

Chapter 11

Land use and planning

11.0 Land use and planning

11.1 Introduction and approach

A detailed assessment of the existing land use and planning values within the study area and the project's potential impacts on these values is provided in Technical Paper 5, in Volume 2 of the revised assessment report. A summary of the major findings of Technical Paper 5 is provided below.

The primary objectives of the land use and planning study were to:

- investigate the existing and future land uses in the SFRC study area
- identify and analyse the existing planning provisions with respect to the SFRC and the study area
- define key constraints to inform the location of a preferred alignment within the study area
- identify potential impacts upon land uses caused by the construction and operation of the preferred alignment
- suggest mitigation measures to minimise or negate these impacts

11.1.1 Methodology

The process undertaken to prepare the land use and planning assessment included:

- identification of key stakeholder observations
- description and discussion of land tenure in the study area, including Native Title implications
- description of existing land uses in the study area
- identification of the relevant local government zoning provisions within the study area
- discussion of relevant development constraint overlays sourced from local governments
- discussion of future major land changes expected in the study area
- identification and discussion of relevant State, regional and local planning provisions which apply to the SFRC
- identification of the most important land use and planning constraints within the study area
- description of the potential impacts of the preferred alignment upon land uses, and identification of appropriate mitigation measures to reduce adverse impacts
- based on the above, a conclusion summarising the key findings of the land use and planning investigation

11.2 Description of environmental values

11.2.1 Stakeholder input and observations

Important information has been obtained from briefings with individual landowners throughout the community engagement process to date. A number of observations during this process are of significance to the Land Use and Planning Technical Paper. These include:

- the potential for the SFRC to destroy the peaceful rural amenity enjoyed by the majority of residents in the study area
- the potential for the local agricultural industry (with a high degree of resilience to drought, and therefore of particular importance to the regional economy) to be adversely affected by the SFRC
- the study area is particularly flood-prone
- the low-lying nature of the study area has potential to exacerbate the noise impacts of the SFRC
- the potential for the SFRC to create adverse air quality impacts, including contamination of rainwater
- the view throughout the community that the mechanisms in place under State legislation relating to land resumption and compensation do not fully address the impacts of a project upon all of those within the wider community that are affected by projects such as the SFRC
- various local residents and business owners have expressed concerns regarding the ability to continue operations for various local industries
- many people in the study area have expressed the importance of avoiding fragmentation of Good Quality Agricultural Land (GQAL)
- some stakeholders have expressed concern regarding how the SFRC may affect future residential development on large greenfield sites such as Undullah Station
- there has been concern expressed by the operators and patrons of the Ivory's Rock Conference Centre (IRCC) regarding the potential impacts of the SFRC on the ability to continue conference activities at the site
- stakeholders have highlighted the need for the SFRC to facilitate industrial development at Ebenezer in line with State and Local policy

11.2.2 Tenure

Land tenure throughout the study area is predominantly freehold, with some parcels containing other forms of tenure. In particular, the corridor of interest is composed of mostly freehold properties, with exceptions including oil and electricity easements, State land, leasehold land and reserve land.

The Jagera People have a Native Title claim which is current over the study area, and many other parts of south-east Queensland. Significantly for the SFRC, Native Title may potentially exist over land within the study area which is not freehold, including any rivers and creeks. Native Title may either be extinguished or suppressed prior to construction of the SFRC, dependent upon the process that is chosen to grant the necessary interests in Crown lands required to construct the SFRC. Regardless of the process chosen, compliance with the *Native Title Act 1993* will be required.

11.2.3 Existing land use

The study area is primarily characterised by rural and rural-residential land uses on a variety of allotment sizes. The diversity in rural land use is reflected through the various rural allotment sizes, with rural residences situated on lots between 1ha and 10ha, and agricultural/grazing uses on lots up to 20ha. Land uses particularly important to this study are those deemed to be potentially sensitive to impacts (such as residential dwellings), and those involving substantial capital investment, or those which are particularly important to the community (major land uses).

Major land uses

A number of major land uses exist within the study area (see Map 5.5). These include:

- the Powerlink high voltage transmission line
- the Santos Moonie-Brisbane high pressure oil pipeline
- Rosewood Wastewater Centre
- Jeebropilly and Ebenezer Coal Mines
- Ipswich Motorsport Precinct
- Warrill Park Lawn Cemetery
- Amberley Air Base
- Santrev Poultry (fertilised egg) Farm
- Gibb Brothers farming operations
- Purga Quarry
- Ivory's Rock Conference Centre

11.2.4 Study area – existing land use

For consistency in analysis between technical studies within the draft assessment report, the study area has been divided into three sections. An indication of the land use within each of these sections is provided below.

