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## **PART A: STUDY CONTEXT**

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## 1.0 INTRODUCTION

The South East Queensland Regional Plan identified a number of investigation areas that provide potential land banks for medium to long term development within South East Queensland (SEQ). The South East Queensland Regional Plan included the Mt Lindesay North Beaudesert (MLNB) area as a special investigation area. Some of this area has subsequently been identified as part of the urban footprint.

In January 2005, the Office of Urban Management (OUM), now the Department of Infrastructure and Planning, commenced a study of the Mt Lindesay North Beaudesert area as recommended in the South East Queensland Regional Plan. The objectives of this study were to determine broad land uses, to develop a preferred growth management framework and to agree to a broad infrastructure plan for the area.

In January 2006, the study detailed a preferred long term development option. The preferred option included the establishment of four large urban centres at Yarrabilba, Flagstone, Greenbank and Park Ridge to accommodate an additional 225,000 residents. In addition under the preferred development option significant area is to be set aside for major activity centres and enterprise precincts. The study concluded that the proposed future land use would increase future transport demand within the Mt Lindesay North Beaudesert study area. The predicted increase in transport demand has necessitated a strategic network investigation to detail the long term transport needs of the study area.

As a result, the Department of Transport and Main Roads has commissioned Cardno Eppell Olsen to undertake the Mt Lindesay/Beaudesert Strategic Transport Network Investigation.

The Strategic Transport Network Investigation (this investigation or this study) was established to identify the long term (to 2056) important passenger and freight transport links needed to support growth consistent with the Mt Lindesay North Beaudesert study preferred development option. The study will assist local and state governments and agencies with long term planning for the study area.

The study has identified the need for transport corridors into the future, specifically within the study focus area (see section 1.1 for definition), although defining the specific alignment of these corridors is not part of its scope. Detailed studies will form the next stage of work for the Department of Transport and Main Roads which will assist in corridor preservation in the future. As time progresses, design work and financing options will be considered prior to implementation. Due to the long term nature of the study, a range of potential land use futures have been developed to provide a robust analysis of the future. The recommendations aim to therefore ensure they are appropriate for any potential future development in the area.

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## 1.1 Objectives

The following study objectives were detailed in the Mt Lindesay/Beaudesert Strategic Transport Network Investigation Contractor's Brief Invitation to Offer:

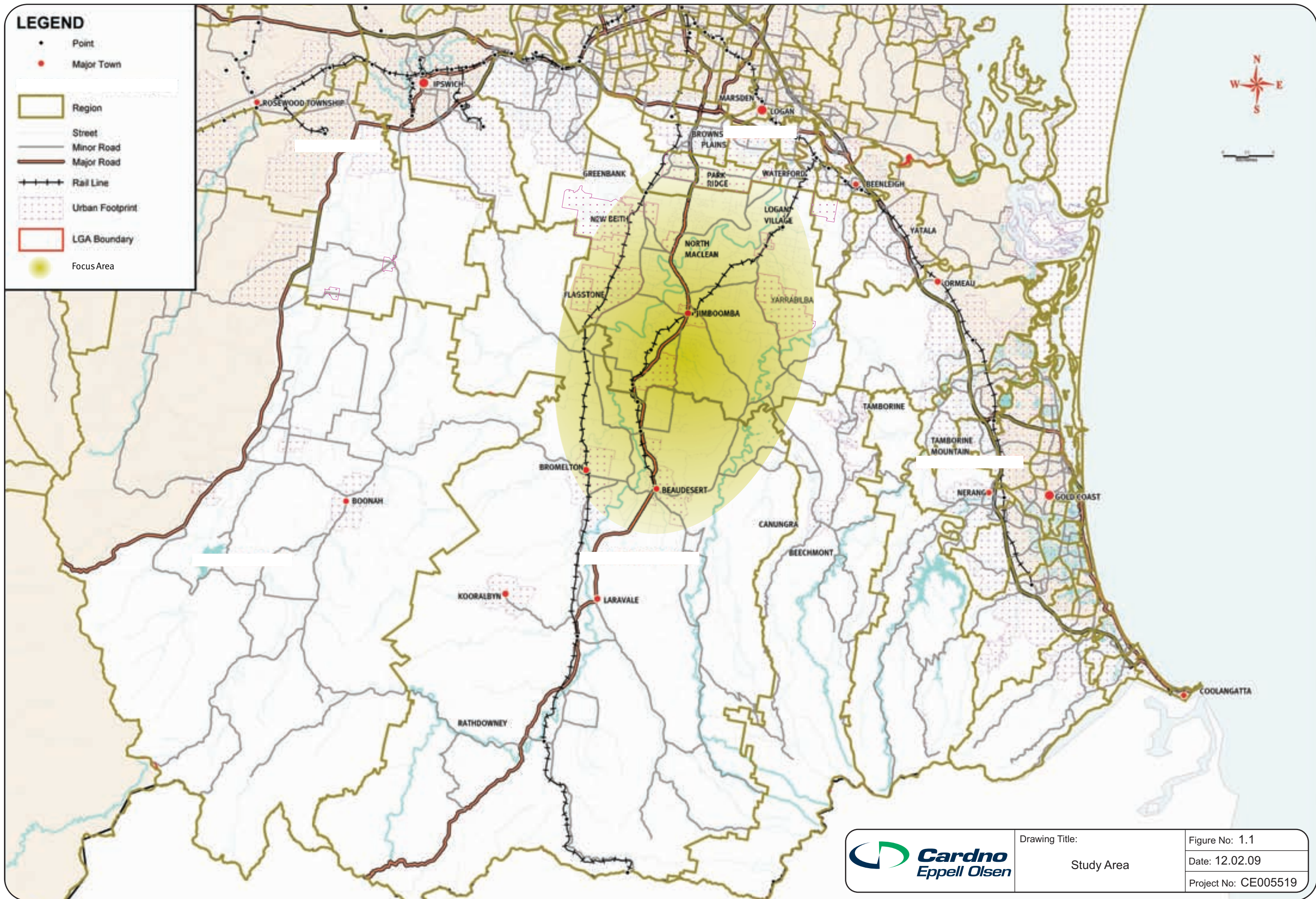
- to identify the long term transport requirements and overall travel demand pattern of the study area over various timeframes up to the next 50 years or so in the context of predicated population growth and land use patterns for the area;
- to analyse the potential land use patterns and densities, mode share and trip generation to manage this transport demand;
- to investigate the potential public transport task and identify strategic public transport network options to ultimately service the area including development of any new corridors, infrastructure, services and any integrated land use requirements to ensure the viability of services;
- to investigate the potential freight task and identify the strategic road and rail freight routes to service the area including development of any new corridors and infrastructure;
- to investigate how non-motorised facilities (cycleways, walking paths and shared zones) can be successfully integrated within the future transport network;
- to investigate strategic road network options to ultimately service the area including development of any new corridors and infrastructure, and any related land use requirements;
- to investigate the existing road network to determine capacity constraints and upgrade potential;
- to develop a detailed sketch model that accurately reflects the transport task facing the study area;
- to test a variety of land use, growth, mode share and network variables in the sketch model to determine the sensitivity of various elements of the preferred public transport, freight and road networks;
- to determine the timings of any new infrastructure or services;
- to determine the need or otherwise of a major road north south through the study area and Southern Infrastructure Corridor (road).

