recommend a planted median with a barrier fence to prevent pedestrians attempting to cross the busy road unsafely, with what has been done along Beaudesert Road through the Moorvale shopping precinct as a guide. With removal of trucks as an initial step, would support introduction of on-road cycle lanes and upgrading of footpaths and bus-stops.

*["Encourage non-residential building designs for industrial areas that support industrial investment and renewal."]*

Strongly supported.

## **Theme 2: Local industries and employment**

### **Strategy 2.1 Protect and renew industrial areas and enable a range of industries to continue to thrive and evolve**

*["Retain industrial land to maintain Salisbury and Moorooka's key role in providing for service industry and manufacturing uses as part of the South West Industrial Gateway."]*

Supported, but we support removal of heavy road freight in the form of Multi-Combination Vehicles (MCV) from Evans Road through Salisbury as part of a comprehensive heavy vehicle management plan for the southside. In the South West Industrial Gateway (SWIG) review, Council should consider moving heavy industry, warehousing and logistics away from the Evans Road / Muriel Avenue Industrial area out to the areas around Archerfield, Pallara, Rocklea, Darra and Richlands and eventually further out to areas like Heathwood, Larapinta, Berrinba, Meadowbrook and even Bromelton.

The Chrome Street and Engineering Precincts in particular should be down-zoned to light commercial/mixed used with a mixture of community uses, office space, knowledge precincts, artisans, intermixed with entertainment (e.g. open air markets, craft breweries, cinemas, dining) and medium density residential. This would greatly improve entertainment options in the area and a residential supply to rejuvenate these local enterprises and business activity. There is an opportunity to integrate this with the WWII history walk and retention of heritage saw-tooth workshops. We think the area justifies a thorough masterplan exercise.

*["Identify and facilitate renewal of underused industrial sites to support new economic opportunities. Ensure large industrial buildings are designed to support the changing needs of industrial businesses over time."]*

See response to questions above

*["Improve services, amenities and active transport connections in industrial areas (including streetscape and open space improvements) to help attract and retain workers."]*

There are some major transport infrastructure bottlenecks that restrict access. In particular, the low clearance height and flooding issues on Muriel Avenue off the Magic Mile at Moorooka is a major bottleneck.

### **Strategy 2.2 Foster the area's knowledge and technology precincts and support new and emerging industries**

*["Support opportunities to grow the area's knowledge and technology precincts and allow them to intensify over time. Promote opportunities to manufacture new products and support emerging niche industries. Facilitate partnerships and space-sharing opportunities with community groups, private industry, the university, hospitals, and commercial developers."]*

This initiative is supported.

*["Support the continued evolution of the Chrome Street into a vibrant community hub for artisans, innovators and creative enterprises, where suitable for co-location with industry"]*

This initiative is supported.

### **Strategy 2.3 Reimagine the Moorooka Magic Mile**

*["Investigate opportunities for renewal of the Moorooka Magic Mile (part of Ipswich Road) to become an attractive urban destination for new businesses as part of a mixed residential and commercial precinct immediately opposite the station (up to 8 storeys)."]*

Urban renewal the "Magic Mile" stretch along Ipswich Road, and in close proximity to the passenger rail station, including behind the station fronting onto Fairfield Road has its challenges as both of these roads are busy arterials, carrying a proportion of heavy vehicles. This results in significant safety issues, noise and atmospheric pollution, poor amenity for residential development, pedestrians and cyclists currently. For this reason the forum is advocating for a heavy vehicle management plan to be undertaken (refer Appendices A through F for further detail).

Also need dedicated pedestrian crossing points, and potentially a pedestrian overpass on Ipswich Road, down towards Moorooka Railway Station for Safety. Would recommend a planted median with a barrier fence to prevent pedestrians attempting to cross the busy road unsafely, with what has been done along Beaudesert Road through the Moorvale shopping precinct as a guide. With removal of trucks as an initial step, would support introduction of on-road cycle lanes and upgrading of footpaths and bus-stops.

### **Strategy 2.4 Encourage the continued operation and revitalisation of local centres and shops**

*["Consider the suitability of existing centres for local healthcare services with particular focus on Nathan and Moorooka."]*

With QE2 hospital nearby on Kessels Road, would support opportunities to improve local healthcare services (GP's / Pharmacies / Blood Testing and Imaging services) in a precinct to be located somewhere nearby to the Aldi Supermarket shops on Orange Grove Road, where street access and parking allows.

*["Investigate the need for a new, small hub with offices, shops, cafés and educational facilities near the upgraded Salisbury train station (up to 5 storeys with residential uses)."]*

Some additional services in this area would be an improvement but demand and accessibility for them immediately adjacent to the Salisbury Rail Station is limited. Expanding shops and offices more around the Chrome Street and Engineering Street precincts, along Lillian Avenue near the school, near to the Ballistic Brewery and in the vicinity of the Ainsworth Shops would achieve better patronage.

*["Seek cost-effective ways to celebrate and support existing centres, including Moorvale shops. For example, activating shops and public spaces with pop-up art exhibitions and markets."]*

Sounds like a good idea.

## Theme 3: A grid of green and blue

### **Strategy 3.1 Creeks and their corridors**

*["Encourage people to visit creeks and waterways by improving access to these areas and providing for some small-scale cafes in appropriate locations."]*

This appears to be a noble aim, but existing residents who own these houses should be considered and treated with respect by Council. I refer to local town planner Chris Fogarty's submission which suggests some acquisition of land for open space by council to connect bushland reserves along the creek corridor.

*["Encourage new building design to orientate or face waterways through building design (including windows, decks and balconies to overlook creeks)."]*

New buildings yes, but respect and consult with existing property owners.

*["Continue to support community groups to restore local creeks, waterways and bushland reserves."]*

Strongly supported. Recommend reaching out to Rocky Waterholes Environment Group, Oxley Creek Catchment Association (OCCA) and others.

### **Strategy 3.2 Make it more enjoyable to walk and cycle around the area**

*["Transform Lillian Avenue into a shady main street"]*

Strongly supported.

*["Support the development of subtropical boulevards along Beaudesert Road, Evans Road, Toohey Road and Orange Grove Road."]*

Strongly supported. If there is to be 5 to 8 storey residential towers and mixed use development along "Magic Mile" stretch on Ipswich Road, Moorooka then need a comprehensive heavy vehicle management plan to deal with the large number of trucks that roar through there. Also need dedicated pedestrian crossing points, and potentially a pedestrian overpass on Ipswich Road, down towards Moorooka Railway Station for Safety. Would recommend a planted median with a barrier fence to prevent pedestrians attempting to cross the busy road unsafely, with what has been done along Beaudesert Road through the Moorvale shopping precinct as a guide. With removal of trucks as an initial step, would support introduction of on-road cycle lanes and upgrading of footpaths and bus-stops.

*["Facilitate the creation of shadeways connecting walkers and cyclists to key local destinations including Salisbury and Moorooka train stations, shops and green space."]*

Strongly supported.

*["Plant trees in industrial areas to improve amenity and provide shade. Survey the area to identify significant landscape trees which may require statutory protection."]*

Strongly supported.

### **Strategy 3.3 Conserve wildlife habitat**

*["Investigate opportunities for wildlife to move safely along corridors and through Brisbane's urban forest."]*

Strongly supported.

*["Explore land tenure options to further protect wildlife habitat adjoining Toohey Forest."]*

Strongly supported.

### **Strategy 3.4 Improve the area's recreation and open space network**

*["Explore opportunities to connect parkland along Rocky Waterholes Creek to create a green spine from Toohey Forest to Rocklea train station."]*

Strongly supported.

*["Investigate the need for new public open space close to Salisbury or Moorooka train stations and key neighbourhood centres."]*

Strongly supported.

*["Investigate opportunities to enable greater community use of parks through new facilities or by activating these spaces with free or low-cost activities for people of all ages and abilities."]*

Strongly supported.

## **Theme 4: Connecting places and spaces**

### **Strategy 4.1 Safely connect pedestrians and cyclists to public transport, services and employment**

*["Investigate options to improve pedestrian connections to schools, Griffith University, QEII Jubilee Hospital, parks and centres."]*

Strongly supported.

*["Identify priority locations for mid-block crossings along busy roads to make it easier and safer to access transport, services and shops."]*

Two particularly pressing needs are dedicated pedestrian crossings of Ipswich Road along the Moorooka (likely a pedestrian overpass required down towards Moorooka Railway Station, and the likely requirement for a rail overpass connecting Lillian Avenue to Beaudesert Road, near to Salisbury Railway Station.

Also there is a trouble pedestrian crossing on Orange Grove Road in "no mans" land between the lights at the Aldi Supermarket and Henson Road, that is dangerous and unsignalised. It needs to be addressed by Council. Simon Cole ran a small poll on the Salisbury Community Grapevine Facebook page. Refer Appendix A.

### **Strategy 4.2 Facilitate active recreation across the area**

*["Explore options for incorporating safe cycling facilities, without impacting efficient access to properties, along Ipswich Road."]*

Agreed. Need a heavy vehicle management plan to deal with trucks first.

*["Investigate options to complete the main north-south cycle route through the area, from Salisbury Recreation Reserve through to Riawena Road."]*

Good idea.

*["Investigate options for improving pedestrian connectivity at both ends of Lillian Avenue from Orange Grove Road through to west of Salisbury train station."]*

There is a trouble pedestrian crossing on Orange Grove Road in “no mans” land between the lights at the Aldi Supermarket and Henson Road, that is dangerous and unsignalised. It needs to be addressed by Council. Simon Cole ran a small poll on the Salisbury Community Grapevine Facebook page. Refer Appendix A.

*["Ensure development provides smooth and shady footpaths to promote walking and riding across the area."]*

Supported.

## Supporting change with infrastructure

*["Council delivers infrastructure for Brisbane in many ways including capital works programs, infrastructure contributions and through development. Infrastructure that Council is responsible for includes local roads, public transport (except those under Queensland Government control), active transport, stormwater, parks and community facilities."]*

In order for this neighbourhood plan to be a success, ***significant coordination*** is required between Brisbane City Council, the community and the State and Federal Government in order to bring forward much needed infrastructure. We sincerely hope these negotiations will be fruitful, undertaken in good faith and will not be overtly politicised. The community ***demands*** and ***deserves*** no less.