Lanefield/Ebenezer

Land uses in the Lanefield area are typically of a rural nature, with most properties within the study area consisting of large-lot grazing areas. Ebenezer is characterised by predominantly rural and rural-residential land uses, with a considerable amount of remnant vegetation (including ecologically significant swamp tea-tree forest) within the study area. Table 20 identifies the notable land uses in the Lanefield/Ebenezer area.

Table 20 Notable land uses in the Lanefield/Ebenezer area

Notable land uses:	Location:
Rural grazing properties	Throughout area
Gum Tips Nature Refuge	North of Tea Tree Avenue
Brisbane Skydiving Centre	M.Goebels Rd
Ipswich Motorsport Precinct	Champions Way, north of Paynes Road
Future Cunningham Industry Precinct	West of Cunningham Highway, south of Ipswich Motorsport Precinct
Future Powerlink substation	West of Cunningham Industry Precinct, south of Paynes Rd.
Jeebropilly and Ebenezer Coal Mine	North and west of Ipswich Motorsport Precinct
Rural-residential community	North of Paynes Road, off Mt Forbes Road

Purga/Peak Crossing/Washpool

Purga is characterised by a number of rural-residential land uses. Peak Crossing contains a mixture of land uses, including a number of rural-residential properties and agricultural estates, poultry farms, Purga Quarry, Gibb Brothers farming operations, and the township of Peak Crossing. Washpool is characterised by predominantly vegetated mountainous areas in the east and rural land uses in the west. Table 21 identifies the notable land uses in the Purga/Peak Crossing/Washpool area.

Table 21 Notable land uses in the Purga/Peak Crossing/Washpool area

Notable land uses:	Location:
Rural grazing properties	Throughout study area
Purga Nature Reserve	Middle Road
Gibb Bros farming operations and other agricultural production	Along Ipswich-Boonah Road, Dwyers Road and Mt Flinders Road.
Purga Quarry	T.Morrows Road
Santrev Fertilised Egg (Poultry) Farm	Ipswich-Boonah Road
Poultry Farm	Middle Road
Peak Crossing Township	Ipswich-Boonah Rd, south of Gibb Bros Farm
Ivory's Rock Conference Centre	Mt Flinders Road, Ivory's Rock

Woolooman/Undullah/Kagaru

Throughout the Woolooman area, terrain is of a rugged nature (associated with Mount Welcome), and there is minimal development. Undullah is similarly rugged and mountainous. Kagaru contains more gentle topography, with elevated and vegetated areas in the south-west and north-east, and cleared, rural land in the south-east. Table 22 identifies the notable land uses in the Woolooman/Undullah/Kagaru area.

Table 22 Notable land uses in the Woolooman/Undullah/Kagaru area

Notable land uses:	Location:
Rural grazing properties	North and east parts of the study area
Densely vegetated areas	East, west and south parts of the study area
Sand mines	Along Undullah Road

11.2.5 Study area – zoning

The recent local government reform in Queensland has changed the local administrative boundaries within the SFRC study area. In particular, the former Beaudesert and Boonah Shires have amalgamated to form part of the Scenic Rim Regional Council (SRRC). The SRRC also includes the townships of Harrisville and Peak Crossing (formerly within the boundary of Ipswich City Council). Until such time as new planning schemes are created for the reformed local governments, the planning schemes of the former councils continue to have effect. As such, the planning schemes of the three former local governments will continue to apply to development within the study area until the new planning schemes are created. The zoning plans within the three planning schemes identify future planning intent for individual parcels of land (see Map 5.6).

Zoning plans for the study area generally reflect the current rural use of the land and do not envisage the future intent to construct a freight railway through the area. Accordingly, it can be suggested that the project is relatively inconsistent with the zoning designations throughout the majority of the study area. Inconsistencies with the intent of the rural zoning designations include potential disruption to agricultural practices including impacts on Good Quality Agricultural Land, the loss of property, and the loss of rural amenity.

However, at a more strategic level, it is important to acknowledge that it is far more feasible to consider the location of the SFRC in a rural area than in a densely populated urban area. As such, whilst it is not specifically consistent with the intent of the rural zones, these areas do perhaps represent the most appropriate location for the SFRC. Accordingly, the focus for the SFRC should be on the implementation of suitable strategies aimed at ensuring that the inconsistencies with the rural nature of the study area are mitigated.