The project study area is shown on Figure 1.1. The study area for the project stretches from Ipswich to the Pacific Motorway for the area south of Logan Motorway. However, the focus of the analysis has been on the southern parts of Logan City Council and the connections through and to/from this area to adjacent areas. Consideration of transport corridors outside the Focus Area have been undertaken to ensure interactions are properly understood. The study has therefore not sought to define networks in these frame areas. The networks in the frame areas need to be assessed in their own context. The analysis undertaken herein has revealed issues around the periphery of the study area (i.e. the frame area) but has not considered options to deal with these, as solutions may be outside the study area. The Pacific Motorway and cross border connections are a case in point. While the Pacific Motorway capacity will be challenged in the study period, separate studies are needed to develop options for that corridor which extends beyond this study area.



**LEGEND**

- Point
- Major Town
- Region
- Street
- Minor Road
- Major Road
- Rail Line
- Urban Footprint
- LGA Boundary
- Focus Area



Drawing Title:  
Study Area

Figure No: 1.1  
Date: 12.02.09  
Project No: CE005519



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It is also noted that during the course of the study, local governments throughout Queensland underwent an amalgamation process. This report refers to the new local government areas, where appropriate, but also refers to the old local government areas in some situations.

The key elements which did not form part of the scope of the Mt Lindesay Beaudesert Strategic Transport Network Investigation are:

- identification and resolution of transport networks outside of the focus area;
- issues of interstate connectivity;
- identification of corridor alignments;
- recommendations in relation to transport network needs before the 2026 timeframe (with the exception of public transport network planning, which included 2016, 2026 and 2056 timeframes);
- detailed local planning of land use or transport networks. The analysis was at a regional and sub-regional network level;
- implementation and staging issues related to the recommended transport corridors.

## **1.2 Consultation**

Consultation with stakeholders and the community has occurred as part of this project. Key government stakeholders formed part of a Technical Working Group which met regularly throughout the project. In addition, consultation occurred with the study area community. Two stages of community consultation occurred.

### Stage One

This stage was focussed on alerting the community to the study. This involved a newsletter providing information about the scope of the study produced and distributed to libraries, council administration centres and the Boonah, Beaudesert, Gold Coast City, Ipswich and Logan Queensland Transport customer service centres as well as a copy being made available online. In conjunction with this newsletter, a website providing further information on the study and the newsletter was launched. A newspaper advertisement was placed in the Courier Mail, Jimboomba Times and Beaudesert Times to alert the community about the study, the website and newsletter. Methods for the community to provide feedback included:

- a feedback email address;
- a toll free phone number;
- a reply paid postal address.

This process was undertaken in March 2007 and a total of 35 people/organisations contacted the project team during this period, with 12 forming repeat instances by the same person/organisation.

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## Stage Two

Following the completion of the draft report, a consultation period was undertaken, occurring between 18 May and 12 June 2009. The following activities were undertaken as part of this process:

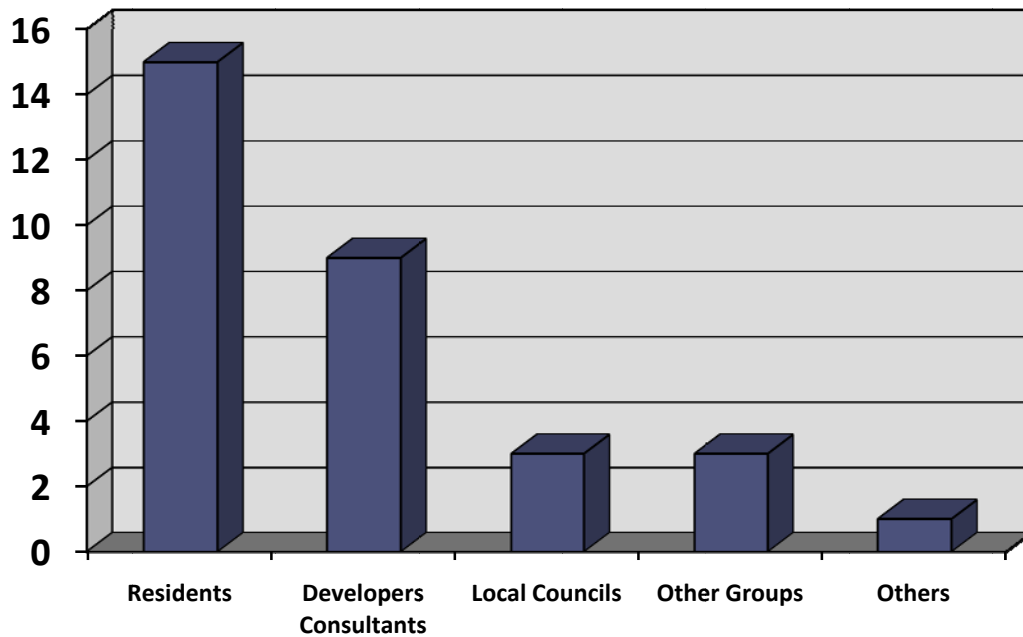
- a ministerial media release;
- a newspaper advertisement in the Courier Mail, Jimboomba Times and Beaudesert Times newspapers;
- an updated project website, comprising information on the project, including:
  - the complete draft report available as a PDF download;
  - four Info sheets, summarising transport networks proposed – these included: overview, roads, public transport and active transport;
  - an online feedback form;
  - an overview of the project, including timeline, study area and contact details;
  - the email address, toll free phone number and reply paid postal address were continued and details of these were included in all consultation materials.
- the report was available in CD format from the project team;
- the report plus an overview factsheet with reply paid feedback form was available to view in hard copy format from the Logan City Council and Scenic Rim Regional Council offices, the Beaudesert Queensland Government Agent Program (QGAP) office and the Greenbank, Jimboomba, Logan Village and Logan West libraries;
- a mailout to all who had previously contacted the project team, announcing the release of the report and advising the opportunities and methods available to provide feedback.