Yours sincerely



Max Hooper (CPEng, RPEQ)  
**Co-founder, Civil Engineer & Local Resident of nearby Coopers Plains**



# APPENDIX A SALISBURY & MOOROOKA HERITAGE, EVANS ROAD INDUSTRIAL

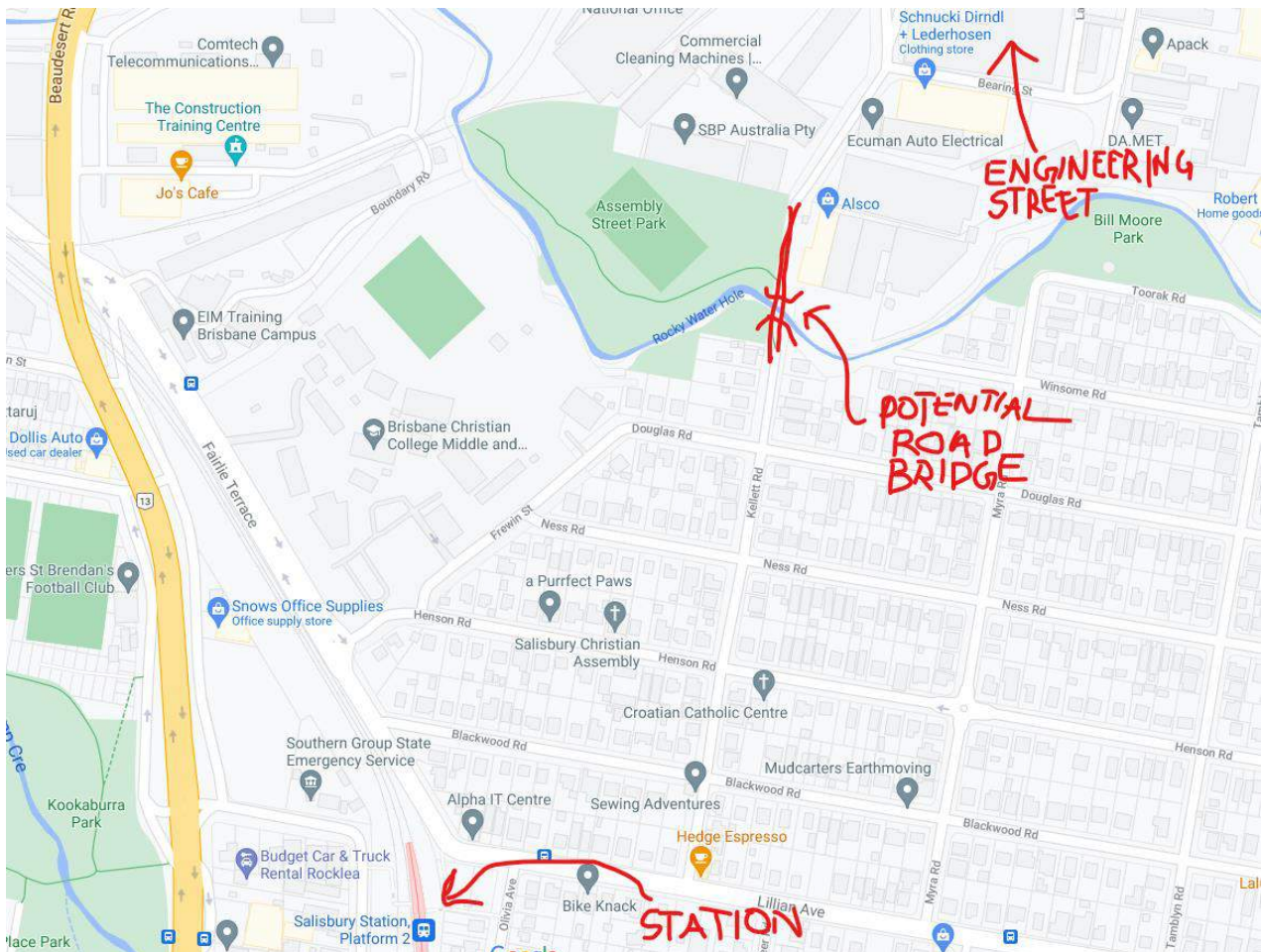
## A.1 Chrome Street and Engineering Street Industrial Precincts

Based on discussions and community meetings, the local Salisbury Community appear to be broadly supportive of introducing some medium density residential into a high-quality master-planned mixed use light industrial/commercial/entertainment precinct development in this area, intermixed with a WWII history trail and retention of some of the historical “saw-tooth” WWII era industrial warehouses.

Improved connection from Evans Road industrial area to Salisbury Railway Station can be facilitated by extending a road connection from Assembly Street to Kellett Road across Rocky Water Hole and introducing a regular bus service, connecting the railway station to the rest of the suburb.

Some photos are attached below for context.

**Figure 1** Potential Bridge Connection (*source: site photo*)





**Figure 2** Engineering Street – Vacant Land for Medium-Density Residential (*source: site photo*)



**Figure 3** McCarthy Road – Vacant Land for Medium-Density Residential (*source: site photo*)







**Figure 4** Assembly Street – Road Connection (*source: site photo*)



**Figure 4** Assembly Street Park (*source: site photo*)





**Figure 5** Chrome Street – Reload Cafe (*source: site photo*)



**Figure 6** World War II – Saw-Tooth Workshops (*source: site photo*)





**Figure 7** World War II – Saw-Tooth Workshops (*source: site photo*)



**Figure 8** Enterprise Street – Southside Guitars (*source: site photo*)





**Figure 9** Food Connect (source: site photo)



**Figure 10** Salisbury RSL Memorial Park (source: site photo)





## A.2 Salisbury existing residential area

As mentioned previously, much of the “up-zoning” for 3 storeys in the Salisbury Residential Areas occurs within pre-1946 character residential housing area. Given the availability of other suitable land nearby off the Evans Road industrial area for medium density residential housing construction, interspersed with mixed used commercial/residential/entertainment/community use development, this destruction is unnecessary.

The below images reiterate the work done in the submission of local town planner, Chris Fogarty, and are to illustrate some of the streetscape and character residential housing that would be unnecessarily destroyed by Council’s current draft proposal for “up-zoning” for 3 to 5 storey multi-unit residential development.

**Figure 11** Analysis of Salisbury Pre-1946 Housing (source: Chris Fogarty, Town Planner submission)

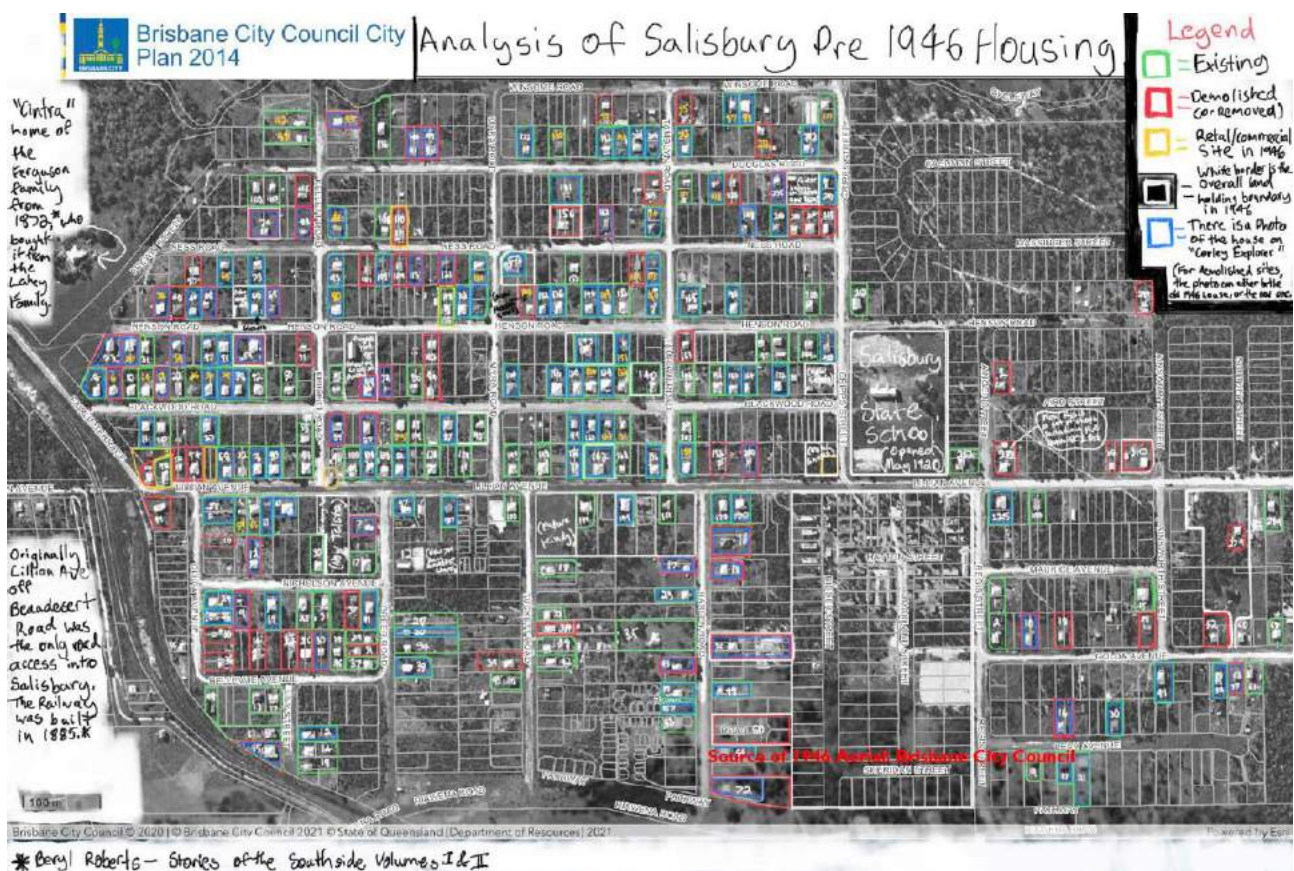




Figure 12 Potential Alternate Zoning Proposal for Salisbury (source: Chris Fogarty, Town Planner)



Figure 13 Salisbury – Typical Splitter In-fill Development (source: site photo)





**Figure 14** Hedge Espresso – Lillian Avenue (*source: site photo*)



**Figure 15** Indicative Salisbury Character Housing (*source: site photo*)







**Figure 16** Indicative Salisbury Character Housing Renovation (*source: site photo*)



**Figure 17** Indicative Salisbury Residential Streetscape (*source: site photo*)





### A.3 Moorooka existing residential area

Indicative examples of streetscape and character housing that may be impacted by up-zoning.