The exception to this is at Ebenezer/Willowbank, where the future strategic intent for much of the land in the study area is for regionally significant industrial uses. The SFRC may act as a significant catalyst for development of these areas, particularly in relation to rail dependant industries and support industries associated with transport, freight handling, warehousing and logistics.

As such the SFRC can be considered to be largely consistent and in fact supportive of the intent of the Regional Business and Industry Investigation Zone.

11.2.6 Development constraint overlays

The planning schemes of Ipswich City, Boonah Shire and Beaudesert Shire contain development constraint overlays which are used for assessment of development applications. A number of these are relevant to the SFRC, including Good Quality Agricultural Land (see Map 5.8). Detailed consideration of the influence of the various overlays on the project is provided in the various Technical Papers in Volume 2.

11.2.7 Future land use

One of the major drivers for the SFRC is the development that is predicted to occur in the study area (particularly the western part of the study area) in the coming years. Purga has been identified as a Growth Area (Employment) in the *South East Queensland Regional Plan 2009-2031* (SEQRP), and it is likely that Ebenezer/Willowbank (west of Purga) will be the location of a regionally significant industrial estate in the future.

The Acacia Ridge intermodal freight terminal is expected to reach capacity in the next decade and is constrained to further development. There is a recognised need to pursue the development of another interchange before this occurs. Two locations slated for this are Purga/Ebenezer or Bromelton. The strategic location of the SFRC between the Western Railway line (which will link to the future Melbourne-Brisbane line) and the Interstate Railway line provides an opportunity for the location of a major intermodal freight terminal somewhere in the vicinity of Ebenezer, along the SFRC alignment. With this backdrop, it can be seen that the strategic importance of the SFRC and associated terminal is such that the future feasibility of this infrastructure is not compromised by development which will occur in the area in the near future. As such, this revised assessment report identifies a project corridor which can be acquired and protected from encroachment by other future development.

The future development which will (or is expected to) occur in the vicinity of the SFRC is shown in Map 5.7. This future development includes:

- Willowbank/Ebenezer Regional Development Area
- Ipswich Motorsport Precinct
- intermodal freight terminal
- Purga Identified Growth Area
- Ripley Valley
- Swanbank Enterprise Park
- Amberley Airbase and Aerospace Park
- Powerlink Substation
- Peak Crossing development
- Bromelton State Development Area
- Ivory's Rock Conference Centre
- Boonah-Ipswich Multi-User Recreational Trail
- Undullah/Kagaru

11.2.8 Planning provisions

The community infrastructure designation (CID) process under the *Sustainable Planning Act 2009* (SP Act), effectively means that the SFRC will not require approval under the planning schemes of the three former local governments within the study area. Additionally, the Project will be exempt from assessment against the Regulatory Provisions of the South East Queensland Regional Plan. However, all relevant State legislation listed under the *Sustainable Planning Regulation 2009* will still apply to the project. The *Environmental Protection Act 1994* prescribes a “general environmental duty” for all development. As such, it is important to determine the compatibility of the Project with all relevant planning provisions for the study area, including those at State, regional and local scales.

Assessment of the SFRC against the applicable planning provisions is provided Technical Paper 5 – Land Use and Planning (Volume 2).

11.3 Potential impacts and mitigation measures

11.3.1 Preferred alignment – sensitive and notable land uses

In order to predict the impacts of the SFRC upon the land use of the study area, it is necessary to identify the location of the preferred alignment in relation to the surrounding land uses, particularly sensitive land uses. Sensitive land uses throughout the corridor of interest include residential dwellings, poultry (fertilised egg) farms, and croplands. The noise and vibration component of this draft assessment report models noise impacts for sensitive receivers up to 300m either side of the preferred alignment, and extrapolates this information to apply certain noise criteria to this modelling output. The noise and vibration study also analyses the sensitive land uses within a distance of approximately 2km from the preferred alignment, and suggests a case-by-case appraisal of the likely impact of the SFRC upon these uses, including a discussion of ways in which noise and vibration impacts may be mitigated in these areas.

The following tables provide an analysis of the proximity of notable land uses from the preferred alignment (see Map 5.3).