Over the four week consultation period a total of 54 instances of contact occurred. From this, the project team received 31 specific submissions related to the study and draft report, with 16 of these being formal written submissions.

The following figure categorises the relationship of the respondents who provided feedback to the project team in the Stage Two consultation process.

**Figure 1.2**

**Responses by Relationship to Study Area**



Generally the submissions received supported the recommendations of the report, with the majority of submissions raising issues with infrastructure alignments, implementation, timing – issues which were beyond the scope of the study.

A broad summary of the submissions received during the consultation period on the Mount Lindesay Beaudesert Strategic Transport Network Investigation Draft For Consultation report is as follows:

- generally the submissions supported the recommendations made in the report, including the recommended corridor studies for the passenger rail line, new north south road east of the Mt Lindesay Highway and the Southern Infrastructure Corridor (road);
- the vast majority of submissions from potential developers and councils in the area questioned the land use assumptions utilised in the report. These comments were mainly related to development before 2026, which may occur earlier than this timeframe, hence bringing the need for some of the recommended transport corridors forward. This was raised mostly in relation to the Beaudesert to Salisbury passenger rail line. There were also suggestions to bring forward other elements of the recommended public transport networks. It is noted that the study timeframe was post 2026 and addressed a wide range of potential land use futures to address fluctuating changes in the rate and scale of development;

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- there were a number of submissions which related to the outdated nature of the report which impacted on the demographic assumptions used and that the report has not taken into consideration new planning documents such as the Regional Plan 2009 and other more recent planning in the study area. As noted above, the robust land use scenarios developed for the report for 2056 aimed to ensure that any changes to policy, rate and scale of development could occur and that the recommendations of the report were relevant to all land use and mode share scenarios considered;
  - a number of submissions were received which related to the specific alignment of some of the proposed roads and stations/public transport interchanges, particularly within future development areas (which incorporate the urban footprint area and identified growth areas) such as Bromelton, Flagstone, Greenbank and Yarrabilba. Specific alignments were beyond the scope of the study;
  - submissions were received in relation to road links on the periphery of the study area such as Undullah Road (linking to Ripley) and Summerland Way;
  - the Bethania to Beaudesert disused rail line investigation into its use as a rail trail was supported by the submissions received on this topic;
  - some submissions suggested minor corrections to the report including place names and the location of Greenbank/Greenbank Central.

Further details in regards to the consultation responses received on the draft report can be found in the Mt Lindesay/Beaudesert Strategic Transport Network Investigation – Consultation Report (October 2009).

Many of the submissions and their suggestions should be considered in the ongoing more detailed planning recommended in the study – specifically the corridor studies and structure planning. It is recommended that these submissions be forwarded to the project managers of the relevant corridor studies, once commenced.

As a result, major amendments did not occur to the Draft for Consultation Mount Lindesay Beaudesert Strategic Transport Network Investigation Report. The major changes undertaken (and incorporated in this final version of the report) included:

- added discussion to provide more context for the land use assumptions in the report and their robustness. It is also noted that these will also be confirmed during more detailed ongoing studies in the area, particularly the pre 2026 demographics;
- added into conclusions that some of the corridor studies have now been included in SEQIPP. A where to from here section has also been added;
- added discussion to text a description of issues that are beyond the scope of the study such as interstate connectivity;



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- minor amendments to maps including elements of the public transport map to include link between Springfield and Browns Plains in vicinity of Johnson Road; changed bus route between Springfield and Greenbank to a regional bus route; removed the box and added a line for the new north south road east of the Mt Lindesay Highway and fixed the location of Greenbank (which should encompass Greenbank Central and the Greenbank Identified Growth Area);
  - updated any discussions on work that has commenced since the study was undertaken (if available) e.g. Bromelton State Development Area, Southern Freight Rail Corridor Study, Regional Plan 2009.
  - made minor corrections as suggested in some submissions e.g. location of Greenbank, reference to Greenbank and Greenbank Central, identification of Kagaru.

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## 2.0 TRANSPORT AND LAND USE REVIEW

A review of transport and land use planning studies which have implications for the delivery of any future proposed transport network within the study area has been conducted. The following studies have been reviewed:

- South East Queensland Regional Plan;
- South East Queensland Regional Plan 2009;
- South East Queensland Regional Plan Amendment 1;
- South East Queensland Infrastructure Plan and Program 2008 - 2026;
- South East Queensland Infrastructure Plan and Program 2009-2026;
- Mt Lindesay North Beaudesert Study Area Study Report;
- Mt Lindesay North Beaudesert Study Consultation Report;
- Mt Lindesay North Beaudesert Investigation Area Transport Analysis;
- Beaudesert Shire Whole of Shire Planning Process Study;
- South East Queensland Regional Freight Network Strategy 2007 - 2012;
- Input and Output Freight Generation within South East Queensland;
- The North-South Rail Corridor Study;
- The Interstate Rail Corridor Technical Feasibility Report;
- Bethania to Beaudesert Railway Study;
- Private Rail Operations Presentation to OUM;
- South East Queensland Long Term Public Transport Study Summary Report;
- Southern Infrastructure Corridor Study (rail);
- Logan City's Integrated Local Transport Plan;
- The Australian TradeCoast Public Transport Study;
- South East Queensland Principal Cycle Network Plan 2007;
- Yarrabilba State Infrastructure Agreement – Statement of Queensland Transport's Requirements;
- Roads Implementation Program 2008-09 to 2012 -13;
- Bromelton Industrial Precinct;
- Upgrading the Pacific Highway –Technical review of inland corridor (via the Summerland Way);
- Border Integrated Transport Plan.

Summaries of the key documents mentioned above are provided in the following sections.