**Figure 18** Indicative Moorooka Character Housing (*source: site photo*)



**Figure 19** Indicative Moorooka Residential Streetscape (*source: site photo*)





# APPENDIX B INFRASTRUCTURE CONSTRAINTS

## B.1 Congestion and Heavy Vehicle Traffic on Ipswich Road

**Figure 20** Ipswich Road near to Moorooka Train Station (*source: site photo*)



**Figure 21** Ipswich Road – Typical Streetscape (*source: site photo*)



## B.2 Problem Pedestrian Crossing on Orange Grove Road

This problem un-signalised pedestrian crossing that Council is required to address for road safety.

**Figure 22** Indicative Salisbury Character Housing Renovation (*source: site photo*)



**Figure 23** Unscientific Poll on Salisbury Community Grapevine Facebook Group (*source: Facebook*)

Simon Cole created a poll. June 10

What should be done about the pedestrian crossing on Orange Grove Rd at the cnr of Lillian Ave?

Option	Votes
<input checked="" type="checkbox"/> Added by Simon Cole Remove it	277 votes
<input type="checkbox"/> Added by Simon Cole flashing lights on a button system	85 votes
<input type="checkbox"/> Added by Simon Cole Add a refuge island	45 votes
<input type="checkbox"/> Added by Simon Cole Install traffic lights	25 votes
<input type="checkbox"/> Added by Harley Wagner Require drivers to use their eyes	16 votes
<input type="text" value="Add an option"/>	

See 11 more

Peter Hallam and 5 others 72 Comments

Like Comment



### B.3 Rail Bridge at Muriel Avenue

**Figure 24** Muriel Avenue Low Clearance Rail Bridge Approach – Looking South (*source: site photo*)



**Figure 25** Muriel Avenue Low Clearance Rail Bridge Approach – Detail (*source: site photo*)





## B.4 Rail Level Crossing at Fairlie Terrace

**Figure 26** Fairlie Avenue – Level Crossing Approach (source: site photo)



**Figure 27** Fairlie Avenue – Level Crossing (source: site photo)





# APPENDIX C ARTC INLAND RAIL AND HEAVY VEHICLE MANAGEMENT

## Background

As concerned local residents, we believe it is ***critical*** that in considering any proposed land-use planning changes the Brisbane City Council should *closely consult* with the State Government, the Commonwealth Government, the Australian Rail Track Corporation (ARTC) and affected residents and businesses within the southern suburban footprint of Brisbane, to *ensure* that the ***impacts of the proposed Inland Rail project on the amenity and liveability of these suburbs, as well as on the operation of the suburban passenger rail and road network*** be adequately assessed and taken into account.

The local area is a vital link for road and rail freight traffic, with significant warehousing and distribution facilities locally and major road links to the Port of Brisbane from Ipswich and Beaudesert Roads. The Aurizon Intermodal rail terminal at Acacia Ridge is also a generator of heavy freight traffic onto the local road network.

These freight movements create significant noise and atmospheric pollution loads for residents on the corridor and add large traffic burdens to the roads. It also restricts opportunities for other modes of transport, be they private vehicles, public transport, active transport or safe and equitable access.

Currently, only a single gazetted state-controlled freight corridor, known as the “Brisbane Urban Corridor” (BUC), transects the area; connecting the Ipswich Motorway at Rocklea in the west, to the Gateway Motorway at Mackenzie in the east. The BUC consists of Granard Road, Riawena Road, Kessells Road and Mount Gravatt Capalaba Road. To this day the corridor remains unfit for purpose as a gazetted freight route and contributes to congestion where it interfaces with dense urban & retail areas, particularly in the vicinity of the Westfield Garden City shopping centre at Upper Mount Gravatt.

## We are advocating for a comprehensive heavy vehicle management plan

The Forum (SBSF) is currently advocating for the Department of Transport and Main Roads (TMR) to undertake a comprehensive heavy vehicle management plan as an important first step in planning a local transport network that meets future needs and secures the lifestyle and liveability for the residents and businesses that live and invest within our suburbs.

This plan would identify a program of infrastructure upgrades on those roads designated to carry freight loads, that could facilitate a ban on containerised road freight from using local roads that are unsuitable for this function. Importantly, this plan should consider the impact of the ARTC Inland Rail Project and the potential unloading of containerised freight at the Acacia Ridge Intermodal on to the surrounding road network.

After discussions with senior officers of the Department of Transport and Main Roads (TMR) in the offices of MP for Toohey, Mr Peter Russo on the 1<sup>st</sup> of October, 2019, on Mr Russo’s suggestion members of the forum prepared a parliamentary petition requesting funding be allocated in the state budget under the Queensland Transport and Infrastructure Plan (QTRIP) for a heavy vehicle movement study to be undertaken to examine the impacts of the proposed ARTC Inland Rail project’s anticipated increase at unloading at the Acacia Ridge Intermodal on the surrounding suburban road network on Brisbane’s southside.

In advance of the 2020 state election we took this petition to be sponsored by Mansfield MP Corrine McMillan, who received it with interest. Corrine forwarded this petition to the offices of the Minister for Transport and Main Roads (Mr Mark Bailey, MP for Miller) where it has remained and we are yet to be informed of it being actioned.

In absence of any action by the state government, we are happy to work with Brisbane City Council to have a Councillor sponsored petition calling for the State Government to fund and undertake this vital study.

It is critical for the southern suburbs of Brisbane that the Council, State and Federal governments work closely together in a bipartisan fashion on a coordinated plan that will address these issues for the benefit of the local communities and businesses that live and operate within it. The wording of this parliamentary petition is contained in Appendix D.

## The current operation of rail and road freight locally

My own observations are based on lived local experience, engineering knowledge of the operation of the rail and road network, study of various technical reports, plans, reading previous submissions to previous enquiries and from consulting with transport and logistics operators, truck drivers, traincrew, rail operations personnel, local elected officials and residents.

### ***Issues on the local road network***

Currently the BUC is the only east-west state-controlled road corridor through the suburban footprint that is gazetted to carry containerised road freight. However, TMR has implemented a ban on through truck deliveries originating west of Gailes bound for a “non-local destination” from using the BUC and requires that they instead use the Logan / Gateway Motorway route (a.k.a. the “southern freight bypass”) and has implemented truck monitoring on Riawena Road, to issue fines to heavy vehicles that do not comply.

Whilst well intentioned, this appears to be causing some heavy vehicle operators to choose to use alternative routes (including Council roads) through this region as they seek to avoid fines and tolls. Despite these roads not being suitable approved multi-combination routes, a lack of enforcement from TMR and QLD Police is resulting a significant amount of this containerised road freight utilising these local roads causing a reduction in amenity for the densely populated residential, business and dining areas as they pass through on their way to the port and other destinations. Despite the local source of nuisance and congestion at the Boundary Road rail level crossing at Coopers Plains, a significant portion of this traffic is utilising the Boundary Road / McCullough Street corridor through Sunnybank Central daily.

In addition, a significant amount of containerised road freight is generated locally from broken down loads at the Acacia Ridge facility and from other warehousing and distribution facilities locally and is not restricted from using the BUC to access the port and other destinations. During the day, the BUC can become extremely congested, particularly around the Westfield Garden City shopping precinct around the Kessels Road / Logan Road intersection and further along on the heavily constrained Mount Gravatt Capalaba Road residential corridor (especially at the Newnham Road intersection). This pushes many of the transport operators to rely more heavily on the local Council roads that they should not be using.

As concerned local residents, our fear is that a continuation of current trends of the bulk of this freight being unloading onto trucks (given the current low share of urban freight moved by rail) and without enforcement measures to prevent the illegal use of local roads by the major road freight transport operators, an increase in rail freight arriving at the Acacia Ridge Intermodal will likely worsen an already chronic local truck problem.

Controlling freight movements on the road network is notoriously difficult because when obstacles such as enforcement and road congestion are presented, the transport operators have an established record of finding a path of least resistance in seeking out alternative routes to avoid expense, complications and delays to their operations. Studies show that increasing the share of the urban freight task carried by rail is the most effective way to reduce the impact and pressure on the local road network. Consideration should therefore be given to any obstacles that inhibit a greater share of the urban freight task being taken up by rail.



Web: [www.sbsf.net.au](http://www.sbsf.net.au)  
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Email: [sbsf.communityforum@gmail.com](mailto:sbsf.communityforum@gmail.com)

# APPENDIX D    SBSF PETITION FOR A HEAVY VEHICLE MANAGEMENT PLAN

**Email:** [max@formationcivil.com.au](mailto:max@formationcivil.com.au)  
**Submitter:** Mr Max Hooper (CPEng, RPEQ)  
**Address:** 31 Beaton Street, Coopers Plains QLD 4108  
**Mobile:** 0413 690 705  
**Party Member:** Yes  
**Parliamentary Sponsor:** Corrine McMillan  
**Address:** 12 Mount Gravatt-Capalaba Road, Upper Mount Gravatt QLD 4108  
**For the State Electors of:** Mansfield, Toohey, Miller, Algester, Stretton, Greenslopes, Chatsworth & Lytton

**"Heavy vehicle & freight movement study for the Brisbane Urban Corridor (BUC) and surrounds"**

Grievance 186 words + Action Required 57 words = Total **243** words (word limit = 250 words).

**Grievance (This petition draws to the attention of the house):**

The Brisbane Urban Corridor (Granard-Riawena-Kessels Rds) is a vital link for road freight traffic between Beaudesert Road and the Gateway Motorway, with significant warehousing and distribution facilities across the Inner West, including Aurizon's Acacia Ridge Intermodal Facility at Acacia Ridge.

These freight movements are creating significant noise and atmospheric pollution loads for residents on the corridor and add to congestion, impacting heavily on road safety and urban amenity. These impacts are projected to worsen when the ARTC Inland Rail Project is extended to the Acacia Ridge Intermodal Facility.

The State Government has implemented truck monitoring on Riawena Road, to deter heavy vehicles bound for a "non-local destination". This traffic must use the Logan/Gateway Motorway route (the "southern bypass").

