

Bromelton Regional Transport Forum

Kyogle Council – Planning for economic and freight growth at a local level

Councillor Lindsay Passfield





Bromelton SDA – significance to regional planning

- Increased supply chain efficiency → increased trade potential (important for primary and value-add producers)
 - Access to Port of Brisbane
 - Longer term access to Inland Rail
 - Greater efficiency into SEQ market
- Increased trade potential → increased production & diversification → increased employment → increased regional growth & prosperity (notably rural hinterlands)
- Catalyst for sub-regional supporting transport nodes – Casino
- Thresholds for services – SDA-led growth in Beaudesert and NSW Far North Coast → improved services access for communities
- World-class logistics infrastructure important in (overseas) marketing strategies – i.e. ability to deliver and perform



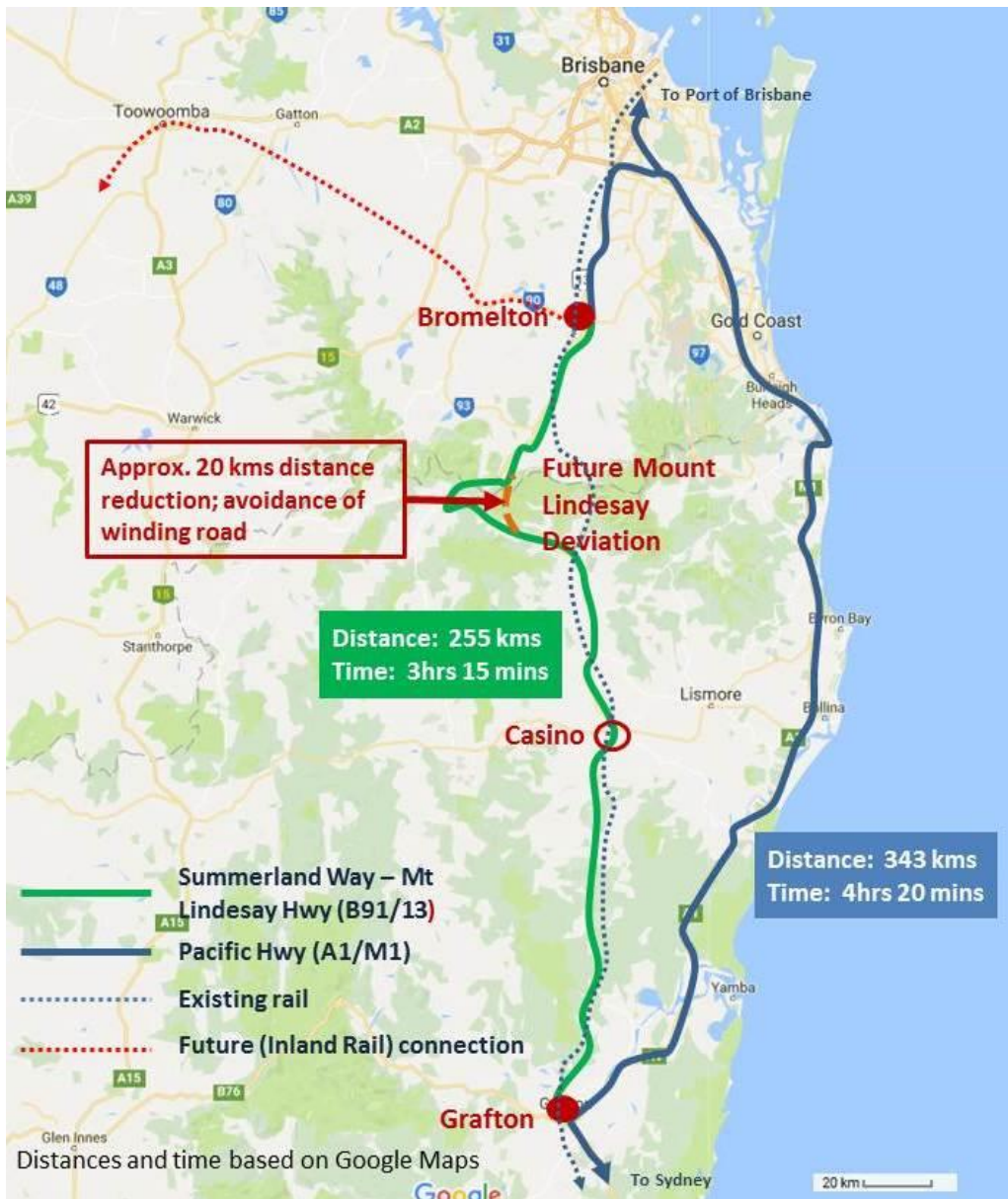
NSW Northern Rivers Region importance for trade