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## 2.1 South East Queensland Regional Plan

### (Office of Urban Management, June 2005)

The South East Queensland Regional Plan, originally produced by the Office of Urban Management (now Department of Infrastructure and Planning) provides a regional growth context for South East Queensland. An urban footprint was established for South East Queensland in order to focus the region's growth. The urban footprint comprises land intended to accommodate South East Queensland's regional development needs to 2026, including existing urban and greenfield areas (although not all land in the urban footprint is developable land). It is noted that this document has now been superseded with the 2009 Regional Plan, however its intention to focus growth is still similar. Amendments between the two documents are discussed in Section 2.3 of this report.

The Mt Lindesay/North Beaudesert study area as outlined by the South East Queensland Regional Plan was nominated as an investigation area outside the urban footprint. The South East Queensland Regional Plan restricted further subdivision within this area until mid 2006, upon completion of the Mt Lindesay North Beaudesert Study and the consequent release of Amendment 1 of the Plan. The study area for the Mt Lindesay/Beaudesert Strategic Transport Network Investigation includes the Mt Lindesay North Beaudesert investigation area. Parts of this area have consequently been added to the urban footprint or as Identified Growth Areas in the latest 2009 Regional Plan.

The South East Queensland Regional Plan also nominates a network of regional activity centres (see maps of the South East Queensland Regional Plan, contained at Appendix A), including primary (the Brisbane CBD), principal and major centres. Beaudesert Town was identified as a principal rural activity centre, an important service and community hub in a rural area, with good road and public transport links. Boonah is identified as a major rural activity centre, providing more than one function to the surrounding community, with good road connections and may have public transport services.

Springfield and Ipswich CBD are also principal activity centres and will accommodate a significant portion of the future growth in the western corridor. Development of this area has already begun and as such, Springfield has sub-regional significance for the study area, providing a focus for employment and residential development in the western corridor outside of the Brisbane CBD. The South East Queensland Regional Plan stipulates that densities of between 40 and 120 dwellings per hectare (or greater) should be achieved in principal activity centres.

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Ripley Valley, Goodna, Logan Central, Logan Hyperdome and Browns Plains are also located within the broader study area. These areas are nominated as major regional activity centres and are intended to complement principal activity centres, serve regionally significant catchments and provide high employment opportunities for the catchment. The future development of these centres is to accommodate intensified residential uses and provide key suburban or inter-suburban public transport nodes for the wider regional system. Furthermore, the South East Queensland Regional Plan identifies a need for major activity centres, and areas in their proximity, to accommodate housing densities of between 30 and 80 dwellings/hectare or greater. Development of the Ripley Valley will accommodate a large portion of the residential growth within the Ipswich City Council which has a 2026 population forecast of some 318,000 people (based on former local government boundary) and 435,000 people for 2031 (new local government boundary).

A number of centres are also located on the edge of the study area:

- principal:
  - Beenleigh;
  - Springwood.
- major:
  - Nerang;
  - Coomera;
  - Goodna;
  - Logan Central;
  - Logan Hyperdome.

The South East Queensland Regional Plan outlines the economic activity centres in the South East Queensland region (see Appendix A). Economic activity within and adjacent to the study area include:

- industrial: Swanbank, Park Ridge, Yatala;
- investigation: Willowbank, Purga, Bromelton (industrial/logistics);
- knowledge: USQ Springfield Campus;
- commercial/general: Coomera, Nerang, Robina, Beenleigh, Browns Plains, Springfield, Ripley, Goodna;
- airport: Gold Coast.

The South East Queensland Regional Plan also identified a number of major transport projects for the region, to be implemented via the South East Queensland Infrastructure Plan and Program (SEQIPP). These projects include road, walking, cycling and public transport projects, seeking to improve existing networks and to expand networks into areas that will experience significant future growth (see South East Queensland Infrastructure Plan and Program summary – Section 2.4).

Maps in the South East Queensland Regional Plan quoted in this report are reproduced at Appendix A.

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## 2.2 South East Queensland Regional Plan Amendment 1

### (Office of Urban Management, June 2006)

The South East Queensland Regional Plan 2005-2026 Amendment 1 was released in October 2006. The Amendment outlines the preferred development plan for the Mt Lindesay/North Beaudesert (MLNB) area. The Amendment also incorporates minor changes to the Regulatory Maps and Regulatory Provisions.

The Amendment replaces the Mt Lindesay/North Beaudesert study area (investigation area) with regional land use categories. These categories include Regional Landscape and Rural Production Area, Urban Footprint, Rural Living Area and Investigation Area (see map of the Amendment contained at Appendix A).

A key policy position in the Plan as amended is the development “thrust” in the western corridor. The Plan proposes that there be a focus for growth in the western corridor supported by employment growth at Ebenezer/Purga. The Plan envisages that growth in the study focus area will gain momentum beyond 2016 and that growth in this region in the life of the plan (2026) will be moderated.

Amendment 1 indicates the preferred development option to 2026 for the Mt Lindesay North Beaudesert study area. This includes sections of the Urban Footprint at (see Appendix A for maps):

- Greenbank Central;
- Park Ridge;
- Logan Village;
- Bahrs Scrub;
- Yarrabilba;
- Jimboomba;
- Flagstone.

Amendment 1 also identifies new, smaller investigation areas at the following locations within the Mt Lindesay North Beaudesert study area:

- Greenbank Central;
- New Beith Forest/Round Mountain;
- Greater Flagstone;
- Yarrabilba;
- North Maclean.

Amendment 1 also establishes new dwelling and infill dwelling targets for local governments in South East Queensland.



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Amendment 1 updates the regional activity centres network (see Appendix A for maps). Key changes relevant to the Mt Lindesay Beaudesert Strategic Transport Network Investigation are the addition of the following regional centres:

- Flagstone – major activity centre;
- Yarrabilba - major activity centre;
- Jimboomba – major rural activity centre;
- North Maclean (enterprise) – economic activity centre investigation area.

### **2.3 South East Queensland Regional Plan 2009-2031**

An updated edition of the South East Queensland Regional Plan was released by the Department of Infrastructure and Planning in July 2009. This document forms the key regional planning mechanism for the region through to 2031. It proposes a revised population projection for the region, forecasting 4.4million residents by 2031.

The 2009 Regional Plan incorporates and expands on the Amendment 1 changes identified in 2006. A comparison of the three documents is found in Table 2.1 (in relation to the study area only). The major change between the South East Queensland Regional Plan and 2009 Regional Plan is more certainty about development in the South Western Corridor.