Whilst well intentioned, transport operators are choosing to use other unsuitable Council roads (such as Boundary Rd/McCullough St and Beenleigh Rd) to transit locally generated containerised road freight through this region as they seek to avoid fines and tolls.

These routes are not currently approved Multi-Combination Vehicle (MCV) routes, as designated by the Department of Transport and Main Roads (TMR), and their use for freight operations is illegal.

**Action Required (The petitioners therefore request the house to):**

Funding is requested under the Queensland Transport Road Investment Program (QTRIP) for a heavy vehicle and freight movement study that takes into account the expected impact of the Inland Rail Project; heavy freight vehicle bans on local Council roads; and identifies the necessary road infrastructure required to facilitate the efficient operation of the National Intermodal Freight task.





Web: [www.sbsf.net.au](http://www.sbsf.net.au)  
Facebook: [www.facebook.com/groups/sbsfau/](https://www.facebook.com/groups/sbsfau/)  
Email: [sbsf.communityforum@gmail.com](mailto:sbsf.communityforum@gmail.com)

## APPENDIX E MEDIA FOR INLAND RAIL




[Read Today's Paper](#)[Tributes & Notices](#)

5:35pm Monday, July 26th, 2021

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# Inland Rail dubbed 'dog of a project' by Labor senator

It's a huge infrastructure project linking Brisbane and Melbourne. But no-one is listening to concerns about Inland Rail's negative impact when it hits our suburbs, writes Queensland senator Anthony Chisholm.

**Anthony Chisholm** 3 min read February 10, 2021 - 12:37PM [121 comments](#)

The federal government needs to abandon the Inland Rail Project, which is a hopeless infrastructure plan that will trash local farming assets, according to Sky...

MY party received just 16 per cent of the vote in Millmerran at the 2019 Federal election so you could imagine my surprise in January last year when I was driving into the town and was greeted by a big sign saying, “welcome Labor Senators”.

What prompted this unusual show of support? Community frustration at the Federal Government and the Australian Rail Track Corporation, the Government Authority tasked with building the Inland Rail.

Locals are angry over the failure to listen to their concerns about the Inland Rail route that has been chosen from the QLD/NSW border to Gowrie, just outside of Toowoomba.

Just over 12 months on from this experience and even more problems have been identified with this project in Queensland. In December the Deputy Prime Minister [tipped in another \\$5b of taxpayer dollars](#) – this is before they detail how the rail line will get down the range and into the Port of Brisbane.



Residents in Queensland communities have raised concerns about the impact of Inland Rail.

Because of the size of these double-stacked 1.8km long trains they are too big to get to the port meaning that the trains are due to terminate at Acacia Ridge which is still a long way from the Port of Brisbane.

Two weeks ago the Senate Committee looking at this issue [heard evidence from the Mayor of Logan](#) about how the ARTC and Federal Government have ignored the concerns of local residents who are going to be impacted by the increased frequency of trains heading through Logan into Acacia Ridge.



We heard alarming evidence from the trucking industry who estimate that there is going to be an extra 3000 truck movements per day between Acacia Ridge and the Port of Brisbane and surrounds. Not just any truck, but what is called an A-double, which is basically 3000 road trains a day through southern Brisbane suburbs. This is expected to grow to over 11,000 by 2040.

The Government have provided no plan on how this will be managed and have not engaged with the trucking industry.

It is frustrating that the Inland Rail project has been beset by so many problems in Queensland. Federal Labor are supportive of the project but it has been mismanaged in my home state. In separate evidence to the Senate Inquiry into Inland Rail Everal Compton and Jon Grayson were scathing of the project's management.

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Mr Compton has been called the Father of Inland Rail, and he said “I can say that I have never in 65 years seen a more incompetently managed and wasteful project than this one. It is a disgrace” while Mr Grayson who is a public policy and infrastructure expert said that “the management of the project to date has been a lost opportunity to capture innovation and to maximise export potential for rural and regional areas”.

---

The ARTC are just paying lip service to the legitimate concerns of so many Queenslanders who are going to be impacted by this project.

Unfortunately, the Federal Government have been no better, in Toowoomba late last year the Deputy Prime Minister, who is responsible for Inland Rail, dismissed the concerns of local farmers, residents and business owners when he told them “It’s time to get on with the job” and suggested that “the landholders haven’t accepted the decision”.

There is also the cost of the project, only recently the Government stumped up an extra \$5b, taking the tally to \$17.6b, this is without detailing how the project will get down the Toowoomba Range and into Brisbane. That stretch alone is estimated to cost 50 per cent of the total budget for 10 per cent of the distance of the total Inland Rail project, but it would still stop at Acacia Ridge in suburban Brisbane.

The Government seem intent on arrogantly ploughing on, dismissing the concerns of the Millmerran farmers as the ARTC claim they know better, ignoring the residents on the train line from Acacia Ridge to Beaudesert who are going to have 14 1.8km trains through their suburbs and they just have their heads buried in the sand on the impact of an extra 3000 road trains on the streets of southern Brisbane suburbs once the trains stop at Acacia Ridge.

Gary Hardgrave the former LNP member of the impacted area on the Southside of Brisbane has criticised the plan to terminate at Acacia Ridge.

“It will be devastating for south side Brisbane if the plan is to just terminate it all at Acacia Ridge because it’ll just put more and more trucks on local roads which are not designed for it” going on to say “Acacia Ridge would have been the right termination point if this was 1920, but it’s 2021”.

The reality is, once the Inland Rail hits the Queensland border it is a dog of a project everywhere you look. Costly, disruptive to every community it touches and driven by an organisation in the ARTC that just doesn’t want to listen. Ultimately it is the Federal LNP Government that will have to fix these problems or be held accountable.

**Anthony Chisholm is a Labor senator for Queensland**



[Quest News](#) > [Logan](#)


# Toowoomba plan for Inland Rail gains traction after five-year battle

There is light at the end of the tunnel for a group of southside Brisbane residents who have been fighting for five years to stop the Inland Rail ploughing through their suburbs.



**Judith Kerr** [Follow](#)

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 3 min read

February 10, 2021 - 12:25PM

Albert & Logan News

 34 comments



Stan and Suz Corbett have been campaigning against the Inland Rail for five years. PHOTO: Renae Droop

A five-year fight to terminate the Inland Rail freight line at Toowoomba has gained traction, putting into doubt plans to run the track through residential suburbs south of Brisbane.

[A group of southside residents](#), whose Toowoomba proposal has been ignored by the rail developer ARTC for five years, finally found support for their plan at last month's Senate hearing.

[The Inland Rail Action Group, based out of Logan](#), has been pushing for the rail link route to be terminated at Toowoomba so it would not plough through their suburbs and farms.

[Inland Rail Action Group's Stan and Suz Corbett](#) said support from three senators, a university chancellor and long-time advocate Everaldo Compton, at last month's hearing had brought into question the Acacia Ridge to Kagaru section of the 1700km rail line.

Under the action group's proposal, the line would end at Toowoomba but export freight and coal would continue north on to Gladstone Port.

It would not have to be tunnelled through the Range from Gowrie to Kagaru nor through [Logan suburbs of Forestdale, Hillcrest, Greenbank, Boronia Heights, Kagaru, Greater Flagstone and North Maclean](#).

Last month, the ARTC, which is developing the line, announced a \$5.5 billion cost blowout along with the [departure of its second chief executive Richard Wankmuller](#).



Sky News understands Agriculture Minister David Littleproud had a "stoush" where he was said to have "torn strips" off...

"Our proposal is a better solution and could save money but the ARTC has never taken it seriously," Mr Corbett said.

"It has the potential to cut costs which would be good after it was announced there was a 50 per cent cost blowout of up to \$5.5 billion which is on top of the allocated federal funding of \$9 billion.

"Our section of the line is the only track which has not had an environmental impact study but the groundswell of support at the latest Senate hearing confirmed for us that sentiment is changing and people want a different route."

Mr Corbett was speaking out after [Senator Anthony Chisholm published his support for the Toowoomba plan](#) today.

Long-time proponent Everal Compton also addressed the hearing calling for the sacking of the ARTC, showing signs he was losing favour with the rail project management.

He pushed the Logan action group's plan to terminate the line at Toowoomba and ditch the plan to connect with Acacia Ridge through Logan suburbs.



Everal Compton PHOTO: Josh Woning

Mr Compton said the ARTC should be replaced with an inland railway construction authority set up by federal parliament.

identified the track through Kagaru as the way to go,” he said.

“Well all I can say to whoever in the Queensland government decided that, should be given residence out in the Sturts Stony Desert somewhere because that is a ridiculous way to try and bring the railway in.

“The solution: ARTC must be immediately and permanently dismissed for incompetence, financial waste and the destruction of livelihoods as well as the attempt to waste several more billion dollars on absolute nonsense.

“The authority must totally abandon the railway from Toowoomba to Brisbane as it is pointless.

“They can adopt plans, costings and corridors that already exist for the Toowoomba to Gladstone railway.”

## **OTHER INLAND RAIL STORIES**

### **[INLAND RAIL RESIGNATIONS](#)**

### **[INLAND RAIL SENATE INQUIRY](#)**

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### **[INLAND RAIL SENATE LETTER](#)**

### **[INLAND RAIL FEARS](#)**

### **[FURY AHEAD OF ESTIMATES](#)**

The inquiry also heard from Gladstone University chancellor John Abbott who backed terminating the freight line at Toowoomba.

Mr Abbott said the Gladstone link would cut costs of up to \$4 billion, reduce time frames with the project “virtually shovel-ready now”.

“The design is complete and estimated. We believe this would force the ARTC to bring the project back to the originally approved budget of \$10 billion or thereabouts” he said



“It’s hard to understand, given this analysis, why this change was not being seriously considered previously, other than the usual capital-city-centric world that we in the regions are quite used to.”

[Join the conversation \(34 comments\)](#)

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Logan

#### **Fraudster out on parole for attempted \$80k car racket**

A homeless fraudster who attempted to swindle a \$80,000 car from a Springwood car dealership to gain favour with his mates has been released on parole.

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# Left in limbo: maps prompt call for passenger train corridor details

Hundreds of southside residents want the state government to release crucial details of a train corridor, which could swallow their homes.