Lanefield/Ebenezer

Table 23 Notable land uses in proximity to the preferred alignment in Lanefield/Ebenezer

Notable land uses:	Location:
Rural grazing properties	Throughout section
Gum Tips Nature Refuge	800m south
Brisbane Skydiving Centre	2.3km south
Ipswich Motorsport Precinct	250m north

Purga/Peak Crossing/Washpool

Table 24 Notable land uses in proximity to the preferred alignment in Purga/Peak Crossing/Washpool

Notable land uses:	Location:
Rural grazing properties	Throughout section
Santrev Poultry Farm	650m north
Purga Quarry	420m north-east
GQAL including the Gibb Brothers farming operations	Adjacent (residence is 35m west)
Peak Crossing Township	2.3km west
Ivory’s Rock Conference Centre	1km east

Woollooman/Undullah/Kagaru

Table 25 Notable land uses in proximity to the preferred alignment in Woollooman/Undullah/Kagaru

Notable land uses:	Location:
Rural grazing properties	Around Undullah and Kagaru
Rugged and mountainous vegetated terrain	Throughout Woollooman
Sand mines	Over 300m north and south

11.3.2 Pre-construction and construction

The pre-construction activities associated with the SFRC are likely to cause a number of negative impacts including relocation of residents, loss of property and disruption to rural activities. These impacts are identified in Table 26, along with the trigger causing the impact and the mitigation measures which should be adopted in order to minimise the impact.

Construction of the SFRC is likely to cause a number of negative impacts, including increased noise and vibration, dust generation, a decrease in the quality of the local airshed, a loss of rural character, disruption to agricultural practices, fragmentation of GQAL and temporary closure of roads. Many of these impacts can be categorised as a reduction in residential and rural amenity. Measures to minimise or mitigate these construction impacts should be adopted (see Tables 26 and 27). These would be outlined in a Construction Environmental Management Plan (CEMP) prior to construction taking place. Specific measures have been suggested in each relevant Technical Paper.

11.3.3 Operation

During operation, the SFRC is likely to cause impacts upon various aspects of land use in the study area. These are identified in Tables 26 and 27, along with the trigger causing the impact, and the mitigation measures which should be adopted in order to minimise the impact.

Table 26 Potential impacts and mitigation measures

Impact	Trigger	Mitigation	Stage
Reduction in residential amenity	Increased noise and vibration	Buffers (natural or constructed) between the SFRC and residences and appropriate acoustic treatments where appropriate. In some areas, noise and vibration impacts may be significant enough to warrant removal of some residential structures. Refer to Technical Paper 8 – Noise and Vibration.	Operation
	Decreased air quality in study area	It is not likely that the SFRC will have a significant impact upon the quality of the local airshed. Refer to Technical Paper 6 – Air Quality, Climate and Climatic Trends	Operation
	Loss of rural character	Reduce visual impact of the corridor through appropriate landscaping of corridor particularly in visually sensitive areas. A Landscape Integration Strategy should be prepared in the detailed design stage, followed by detailed Landscape, Revegetation and Urban Design Guidelines. Refer to Technical Paper 7 – Visual Impact Assessment.	Operation
Forced relocation of residents and/or loss of property	Removal of homes situated on, or in close proximity to, the SFRC	Technical Paper 11 – Social Impact Assessment identifies that a total of 123 properties are subject to land requirements	Pre-construction

Impact	Trigger	Mitigation	Stage
	Acquiring of land for the SFRC preferred alignment subject to the CID	for the project, and a further 208 adjoining. TMR (Property Services division) will compensate affected residents appropriately when acquiring property and residences in accordance with Government policy.	
Disruption to rural activities	Severance of grazing areas	Avoid severing grazing properties wherever possible by placing the SFRC along the boundary of the properties (particularly along Dwyers Road and Undullah Road). Where this is not possible, provide fencing between grazing areas and the SFRC, and provide access for grazing stock over or under the SFRC, particularly to watering locations. Work with individual land owners to develop suitable solutions based on individual farm management practices.	Pre-construction
	Severance of croplands defined as GQAL in SPP192 – Development and the Conservation of Agricultural Land.	Where possible areas of GQAL have been avoided. Severance of croplands has been avoided wherever possible by placing the SFRC along the perimeter of properties. Where this is not feasible, provide access for farm machinery over the SFRC and reinstate any existing irrigation infrastructure. Work with individual land owners to develop suitable solutions based on individual farm management practices. The preferred alignment has been designed to minimise impacts upon GQAL. The alignment has also been located to avoid significant areas of GQAL surrounding the township of Peak Crossing.	Pre-construction
Decreased accessibility to properties	Severance of driveways and local access roads	Provide service roads linking local access roads and individual property driveways. As a last resort provide at-grade occupational crossings for individual properties.	Operation, Construction
	Severance of connector roads of high local and regional significance	Provide grade separation with the SFRC to maintain connectivity of locally and regionally significant roads. As shown in Map 5.11, grade separation will be undertaken at locations where the SFRC alignment crosses important roads including, but not limited to: <ul style="list-style-type: none"> • Rosewood-Aratula Road • Mount Forbes Road • Cunningham Highway • Middle Road • Ipswich-Boonah Road • Mount Flinders Road • Washpool Road • Wild Pig Creek Road (x3) • Undullah Road (x2) Level crossings will be avoided wherever	Operation, Construction