**Table 2.1**

**Comparison of Regional Plan Document Changes  
(related to Study Area only)**

Key Element	South East Queensland Regional Plan	2006 Amendment 1 to Regional Plan	2009 Regional Plan
Population Projections	3.7million people by 2026	3.96million people by 2026	4.4million people by 2031
Activity Centres	<p><b>Principal</b> Springfield Springwood Beenleigh Southport Robina</p> <p><b>Major</b> Ripley Goodna Browns Plains Logan Central Logan Hyperdome Coomera Nerang Bundall Surfers Paradise Broadbeach Coolangatta</p> <p><b>Principal Rural</b> Beaudesert</p> <p><b>Major Rural</b> Boonah</p>	<p>Principal No change</p> <p><b>Major Centres</b> Same but with additions of: Flagstone Yarrabilba</p> <p><b>Principal Rural</b> No Change</p> <p><b>Major Rural</b> Same but with addition of Jimboomba</p>	<p><b>Principal</b> No change</p> <p><b>Major Centres</b> Same but with addition of Helensvale</p>
Economic/ Employment Areas	<p><b>Industrial</b> Swanbank Park Ridge Yatala</p> <p><b>Investigation</b> Purga Willowbank Bromelton</p> <p><b>Knowledge Hubs</b> Springfield Ipswich CBD</p> <p><b>Logistics</b> Acacia Ridge Ebenezer</p>	<p><b>Industrial</b> No change</p> <p><b>Investigation</b> Same but with addition of North Maclean</p>	<p>All same but just categorised differently. Key enterprise opportunity areas:</p> <ul style="list-style-type: none"> <li>• North Maclean</li> <li>• Park Ridge</li> <li>• Bromelton SDA</li> <li>• Ebenezer/Willowbank</li> <li>• Swanbank</li> </ul>

**Table Cont...**

<p>Investigation Areas</p>	<p>Mt Lindesay/North Beaudesert</p>	<p><b>New urban footprint areas</b>  Greenbank Central  Flagstone  Jimboomba  Yarrabilba  Logan Village  Bahrs Scrub  Park Ridge/Boronia Heights/Logan Reserve  <b>Identified investigation areas</b>  Greenbank  New Beith Forest/  Round Mountain  Greater Flagstone  Yarrabilba  North Maclean</p>	<p><b>Regional Development Areas (in urban footprint)</b>  Ebenezer (employment)  Bromelton (employment)  Ripley Valley (residential and employment)  Park Ridge (residential and employment)  Flagstone (residential and employment)  Yarrabilba North (residential and employment)  <b>Local development areas (in urban footprint)</b>  Bahrs Scrub (residential)  Greenbank Central (residential and employment)  Beaudesert (residential)  Canungra (residential)  <b>Identified Growth Areas</b>  Greenbank (residential and employment)  New Beith/Round Mountain (residential)  North Maclean (employment)  Greater Flagstone (residential and employment)  Greater Yarrabilba (residential and employment)  Purga (employment)  Greater Bromelton (employment)  Beaudesert South (residential)</p>
<p>Transport Infrastructure</p>	<ul style="list-style-type: none"> <li>• Southern Infrastructure Corridor (road and rail) – Gold Coast to Ipswich</li> <li>• Gateway Extension investigation</li> <li>• Beaudesert passenger rail investigation</li> <li>• South West public transport investigation</li> </ul>	<p>No changes</p>	<ul style="list-style-type: none"> <li>• Southern Infrastructure Corridor (btwn Gold Coast and Mt Lindesay Highway) – future investigation</li> <li>• New north south road east of the Mt Lindesay Highway south of the Logan Motorway into the Study Focus Area (between Gateway Motorway and SIC)</li> <li>• Southern Freight Rail Corridor - investigation</li> </ul>

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Many of the key development fronts within the study focus area have been classified as Identified Growth Areas, which require further studies to determine their capacity to accommodate urban development in the long term. This future development is contingent upon their completing an investigation into their land capacity and infrastructure requirements.

The 2009 Regional Plan identified for the Logan City Council area (of which part is in our study area) an indicative planning population for 2031 of 434,000 people (from 260,000 people in 2006). This is approximately 70,000 additional dwellings by 2031. The Scenic Rim Regional Council (of which part is in our study area) growth details are incorporated as part of a western councils summary which includes Lockyer Valley, Scenic Rim and Somerset. It is expected that this area combined will double from 33,000 to 60,000 dwellings by 2031. Most of this growth is proposed to occur within the rural centres i.e. Beaudesert, Canungra and Kooralbyn in our study area.

It is noted that the study timeframe for the Mount Lindesay Beaudesert Strategic Transport Network Investigation is beyond the 2009 Regional Plan and hence the scale and areas of growth differ from the South East Queensland Regional Plan (i.e. additional people and areas for development considered). The growth areas considered are generally in line with the identified growth area nominated in the 2009 Regional Plan, although additional areas of growth were also considered.

The 2009 Regional Plan also discusses key projects listed in the 2009 South East Queensland Infrastructure Plan and Program for the Logan City Council area, including:

- construction of transit lanes on the Pacific Motorway;
- an upgrade of the Logan Motorway;
- an upgrade of the Mt Lindesay Highway from Green Road to Jimboomba
- an extension of the South East Busway to Springwood;
- further investigation to confirm the need and location of the Gateway Motorway extension, including a potential interchange at Park Ridge.

The Southern Freight Rail Corridor has also been identified in the 2009 Regional Plan.

The 2009 Regional Plan was released after the Draft for Consultation Mount Lindesay Beaudesert Strategic Transport Network Investigation study report was released and has incorporated some of the recommendations of the study, specifically:

- new north south road east of the Mt Lindesay Highway south of the Logan Motorway into the Study Focus Area;
- the Southern Infrastructure Corridor (road) (Mt Lindesay Highway towards Beaudesert-Beenleigh Road and to the Pacific Motorway/Intra-regional Transport Corridor broad corridor).

Maps from the 2009 Regional Plan have been included at Appendix A.