**Judith Kerr** [Follow](#)

@judithkerr1

3 min read

April 8, 2021 - 8:00AM

Albert & Logan News

15 comments



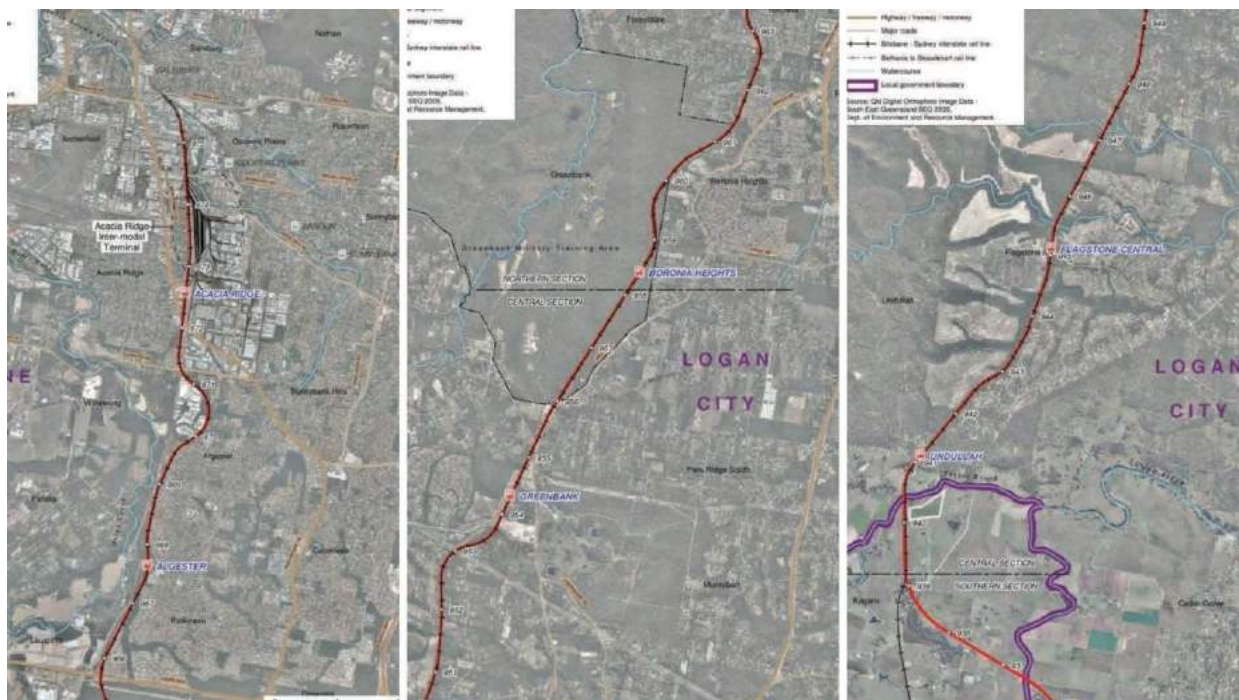
Track near Veresdale and near Beaudesert.



Hundreds of southside residents will be left in limbo for another two years before they find out if their homes will be bulldozed to make way for a passenger and freight rail corridor.

The state government's Transport Department said details of land resumptions would not be available until December 2022 when a business case was completed for the proposed Salisbury to Beaudesert passenger line.

Maps published last month as part of the South East Queensland Regional Transport Plan 2021 fanned fears for residents in suburbs including Flagstone, Forestdale, Hillcrest, Boronia Height, Parkinson, Greenbank, New Beith and Algester.



Maps from a study on the Salisbury to Beaudesert passenger line, showing the proposed line in red.

Other maps from a Salisbury to Beaudesert Rail Corridor Study, fail to list streets and addresses, but show the train corridor could be wider than 30m to 40m.

The \$20 million federal and state study is designed to gauge future passenger and community needs for emerging suburbs such as Flagstone and ensure the passenger line fits with the broader rail network, including Inland Rail and Cross River Rail.

## RELATED STORIES

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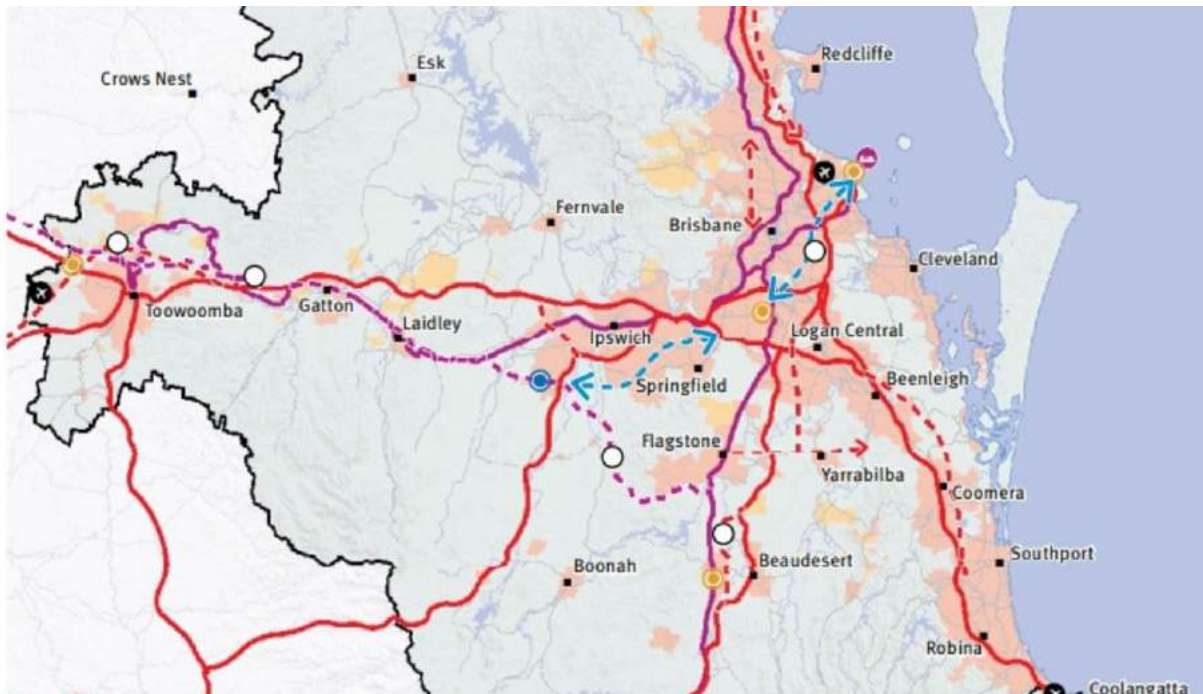
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## [MAYOR'S INLAND RAIL THREAT](#)

## [HOUSING ESTATE BUILT ON INLAND RAIL](#)

Residents of some southern Logan suburbs, including Forestdale and Hillcrest, who have already endured two years of fear, want confirmation of where the train lines will run.

They say they have been left in limbo while the state withholds the route details which are expected to be within the same corridor as the proposed Inland Rail freight line.



One of the latest maps from the SEQ Regional Transport Plan 2021 showing future passenger transport routes for 2041 in red and existing routes in purple.

Exact routes of both tracks are yet to be published, leaving potentially 200 or more families fearing their properties may be seized to make way for the rail links.

Civil engineer and member of a community consultation committee watching the



showing the possible routes.

He said residents and businesses had the right to know how the passenger and freight lines would share the existing train corridor from Acacia Ridge to Bromelton.



Max Hooper says residents deserved to know where the passenger line will go.

“The state government already knows where the passenger line will go as it has already said it was ‘finessing’ details,” Mr Hooper said.

“We already know they are looking at between Salisbury to Beaudesert via Greater Flagstone, using the same corridor as the proposed Inland Rail track.

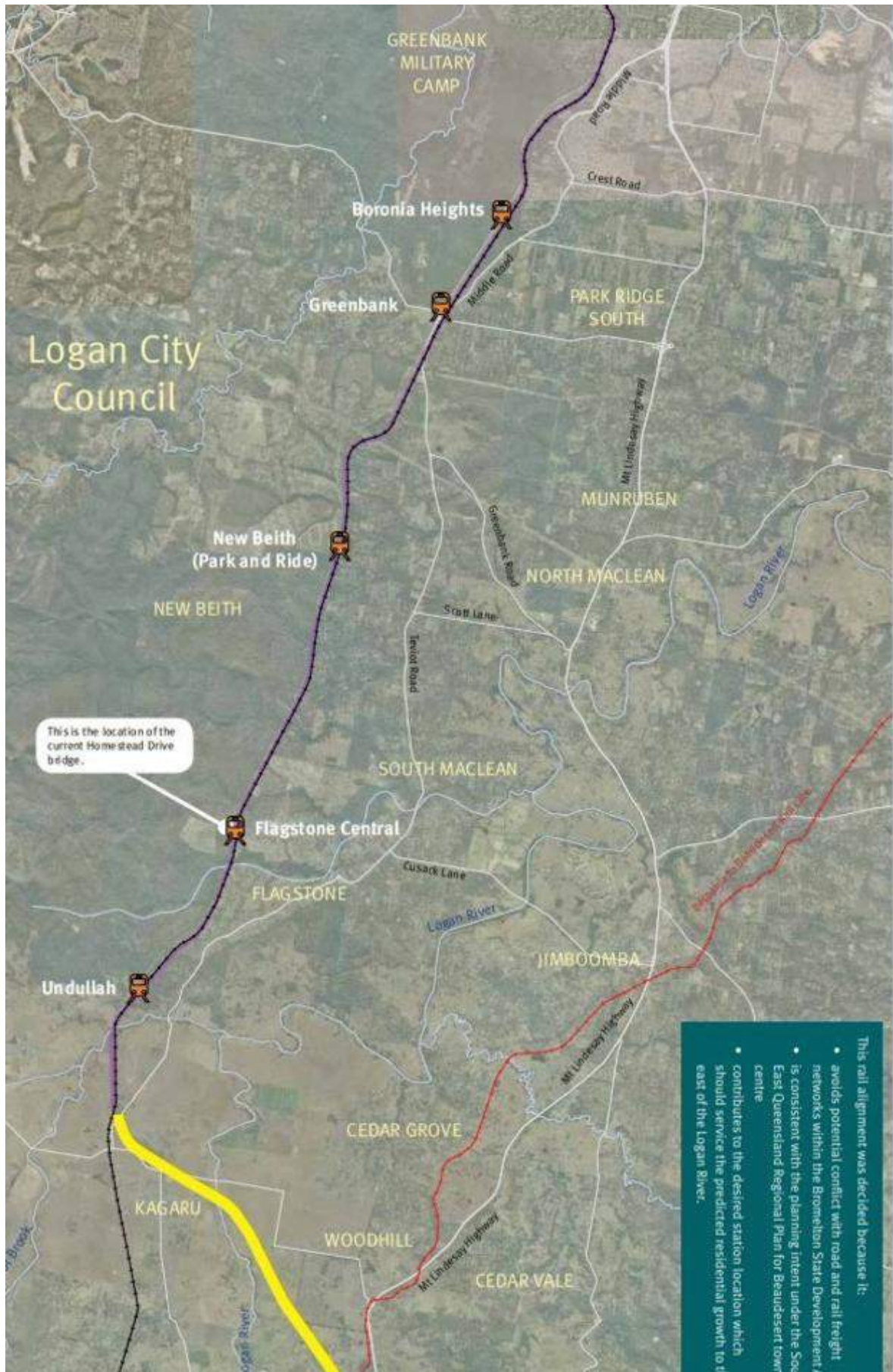
“The state government’s intention to use the existing rail corridor for the Salisbury to Beaudesert passenger rail service predated the ARTC Inland Rail project.