Impact	Trigger	Mitigation	Stage
		possible, and are to be only used as a last resort. Level crossings may be implemented in areas where lower-order roads are traversed by the SFRC alignment and it is difficult to justify the creation of a grade separated crossing.	
Decreased local biodiversity	Clearing of vegetation throughout the study area	Minimising disturbance to important ecological areas, such as Of Concern and Endangered REs, nature reserves, and other important habitat areas. The preferred alignment is located to minimise ecological impacts. For example, the alignment has been revised in the Ebenezer area to avoid most significant areas of Critically Endangered swamp tea tree forest and a number of areas recognised as high value bushland koala habitat. Where clearing of Endangered and Of Concern REs is required, an application under the Vegetation Management Act 1999 incorporating a legally binding offsets strategy would be required. For further detail see Technical Paper 2 – Section 4.1.2 (Volume 2). Further, areas of potential wildlife corridors over the preferred alignment are located in Ebenezer, and in the Woolooman area, where sections of tunnel provide an opportunity for fauna movement (see Table 5). These corridors will promote the maintaining of ecological integrity at the landscape level, through facilitating the movement of fauna between significant habitat areas north and south of the preferred alignment. Refer to Technical Paper 2 – Nature Conservation (Volume 2).	Operation, Construction
Exacerbated Flooding Impacts	Climate Change and associated higher frequency extreme events	Detailed design of the SFRC will make allowance for the increased potential for flooding events in the study area, particularly at the crossing of the Bremer River and a number of creeks due to climate change.	Operation

Table 27 Operational impacts of the SFRC upon proposed residential and industrial developments, the associated trigger, and identified mitigation measures

Impact	Trigger	Mitigation	Stage
Constraints on future residential development of Undullah Station	Presence of SFRC in area proposed by land owner as future residential.	It is important to note that this potential future residential development is not consistent with Local or State policy and is proposed by the landowner and developers. Future planning of this property should consider the SFRC revised alignment to ensure appropriate location of sensitive residential uses.	Operation
Impacts on industrial	Presence of SFRC in area proposed as future	The design of the SFRC alignment in this location has been situated in order to reduce	Operation

Impact	Trigger	Mitigation	Stage
development in the northern section of Ebenezer Regional Development Area	industry.	property fragmentation. Alignment design is also such that it can support development of an intermodal freight terminal if required and allow for co-located, rail dependant industries.	

In addition to the potential adverse impacts identified above, the SFRC has the potential to create a number of beneficial impacts. Firstly, through catalysing future development in the study area through the attraction of rail-dependent industry in the Ebenezer area, and complementing the development of the Bromelton SDA, the SFRC is likely to facilitate the Western Corridor Growth Strategy, as promoted through the SEQRP. The development of the SFRC is likely to attract rail-dependent industry to the future industrial area of Ebenezer. This may include an intermodal freight terminal, acting as a hub for emerging industry and offering efficient access to rail and road (Cunningham Highway). With the construction of the SFRC, the location will be attractive for any industry seeking rail access to Melbourne, Sydney and the Port of Brisbane.

Secondly, through providing a strategic link between the Inland Railway and the interstate railway and through decreasing the reliance upon heavy vehicle freight, the SFRC has the potential to contribute to an improvement in regional and national freight efficiencies. Through its relationship to regional and national freight efficiency, the SFRC will complement regional and national freight initiatives such as the Inland Rail. This is likely to result in improved efficiencies throughout the region, state and nation. Further, the SFRC will contribute to the national initiative to make rail freight safe and efficient and to be a viable and competitive alternative to road freight transportation. The SFRC is also likely to promote the interests of the SEQIPP, which aims to improve the efficiency of freight transport within the SEQ region.