## 2.4 South East Queensland Infrastructure Plan and Program 2009-2026

(Department of Infrastructure and Planning, July 2009)

The South East Queensland Infrastructure Plan and Program 2009-2026 (SEQIPP) outlines the Queensland Government's infrastructure priorities to support the South East Queensland Regional Plan. The Infrastructure Plan is updated each year to reflect new developments in South East Queensland and ongoing planning. The estimated transport infrastructure investment detailed in the plan is \$94,624 million including investigations. The Infrastructure Plan is divided into three time periods 2009-2013, 2013 -2019 and 2019 -2026.

Contained either wholly or partly within the Mt Lindesay/Beaudesert Strategic Transport Network Investigation area are the Infrastructure Plan regions of Western Corridor, Brisbane, Moreton, Redland and Logan and Gold Coast. Maps of these identified regions and associated projects are presented at Appendix B. Table 2.2 summarises these projects.

**Table 2.2** *Transport Projects in the Mt Lindesay/Beaudesert Study Area (South East Queensland Infrastructure Plan and Program)*

Project Details	Region	Project Number	Delivery Timeframe
Springfield passenger rail line	Western	3.19	2008-09 to 2018-19
Ipswich to Springfield rail line	Western	3.20	2009-10 to 2025-26
Ipswich rail line - Corinda to Darra and Darra to Redbank third track	Western	3.18	2009-10 to 2025-26
Ipswich Motorway Upgrade: Dinmore to Darra to Rocklea	Western	3.1	2009-10 to 2018-19*
Southern Freight Rail Corridor Study (Rail, Ebenezer to interstate standard gauge rail)	Western		2009-10
Logan Motorway/Ipswich Motorway Interchange	Western	3.2	2009-10 to 2009-10
Centenary Highway two lanes: Springfield to Yamanto	Western	3.6	Completed in 2009
Centenary Highway four lanes: Ipswich Motorway to Springfield	Western	3.6	2009-10 to 2018-19
Cunningham Highway four lanes: Ripley Road to Ebenezer	Western	3.5	2013-14 to 2018-19*
Cunningham Highway to Warrego Highway connection	Western	3.4	2009-10 to 2018-19
Southern Infrastructure Corridor (road, Yatala to Cunningham Highway) Study	Western		2010-11 to 2018-19
Logan Motorway upgrade: Ipswich Motorway to Pacific Motorway	Brisbane, Moreton, Redlands and Logan	4.10	2009-10 to 2025-26



**Table Cont...**

Project Details	Region	Project Number	Delivery Timeframe
Mt Lindesay Highway upgrade: Green Road to Jimboomba	Brisbane, Moreton, Redlands and Logan	4.14	2009-10 to 2025-26
Pacific Motorway: additional lanes and interchange upgrades: Nerang to Stewart Road	Gold Coast	5.1	2008-09 to 2025-26

South East Queensland Transport Infrastructure Investigations

A number of transport investigations are either underway or proposed. These investigations are required so that projects can be planned and corridors preserved ahead of time. The following table summarises the transport projects that are either currently being investigated or proposed for investigation within the Mt Lindesay/Beaudesert study area.

**Table 2.3 Transport Infrastructure Investigations in the Mt Lindesay/Beaudesert Study Area (South East Queensland Infrastructure Plan and Program)**

Project Details	Delivery Timeframe
<p><b>Ipswich Motorway Alternative Northern Corridor</b> Detailed investigation of the Alternative Northern Corridor (Goodna Bypass) between the Warrego Highway and Logan Motorway interchanges. Preferred corridor has changed to the Ipswich Motorway due to change in Government</p>	Completed in 2007-08
<p><b>Southern Freight Rail Corridor (Rail: Ebenezer to interstate standard gauge rail)</b> To boost future rail freight capacity in the region, and separate the freight task from sensitive residential areas, a study is being finalised to identify a preferred alignment for a dedicated freight-only corridor. This corridor would connect emerging industrial precincts in the Ipswich area, particularly Ebenezer, with the standard-gauge interstate rail line in the vicinity of the Bromelton Enterprise Precinct. These sites have been identified as being strategically located to take advantage of this next phase of industrial development. The study has identified a preferred dual-gauge freight rail line alignment linking the two future transport hubs. Study underway.</p>	2009-10
<p><b>Logan Motorway Upgrade investigations</b> Upgrades to the Logan Motorway will be required to accommodate forecast travel demand, service emerging logistics hubs and integrate with capacity improvements that are currently under construction on, or scheduled for, the Ipswich and Gateway motorways. An investigation is underway to identify the upgrades that will be essential to meet these needs.</p>	2009-10 to 2018-19

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**Table Cont...**

<b>Southern Infrastructure Corridor (Road: Yatala to Cunningham Highway) Study</b> The need for this corridor study has been identified in the Strategic Transport Network Investigation.	Completed in 2007-08
<b>Ipswich to Springfield Public Transport Corridor Study</b> Study completed, preferred corridor identified.	2009-10 to 2018-2019
<b>Gateway Motorway Extension south of Logan Motorway – investigation and preservation</b>	