“Catering for a main line freight track in each direction, in addition to the passenger rail that was already proposed, will result in significant additional land resumptions and property impacts.

“The state government and ARTC should be consulting with the affected residents and stakeholders as part of the current environmental impact statement process for the inland Rail freight line from Kagaru to Acacia Ridge and Bromelton.

“Community consultation and planning to acquire the full corridor should be done

Australian Rail Track Corporation, which is developing the Inland Rail freight line for the federal government, has not released final details for any section of the freight line in Queensland.



the existing interstate rail freight line.

the existing inter



State government officials from the [Transport and Main Roads Department told Logan City Council in 2019](#) it would be prudent to build the two tracks side by side, but that no work would be completed before 2041.

Calls for more details about the rail plans were made [last month at a community forum to address residents' fears about Inland Rail](#).

Dozens of southside residents aired their discontent with plans to build the Inland Rail freight line from Bromelton through to Acacia Ridge and Logan suburbs, with trucks then used to move export freight to the Brisbane Port, from Acacia Ridge, via the heavily congested Brisbane Urban Corridor.

A Transport Department spokesman said the Salisbury to Beaudesert corridor had been identified in state planning documents since the 2007.

“Cross River Rail will enable the Queensland Government to consider network enhancement projects to support an increase in services across the wider rail network, including between Salisbury and Beaudesert,” TMR said.

“We are working with Australian government agencies to ensure the works planned for the Melbourne to Brisbane Inland Rail project will complement the future delivery of passenger services in the Salisbury two Beaudesert rail corridor.”

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# MEDIA RELEASE

## Anthony Shorten

### LNP Candidate for Toohey

#### **Labor Reps at odds about trucks, while community suffers**

Labor politicians can't agree about truck traffic through our suburbs with one even missing in action. While Labor politicians argue amongst themselves the Southside suffer.

The current Federal Labor Member for Moreton is grandstanding against trucks, the Moorooka Labor Councillor seems to want to encourage more trucks caught on local roads, while the Labor State Member for Sunnybank is in hiding.

"Labor is taking the votes of the people of Coopers Plains for granted. Wall to wall Labor in our area has not delivered for our community". Mr. Shorten said.

"Three years ago the Labor State Member campaigned to "fix" the crossing. We now know he is now the MP but in his case this means Missing Person. On the crossing, on parking around Altandi Station, on skyrocketing electricity prices, he is nowhere to be seen.

"I was raised in Coopers Plains. I know fixing the crossing has been talked about my entire 48 years. There is need, not because of the trucks, but because our community should not be split by the railway line.

"Our area doesn't deserve more trucks on our suburban streets yet this seems what Labor plans.

"Local people tell me we need a truck traffic management plan which prevents the use of the Boundary Road/McCullough Street local road corridor as a rat run from the interstate freight terminal at Acacia Ridge for trucks heading to the Gateway Motorway.

"Firstly freight to the Port of Brisbane should be on the Rail Freight Line but freight on trucks should be on Kessels Road. The \$400 million upgrade to the intersection of Kessels and Mains Rd was supposed to be for trucks.

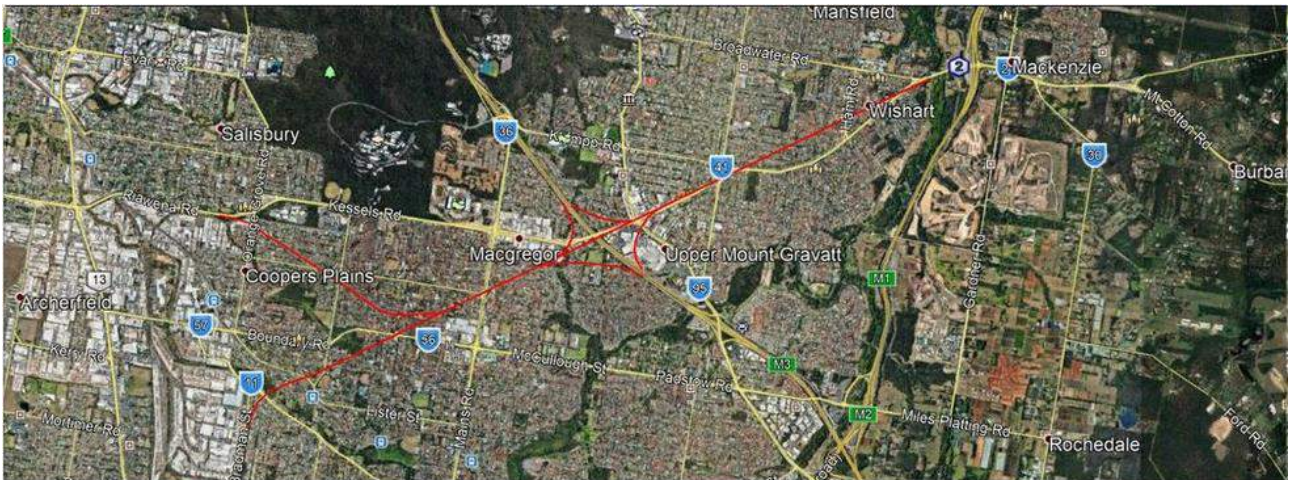
"My plan for Coopers Plains is Simple. An overpass to assist local traffic, coupled with a rigorous local traffic management plan for local streets, so trucks with local deliveries are the only ones on local roads like Beenleigh Road, Boundary Road and McCullough Street.

"It took the former Member for Moreton, the Hon Gary Hardgrave to deliver the overpass at Beaudesert Road, Acacia Ridge. Ten years ago the Prime Minister the Hon John Howard backed a local area traffic plan for Coopers Plains and Sunnybank. We need this plan more than ever". Ends

Media enquiries. Anthony Shorten 0417446098



# APPENDIX F DISCUSSION PAPER FOR AN EAST-WEST TRUCK TUNNEL



## Discussion draft for an Road Tunnel East-West Link in Southern Brisbane

 CRAIG MINNS - TUESDAY, AUGUST 4, 2020

There is a strong case to be made for a road tunnel to carry through traffic on the East-West route between Archerfield/Acacia Ridge and the Gateway Motorway. This traffic has become a serious hazard to pedestrians and a constant source of complaint for local residents, including road users, households and businesses. Peter Russo, the State Member for Toohey, has been active in seeking action from Council to enforce noise limits on McCullough St following such complaints. The traffic burden on local roads will increase significantly with development of high density residential properties in Upper Mt Gravatt, which the City Plan foresees extending right through current low density residential areas from Creek Rd south, in the area between Logan and Newnham roads and West to the Mains Rd alignment. Similar high density development will also be undertaken in Sunnybank.

There are also plans to extend the Inland Rail route from Bromelton, near Beaudesert, to Acacia Ridge, carrying double-stacked container freight, which will necessitate the expansion of the Acacia Ridge Multimodal Terminal and place a further high traffic load of heavy vehicles to the Logan and Gateway Motorways. Beaudesert Rd is already a hazardous route, particularly through the Algester/Calamvale sections, and Compton Road carries a great deal of heavy vehicle traffic through residential, commercial and retail precincts. Boundary Rd and Beenleigh Rd are also routes used by heavy vehicle traffic to access the Gateway Motorway and the M1 southbound. There is just one nominated heavy vehicle route, the Brisbane Urban Corridor, which encompasses Granard Rd, Riawena Rd, Kessels Rd and Mt-Gravatt Capalaba Rd. Heavy vehicle traffic from Ipswich Rd is not permitted to use this route to access the Gateway Motorway.

There are serious challenges in accessing the Port with a heavy rail freight line from Acacia Ridge to extend the Inland Rail project to that destination. Use of the current suburban network alignments will require enormously expensive and disruptive work on some 18 bridges and road crossings as well as construction of new rail lines. An alternative proposal for a rail tunnel has been suggested, but this would be enormously expensive at over 20 km in length. The Port itself is not designed for high levels of rail freight, having just been significantly upgraded as a highly efficient road freight distribution facility, with a small rail loop to handle some bulk cargo and small volumes of container freight set in the centre of wetlands and existing road and building infrastructure. Expanding that multimodal facility would also be enormously disruptive and costly. Acacia Ridge has plenty of space and is right beside a natural distribution and manufacturing hub. The old Holden precinct is a huge amount of space, with semi-derelict building assets awaiting development. There's already a rail line in place, albeit badly degraded. Across the Acacia Ridge industrial precinct there are derelict and semi-derelict building assets that need redevelopment.

My proposal is for a road tunnel, with two portals on the Western end; one on or close to Bradman St and one on Riawena St, linking to the Gateway Motorway and possibly the M3. I have attached sketches of two possible alignments, each of which has some features to recommend it. The first, which requires approximately 10-11km of tunnel infrastructure and significant surface works at the Gateway end, would exit at or about Mt Gravatt-Capalaba Rd, with elevated ramps to carry traffic between the tunnel and motorway. The second, which is slightly shorter, has a portal on the Gateway Motorway adjacent to the Rochedale industrial precinct which is still under development. This option would require significant surface works to add capacity to the Gateway Motorway northbound in order to cater for the increased traffic load generated by the Acacia Ridge Multimodal Terminal.

