

2 December 2020

Reference: TT10.1/h

Mr Roland Short  
WSP Consultants  
WSP Australia Pty Limited  
Level 12, 900 Ann Street  
FORTITUDE VALLEY 4006 QUEENSLAND

Dear Mr Short,

**Re: ACCESS TO GLADSTONE PORT**

The development and establishment of regionally significant supply chain infrastructure and in particular a heavy vehicle transport corridor from Central Queensland into the Port of Gladstone at Port Central is identified as a long standing Strategic Priority by Gladstone Regional Council and is seen as a critical part of the Gladstone Region's economic prosperity for generations to come. The benefits of providing an unrestricted access into the State of Queensland's largest multi commodity Port will not only benefit Gladstone but it will future proof the Queensland economy by unlocking Central and Western Queensland's freight task.

Thank you for the opportunity to discuss this critical access route for the Port of Gladstone at a consultation session with Council Officers on the 21st October 2020.

From those discussions and based on the information provided in the meeting and details available online, and in the absence of more detailed concept drawings or traffic reports available for a more technical analysis, Council provides the following commentary on the Options being considered: -

Option A Comments:

- The main concern for Option A is the mixing of heavy and light vehicles. It is noted that a key goal of this project is to support the use of road trains and an increase in freight vehicles. There are safety concerns with mixing heavy vehicles with light vehicles in a commercial environment. Unpredictable and sudden movements of light vehicles (both stopping suddenly to access properties and weaving around the slower heavy vehicles) will have significant safety implications as well as driver behaviour being a major risk.
- Hanson Road is already a commercial route and has a large percentage of heavy vehicle traffic.
- Limited impact on residential/sporting properties compared to Option B.
- The number of proposed signals on this route will reduce the efficiency of the road network.
- Opportunity for back lane access for the business is very limited.
- The Hanson Road precinct in the Gladstone Region Planning Scheme is light industrial and is the primary area for light industrial growth. This will mean an increase in vehicle trips locally which will be compounded by the use of road trains.

Option B is Gladstone Regional Council's preferred option.

#### Option B Comments

- It is efficient direct access with less signals along the route.
- The route has a number of community interactions with adjacent sporting fields, residential addresses and the Hospital grounds, however there are solutions to mitigate this impact as indicated by DTMR.
- With regards to noise concerns it is noted that the rail corridor (which the new road has been included in) is not at the same level as the residential/health properties, the majority of the remaining noise could be designed out through acoustic barriers, noise attenuation and surface material design. Additionally, it is a long-term rail corridor, so some level of noise already exists.
- When considering the safety concerns from mixing heavy vehicles, a large portion of Option B is a dedicated route which completely removes the concern of mixing traffic. For the Blain Drive section of Option B, Blain Drive is a single lane road so there is less opportunity for vehicles to travel adjacent to and in the blind spot of large vehicles. Additionally, Blain Drive already has a large percentage of heavy vehicle traffic (approximate daily traffic of 5,500vpd and 15% HV - 2019 traffic counts).
- The Blain Drive section of Option B, when constructed, should revert to a DTMR controlled and maintained road given the projected increase in heavy vehicle traffic on a Council road.
- The main concern for Option B is the closing of pedestrian activity along Scenery Street and if Option B was chosen Council would request investigation into the impact on pedestrian movements and consideration to a pedestrian crossing facility at this location.
- Impacts on the sports grounds (primarily Netball courts and parking) will need to be assessed and impacts mitigated, or alternative options investigated.

In general, efficiency and safety of the road network is key for all users. Based on this, Option B as a dedicated, restricted access at grade corridor with the existing rail corridor is preferred based on this high-level assessment.

Council is concerned the Access Port of Gladstone Project has not considered the Oversize Over Mass limitations that may occur and that will preclude future large-scale project freight from using the options and Port Central. These limitations should be identified and considered early to avoid creating OSOM limitations on a dedicated Port Access.

Council is committed to delivering on its Strategic Priorities and supporting the development of a dedicated heavy vehicle corridor into Gladstone Port Central. The Gladstone Port Access Road development was always envisaged to be undertaken in multiple stages with Stage 1 delivered in 2005, Stage 2 recommended route identified for construction, re-purposing the existing rail corridor as a combined road/rail heavy freight transport corridor and designation of the preferred corridor for Stage 3 construction at a later date. Council lobbied for and welcomed the allocation of \$100M of Federal Funding in 2019 for what is essentially the Gladstone Port Access Road Stage 2 (Option B). Further extension of the Gladstone Port Access Road under a proposed Stage 3 to connect to Red Rover Road is essential to complete the corridor. Gladstone Regional Council is committed to working with DTMR to complete all stages of this critical economic arterial for the Gladstone Region.

Please do not hesitate to make contact with the Council should you need any further information or assistance.

Yours sincerely

A handwritten signature in black ink that reads "L. A. Dowling". The signature is written in a cursive style with a large, looped initial "L".

**LEISA DOWLING**  
**CHIEF EXECUTIVE OFFICER**