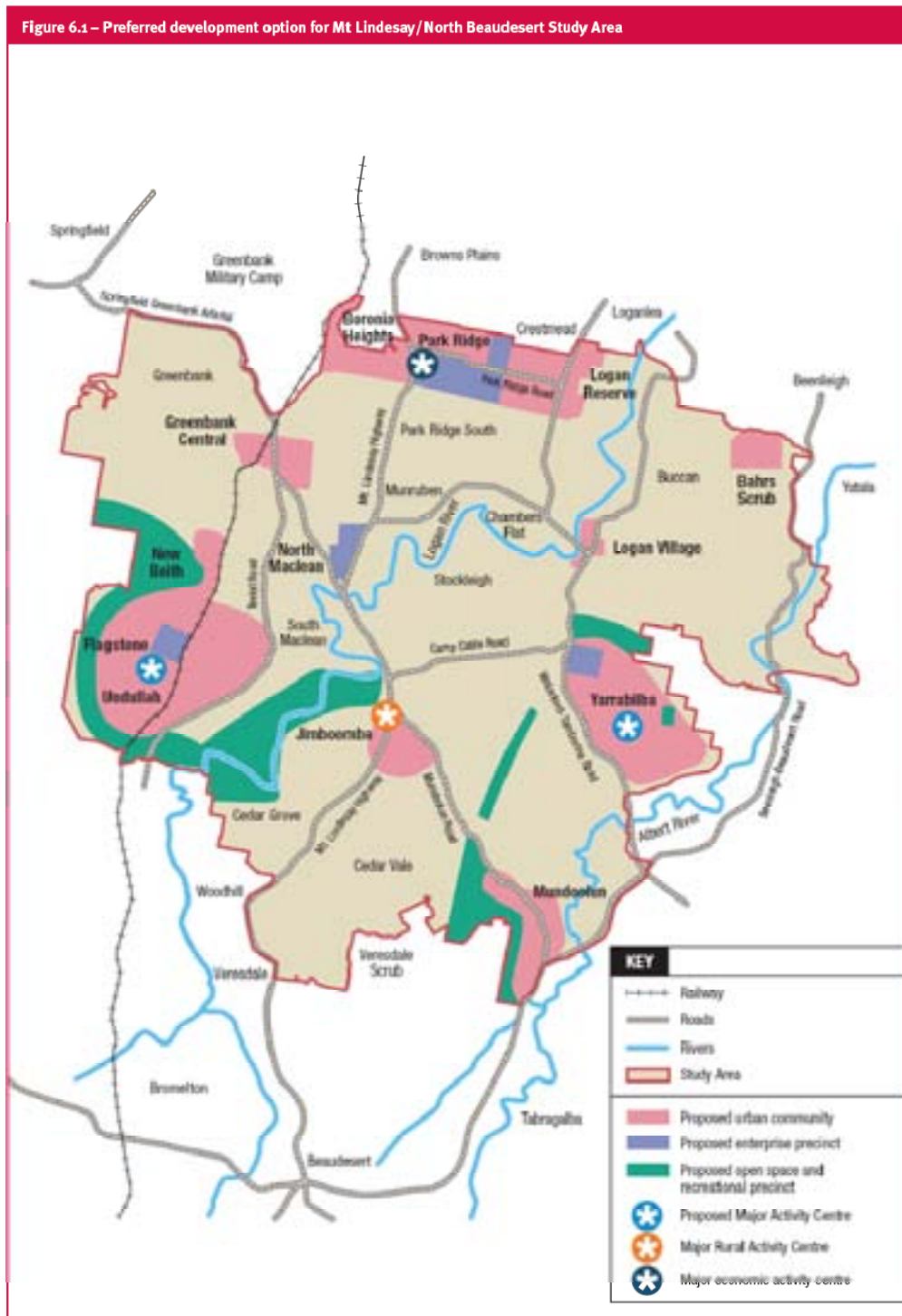
## **2.5 Mt Lindesay North Beaudesert Study Area Study Report**

### **(Office of Urban Management, February 2006)**

The Mt Lindesay North Beaudesert Study investigated an area of 52,000 hectares including southern parts of Logan City Council. At the time of the study the area had a population of 37,000 and consisted of over 13,000 rural residential lots, with a further 8,000 approved for development.

The report outlines the preferred location and type of development to occur in the study area (see Figure 2.1 below). The report also outlines the preferred sequence and approximate timings for development. Recommendations from the study include undertaking an investigation into the long term transport requirements of the area.

**Figure 2.1 Preferred Development Option (Mt Lindesay North Beaudesert Study)**



(Reproduced from: Mt Lindesay North Beaudesert Study Area Study Report Figure 6.1)

### Densities

The target for infill development is up to 15 dwellings per hectare and areas such as Flagstone, Greenbank Central, Jimboomba, Park Ridge and Yarrabilba are identified as centres where densities higher than this are to be considered due to their potential to become strategic transport nodes (transit orientated communities). The estimated population for 2056 (as shown in Table 2.4) are based on a yield of 12 dwellings per hectare and 2.7 persons per dwelling. Greenfield developments in the area will require structure planning and the phasing out of rural residential subdivision, in keeping with the intent of the South East Queensland Regional Plan.

**Table 2.4** *Indicative Populations for the Mt Lindesay North Beaudesert Study Area (Ultimate)*

<b>Residential development areas</b>	<b>Indicative maximum population (people)</b>
Bahrs Scrub	11,000
Boronia Heights/ Park Ridge	14,000
Cedar Vale *	2,000
Flagstone/ Undullah/ New Beith	52,000
Greenbank Central	12,000
Logan Reserve	16,000
Jimboomba	3,000
Logan Village	2,000
Mundoolun	17,000
Spring Mountain *	7,000
Yarrabilba	63,000
Development in other areas of MLNDSA	26,000
<b>Existing population</b>	<b>37,000</b>
<b>TOTAL</b>	<b>262,000</b>

Note 1: The ultimate population numbers will be determined and resolved through detailed planning undertaken in the development of Local Growth Management Strategies and structure plans.

\* Designated Rural Residential area

(Reproduced from: Mt Lindesay North Beaudesert Study Area Study Report Figure 6.3)

The preferred pattern of development will potentially provide 112,400 jobs.

**Table 2.5** *Potential Jobs for the Mt Lindesay North Beaudesert Study Area by Employment Sector*

<b>Employment sector</b>	<b>Potential number of jobs</b>
Enterprise precincts	28,400
Enterprise precinct at Bromelton*	30,000
Centres	23,500
Institutions (for example, schools, health)	11,200
Rural	500
Working from and at home	18,800
<b>TOTAL</b>	<b>112,400</b>

Source: Based on data from Urban Economics, 2005.

\* Located outside the study area. Will also service Beaudesert and Kooralbyn.

(Reproduced from: Mt Lindesay North Beaudesert Study Area Study Report Figure 6.6)

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The report emphasises that developers and local governments should strive for self containment of employment. Urban communities should be balanced with enterprise precincts and centres and job growth should initially exceed population growth. Employment targets for the area will help achieve self containment and are proposed in the study as follows:

- Park Ridge/Boronia Heights/Logan Reserve (12,000 – 14,000 jobs);
- Greenbank Central (5,000 – 6,000 jobs);
- Flagstone (20,000 - 25,000 jobs);
- Yarrabilba (25,000 - 30,000 jobs).

#### Public Transport

The preferred development option in the Mt Lindesay North Beaudesert Study involves five priority public transport corridors - three north-south and two east-west. The proposed public transport network is outlined on Figure 2.2. The network aims to connect major activity centres at Flagstone, Jimboomba, Yarrabilba and regional recreational and enterprise precincts at Park Ridge, North MacLean, Flagstone and Yarrabilba. Greenbank Central is outlined as the eastern gateway to Springfield and the western corridor and will connect the north-south and east-west public transport corridors.