In my view, which is informed by significant experience as a transport operator carting freight in this region, a tunnel option for road freight and through traffic linking West and East of the region is the best choice.



[Quest News](#) > [Logan](#)

# Flaws found in rail tunnel plan as truckie pushes underground road

A tunnel solution proposed as part of the Inland Rail has been exposed as flawed after it was revealed it would be too small for double-stacked trains.



**Judith Kerr** [Follow](#)

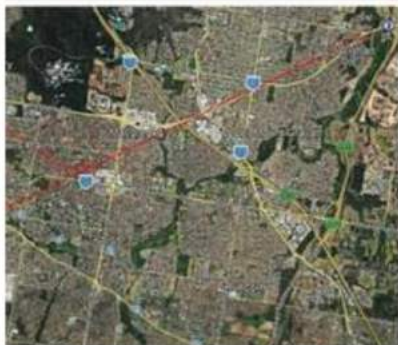
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3 min read

February 17, 2021 - 6:30AM

Albert & Logan News

28 comments



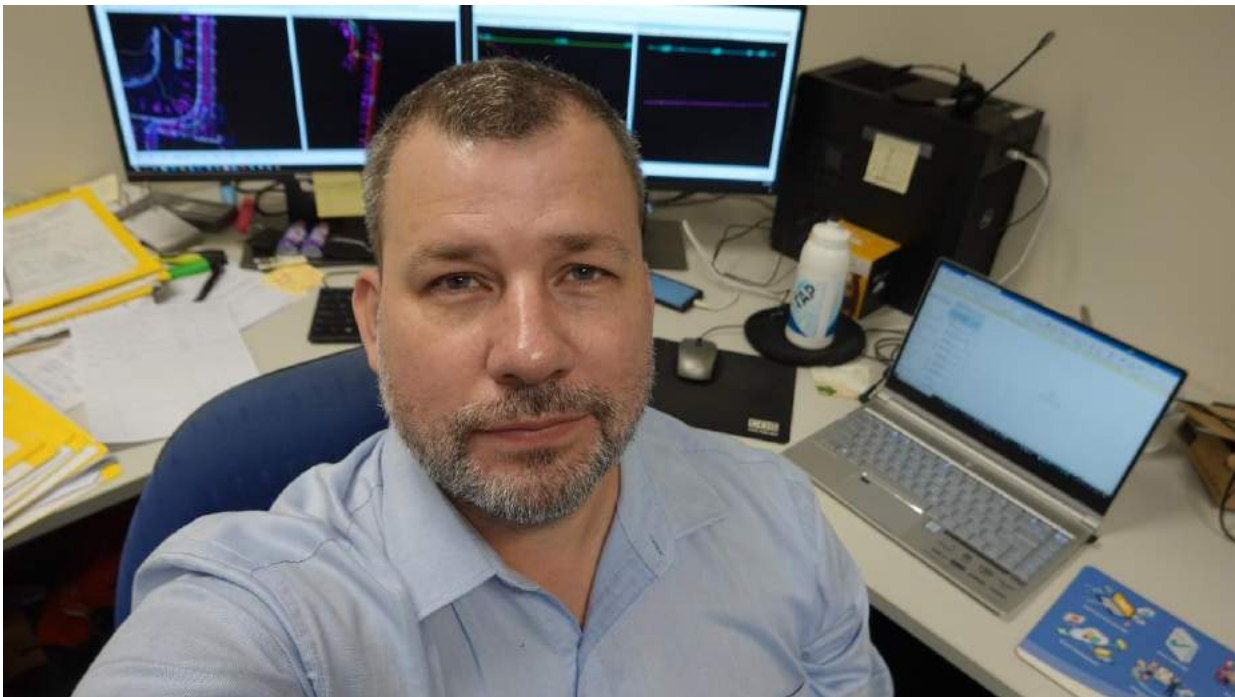
Truckie Craig Minns wants a road tunnel to take trucks off the road; his plan includes two possible options with entrances at Acacia Ridge and Riawena St.

A tunnel solution proposed as part of the Inland Rail has been exposed as flawed after it was revealed it would be too small for double-stacked trains.

Community action group Southern Brisbane Suburban Forum said the underground plan, raised by federal MP Ross Vasta, would never work as the width and height of the proposed tunnels was too narrow for the freight trains.

Instead, the group has backed a road tunnel link to the Brisbane Port, specifically designed for trucks, which has been given the thumbs up from the truckie fraternity.

Civil engineer and spokesman for the group Max Hooper said Mr Vasta's plan to use machines drilling the Cross River Rail tunnels showed a lack of planning and foresight.



Engineer Max Hooper says a Cross River Rail tunnel drill will not make a hole large enough for Inland Rail freight trains.

He also called for the Inland Rail project's budget to be re-examined after a whopping cost blowout of \$4 billion.

“The claims that the tunnel boring machines from the Cross River Rail project could be reused to excavate two 16km-long tunnels from Acacia Ridge to the Port of Brisbane are ridiculous as the tunnels would be too small,” he said.

“The cutting head of the machines being used for Cross River Rail have a nominal 7.2m bore diameter and after each tunnel is fortified and mandated clearances are imposed they would not be large or wide enough for a double-stacked train.

“This doesn’t take into account additional Queensland Rail-mandated clearances.”

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Mr Vasta said his proposal to use the Cross River Rail boring machines was only a suggestion and it was too early to determine whether the tunnels were an option until after a planned \$20 million business case was completed.

“We are still waiting for the state government to release details of a study into this section of the track but we know it includes a couple of options such as the tunnels,” a spokeswoman for Mr Vasta said.

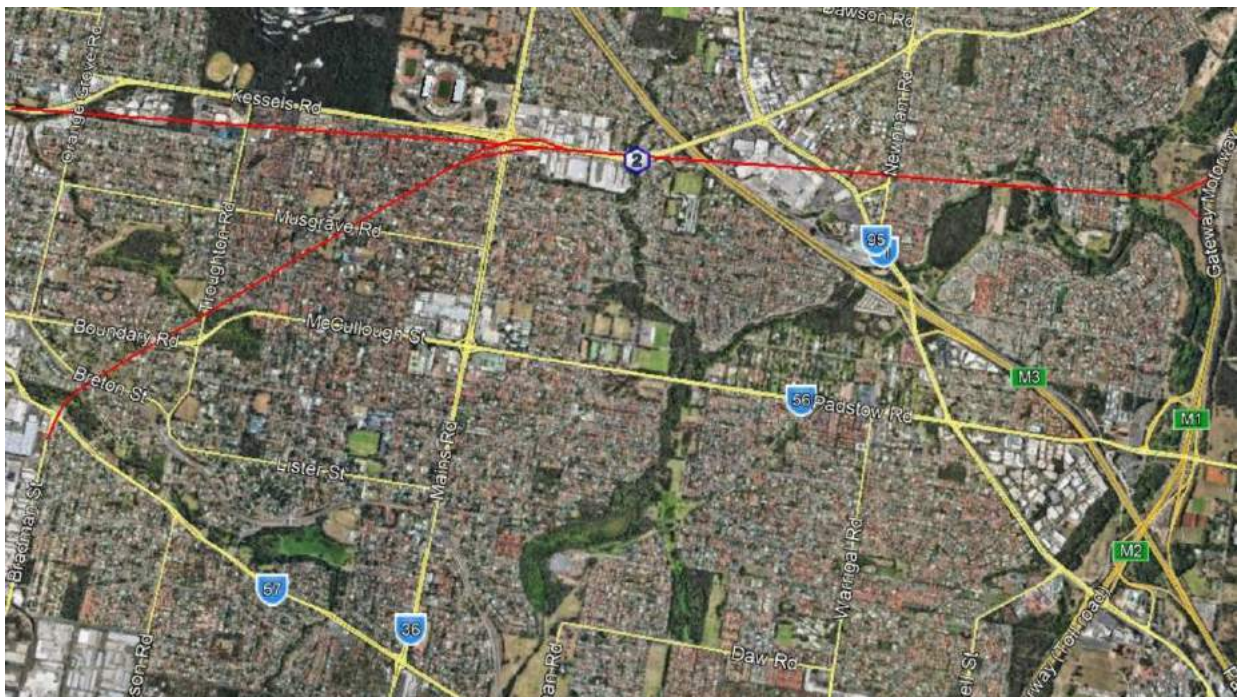
“But all proposals will have to be fully investigated before it gets anywhere near to the tender stage.”



The federal government needs to abandon the Inland Rail Project, which is a hopeless infrastructure plan that will trash...

Mr Hooper, a member of the community-based Australian Rail Track Corporation consultative committee, said estimates showed the tunnels would cost between \$10 billion and \$20 billion but only \$3 billion had been budgeted to build the link between Acacia Ridge and the port.

Logan truck driver Craig Minns drafted an alternative tunnel route for trucks not trains, which he said was safer and cheaper.



One of the options for a truck and road tunnel taking traffic from Acacia Ridge to the Brisbane Port.

Under his tunnel plan, trucks would move freight from the Inland Rail terminus at Acacia Ridge to the port via tunnels underneath Mt Gravatt between Beaudesert Rd and the Gateway Motorway.

His proposed road tunnel would have two entrances, one at Bradman St at Acacia Ridge or one at Riawena St, Salisbury, linking to the Gateway Motorway and possibly the M3.

The Bradman St option, which would require 10km of tunnel, would exit at Mt Gravatt-Capalaba Rd, with ramps taking traffic between the tunnel and the motorway.

The second, which would be slightly shorter, would have an entrance on the Gateway Motorway adjacent to the Rochedale industrial park, which is being



Truckie Craig Minns wants a road tunnel built not a rail tunnel.

It would require another lane on the Gateway Motorway northbound to cater for traffic from the Acacia Ridge terminal.

“There are serious challenges in accessing the port with a heavy rail freight line from Acacia Ridge,” Mr Minns said.

“Using the current suburban network will require enormously expensive and disruptive work on 18 bridges and road crossings as well as construction of new rail lines 20km in length.

“The port is not designed for high levels of rail freight and has just been upgraded for road freight.