11.4 Conclusion

The land use and planning study has investigated the existing and future land uses within the SFRC study area, and has assessed the compatibility of the SFRC with the applicable Commonwealth and State legislation, in addition to regional and local government planning instruments. Based on these activities, a list of land use constraints was developed to inform the selection of the preferred alignment within the study area.

11.4.1 Existing land use

Existing land uses throughout the study area are primarily characterised by rural activities on a variety of allotment sizes, and zoning provisions throughout the study area largely reflect the rural nature of the area. Sensitive land uses within the study area include:

- the Gum Tips Nature Refuge and nearby swamp tea tree communities adjacent to Tea Tree Avenue, Ebenezer. The natural ecological value of the Nature Refuge and the surrounding swamp tea tree communities are of high importance at a local, regional, state and national level
- the Purga Nature Reserve. This is another area of swamp tea tree forest (classified as an Endangered Regional Ecosystem, and protected under the EPBC Act)
- the Santrev Poultry Farm – Ipswich-Boonah Road, Purga. This operation currently accounts for a significant proportion of the Queensland fertilised egg production for Barter Steggle, and thus plays an important role in the poultry industry within the region and the State
- the Purga Quarry. The contribution of this resource to the local and regional economies is significant
- the Gibb Brothers farmlands and packing facility and other smaller farming operations to the north and east of Peak Crossing
- the Peak Crossing township and Peak Crossing State School. Peak Crossing is the nearest township to the SFRC
- the sand mines at the eastern end of the study area. Five sand mining operations are located within the corridor of interest near Kagaru at the eastern end of the study area

- the Ivory's Rock Conference Centre (IRCC), east of Peak Crossing, off Mt Flinders Road. The IRCC is a large outdoor nature-based recreation facility which attracts large numbers of visitors during conferences throughout the year

11.4.2 Potential impacts and mitigation measures

The preferred alignment has been designed to avoid land use impacts as much as possible, minimising impacts upon these sensitive land uses. Through introducing freight rail traffic into the area, and potentially catalysing development of regional industry and an inter-modal freight terminal, the SFRC is likely to transform the quiet rural nature and character of the study area.

With the transformation of character as the overarching impact, a number of other impacts upon the SFRC study area will remain despite attempts to mitigate these. These impacts include the future acquisition of properties along the alignment, disruptions to connections between properties and local roads, changes to the local transportation network, disruptions to rural activities, and decreases in local biodiversity.

Notable residual land use impacts relate to the likely loss of swamp tea tree communities in the Purga and Ebenezer areas, and the likely loss of some GQAL throughout the study area. Direct impacts upon residential dwellings are unavoidable, and the approach was taken to avoid clusters of houses or areas of higher residential density, such as rural-residential areas around Purga and Ebenezer.

11.4.3 Future development

With respect to future development, the SFRC complements the future planning intent within Ebenezer and Purga. The future industrial precincts of Ebenezer and Purga will be located adjacent to the SFRC, with the high possibility of an inter-modal freight terminal along the corridor. This terminal would act as a major catalyst for industry and logistics in the Western Corridor, providing employment opportunities for the future residential population of Ripley Valley. Further, the SFRC would support the development of the Bromelton State Development Area. The SFRC will also be complementary to a number of other initiatives, including the upgrade of the RAAF Amberley Air Base, the proposed Amberley Aerospace Park, and Swanbank Enterprise Park.

The SFRC is a significant project for the Western Corridor of SEQ, the wider SEQ region, Queensland, and Australia. When coupled with the future inland railway, the project makes sense from an economic, freight transportation, social, and land use planning point of view. The SFRC will ensure that heavy rail freight will not congest the Brisbane metropolitan railway network, and will provide logistics operators a more viable alternative than road transport for interstate freight movements.

11.4.4 Localised impacts

When the impacts of the SFRC upon residents of the study area are viewed in light of these high-level strategic benefits posed by the project, it could be said that the loss of residential amenity and rural character (and other associated impacts) in the study area are unfortunate realities of the SFRC project. From a land use and planning perspective at the national, state, regional, and local government level, the SFRC (when coupled with the proposed inland railway) is an important and practical development initiative of the Department of Transport and Main Roads.

Nevertheless, the impact that the SFRC will have upon the local communities in the study area is significant. In light of the considerable regional benefits of the project it is reasonable to require that considerable effort be put into mitigating localised negative impacts through the implementation of appropriate design responses to particular issues and fair and reasonable compensation for impacted landowners. In general terms, the project should seek to leave a positive legacy for local communities through the provision of the best achievable design outcomes and external community improvement projects considered appropriate at the time of construction.