- Region extends to south of Grafton; east of Great Dividing Range
- Value of total exports (domestic and international) generated - \$5.47 billion (RDA, 2016)
- Manufacturing - \$2.06 billion; Agriculture, Forestry & Fishing - \$684 million (RDA, 2016)
- Sub-region is closer to Brisbane than Sydney (important regarding domestic markets and choice of export hubs)
- Significant agricultural producer (potential part of SDA supply chain network)
- Location of current main rail freight line (Sydney-Brisbane)
- Provides alternate, more direct road transport route between Grafton –Bromelton (Summerland Way-Mount Lindesay Highway)



Summerland Way- Mount Lindesay Hwy

- Alternate road freight route to Bromelton
- More direct, less congested, quicker (transport savings \$\$)
- Agricultural industry heartland vs residential lifestyle (less conflict) – removes heavy vehicle traffic from tourist and residential areas
- Potential for further efficiencies (Mt Lindesay deviation)





What has been done?

- Roads Budget - \$120 million spent on Summerland Way; \$400 million on Mount Lindesay Highway
- Mount Lindesay Road - \$15 million spent recently; \$24 million committed for further spending, further raising the importance of Summerland Way for road freight
- Community based 'Summerland Way Promotional Committee' formed in 1976 to promote importance of route; ceased operation 2014 (replaced by other advocacy initiatives)
- 'Nation Building Australia' lobbying led to Infrastructure Australia ranking improvements to the Summerland Way as No. 3 priority Australia-wide in 2006 – no funds committed at that stage



What is being done?

- Pacific Highway funded; scheduled for completion in 2020
- Grafton Bridge replacement funded and commenced – main obstacle to heavy vehicle transport
- Beaudesert Bypass commenced
- Bromelton SDA operations commenced – leading to increased goods capacity and interest
- Summerland Way-Mt Lindesay Hwy Freight Study undertaken by RDA (Northern Rivers) and Southern Cross Uni. – support business case (yet to be released)



What is being done (cont.)?

- Kyogle Council's and region's continued advocacy for east of Mt. Lindesay route 'reactivation' – strategic recognition, detailed planning investigations and timetable for construction
- Kyogle Council advocacy for hinterland route recognition in draft North Coast Regional Plan and draft SEQ Regional Plan
- SEQ Regional Plan Coordinator recognises importance of route for cross-border trade and general development purposes
- *NSW Freights and Ports Strategy* – recognises that:
“strategic upgrading projects that will improve road safety, reduce travel times and facilitate access by High Productivity Vehicles are likely to be warranted” – yet to be prioritised as part of regional transport strategy (current focus principally on Pacific Highway)



Where to from here?

- Regional transport and land use planning yet to strengthen strategic recognition and prioritisation of inland Grafton-Bromelton route as major trade facilitation infrastructure
- Greater cross-border (all levels of government) collaboration required around trade supporting infrastructure - planning and provision
- Improved alignment between federal and state trade and investment policy and infrastructure planning
- Increased involvement from and collaboration with industry – evidence base for catalysts infrastructure investment (support business cases)
- Detailed investigations for 'east Mount Lindesay route' – we need a plan; engagement with all levels of government and industry



Thank you

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