“I have a great deal of experience as a transport operator carting freight in this region and I believe a tunnel option for road freight linking west and east is the best choice.”

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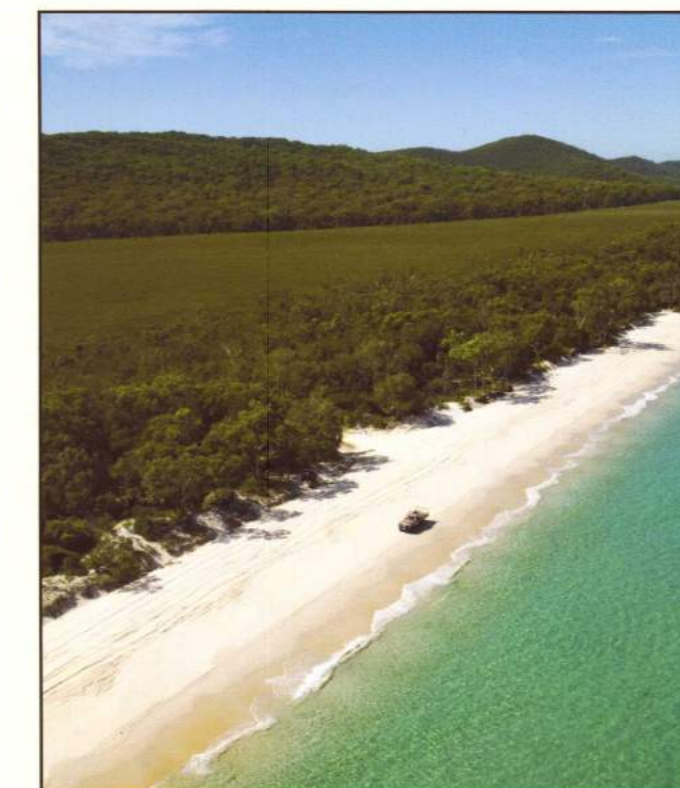
# APPENDIX G PROPOSED TRUCK RESTRICTIONS SOUTHERN BRISBANE



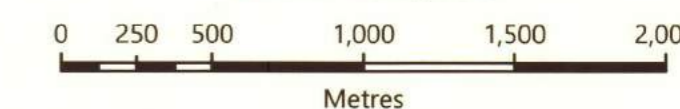
# QTOPO

## Mount Gravatt

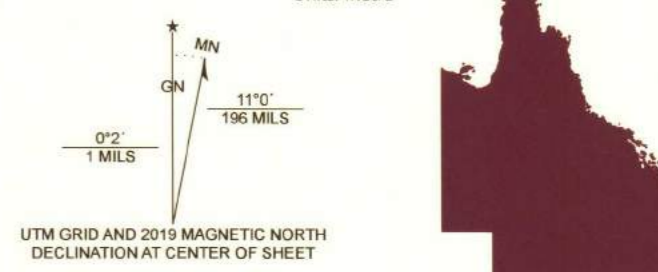
### 9542-44



Scale 1:25,000



Coordinate System: GDA2020 MGA Zone 56  
Projection: Transverse Mercator  
Datum: GDA2020  
Units: Metre



#### CULTURAL FEATURES

Settlement	Place of Interest	Place of Worship
Residential Area	Industrial Area	Post Office
Commercial Area	Fire Station	Commercial Area
Information Centre	Police Station	Fire Station
Government Buildings	Information Centre	Information Centre
Library	Cemetery	Government Buildings
Education Facility	Tourist Facility	Library
Health Facility	Emergency Facility	Education Facility
Ambulance	High Voltage Transmission	Health Facility
Picnic Area	Pipeline	Ambulance
Homestead	Airport	Picnic Area
Racourse	Waste Disposal	Homestead
Parks and Gardens	Helipad	Racourse
Sports Field	Correctional Facility	Parks and Gardens
Defence Facility	Building	Sports Field
Camping Ground		Defence Facility
		Camping Ground

Transport	Freeway/Highway	4WD Tracks	Great Walk
Major Roads	Major Roads	Trails, Footpaths, Cycleways	Great Walk
Connector Roads	Connector Roads	Trails, Footpaths, Cycleways	Great Walk
Local Roads	Local Roads	Trails, Footpaths, Cycleways	Great Walk
Private Roads	Private Roads	Trails, Footpaths, Cycleways	Great Walk
Busway Station	Busway Station	Trails, Footpaths, Cycleways	Great Walk
Railway (Open)	Railway (Open)	Trails, Footpaths, Cycleways	Great Walk
Railway (Proposed)	Railway (Proposed)	Trails, Footpaths, Cycleways	Great Walk
Railway (Closed)	Railway (Closed)	Trails, Footpaths, Cycleways	Great Walk
Station	Station	Trails, Footpaths, Cycleways	Great Walk
Siding	Siding	Trails, Footpaths, Cycleways	Great Walk
Freight	Freight	Trails, Footpaths, Cycleways	Great Walk
Clot	Clot	Trails, Footpaths, Cycleways	Great Walk
Plan Number	Plan Number	Trails, Footpaths, Cycleways	Great Walk
Cadastral Line	Cadastral Line	Trails, Footpaths, Cycleways	Great Walk

Relief	Contour	MT ETON (104M)
Contour	Contour	MT ETON (104M)
Peak	Peak	MT ETON (104M)
Cave	Cave	MT ETON (104M)
Quarry	Quarry	MT ETON (104M)
Rock Outcrop	Rock Outcrop	MT ETON (104M)
Sand Area	Sand Area	MT ETON (104M)

Vegetation	Orchard, Vineyard	Plantation
Orchard, Vineyard	Orchard, Vineyard	Plantation
Plantation	Plantation	Plantation
Rainforest	Rainforest	Rainforest

Hydrography	Waterhole, Bore	Plantation
Waterhole, Bore	Waterhole, Bore	Plantation
Dam Wall, Weir	Dam Wall, Weir	Plantation
Mangrove	Mangrove	Plantation
Swamp	Swamp	Plantation
Waterfall	Waterfall	Plantation
Submerged Reef	Submerged Reef	Plantation
Tidal Reef	Tidal Reef	Plantation
Lighthouse	Lighthouse	Plantation
Rescue Facility	Rescue Facility	Plantation

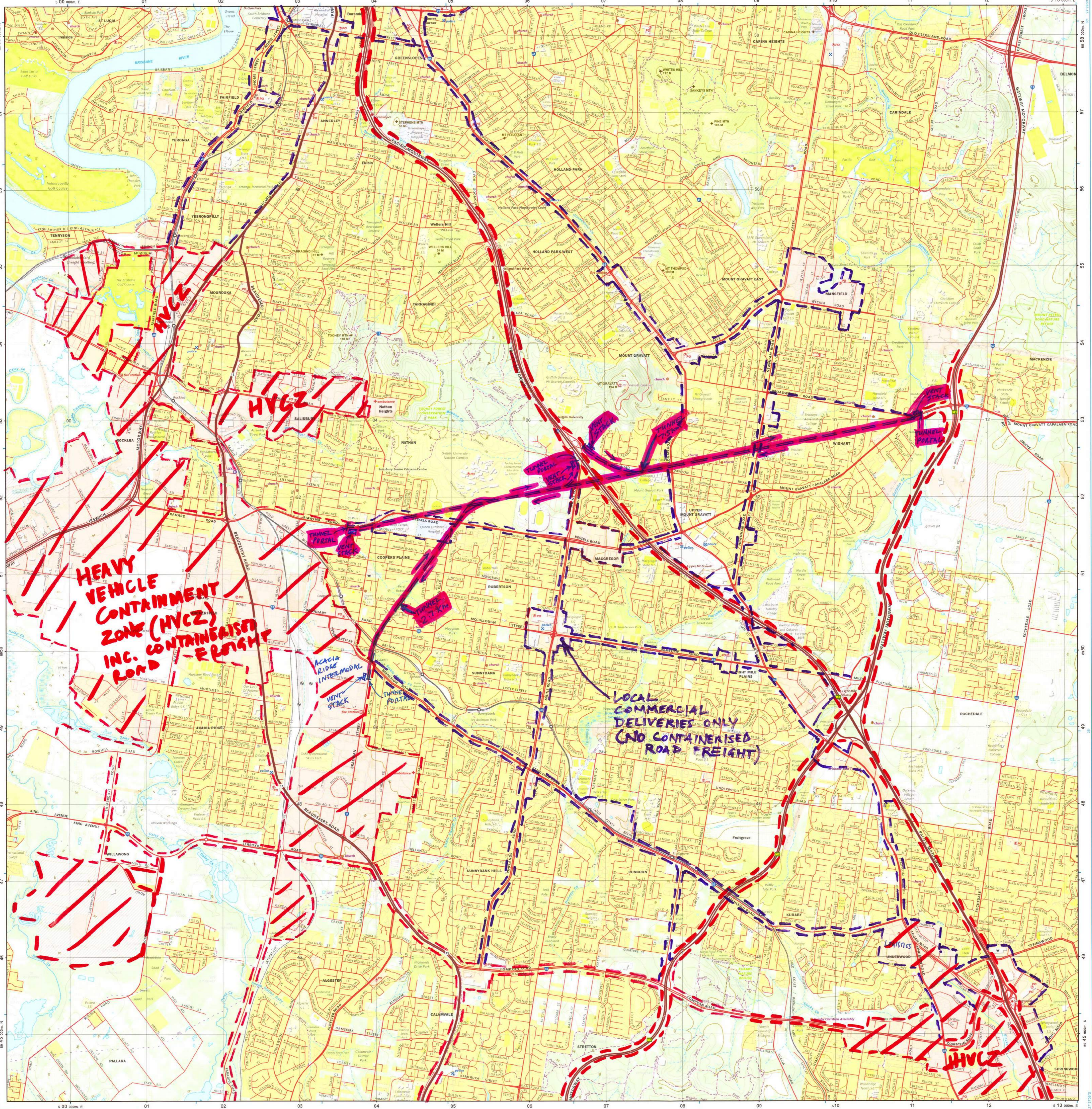
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9443-22	9543-33	9543-32
Eroogerra	Brisbane	Wynnum
9443-11	9542-44	9542-41
Darra	Mount Gravatt	Capalaba
9443-12	9542-43	9542-42
Spring Mountain	Kingston	Beerleigh



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