Figure 2.2

**Proposed Public Transport Network  
(Mt Lindsey North Beaudesert Study)**



(Reproduced from: Mt Lindsey North Beaudesert Study Area Study Report Figure 6.9)

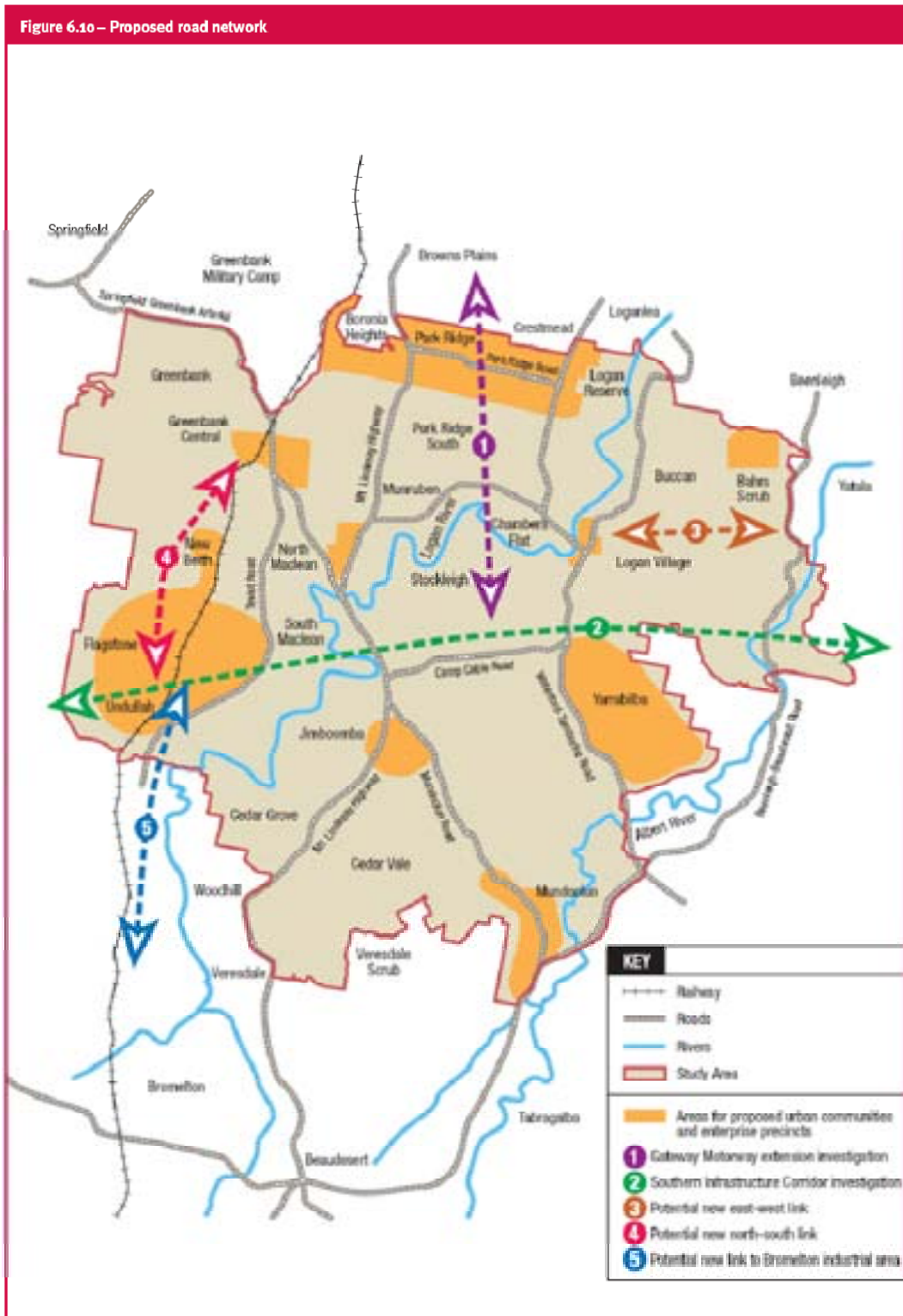
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### Road Infrastructure

The road network proposed in the Mt Lindesay North Beaudesert study area includes the major north-south roads of Teviot Road, Mt Lindesay Highway, Chambers Flat Road, Waterford-Tamborine Road and Beenleigh-Beaudesert Road. Important east-west arterial roads proposed include Springfield-Greenbank Arterial, Park Ridge Road and Camp Cable Road. Many of these roads will need to be upgraded in the future. The report outlines a number of upgrades and new road corridors in the area and these are illustrated on Figure 2.3.

It should be noted that the South East Queensland Infrastructure Plan and Program allocates funding for the Mt Lindesay Highway four lane upgrade: Green Road to Rosia Road to Jimboomba, as outlined in Section 2.3 of this report.

**Figure 2.3 Proposed Road Network (Mt Lindesay North Beaudesert Study)**



(Reproduced from: Mt Lindesay North Beaudesert Study Area Study Report Figure 6.10)

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East-west movements across the northern end of the Mt Lindesay North Beaudesert study area (between Yatala and Springfield) are currently circuitous. Inter-regional traffic through Buccan and Bahrs Scrub is increasing and as a result the existing local road network is facing capacity issues. To resolve this, the report recommends the development of a more direct route to Yatala and the Pacific Motorway.

The report outlines new routes that will need to be investigated as part of the Strategic Transport Network Investigation such as:

- a north-south link on the western side of the Sydney-Brisbane interstate rail line;
- a new arterial road for the Flagstone/Undullah/New Beith communities;
- the Gateway Motorway extension investigation;
- the Southern Infrastructure Corridor investigation (road).

The alignment of the Gateway Motorway extension and Southern Infrastructure Corridor (road) investigations as indicated on Figure 2.3 was of concern to residents in the area, and as such the report emphasises that these alignments are indicative only and subject to further investigation.

#### Freight

The Mt Lindesay North Beaudesert Study notes that existing road freight generated in the area is moderate, however the Bromelton enterprise precinct and other proposed centres/enterprise precincts will increase this. A new north-south road for freight traffic to and from Bromelton, south of the proposed Southern Freight Rail Corridor is recommended in the Mt Lindesay North Beaudesert Study to be considered to reduce freight volumes on the Mt Lindesay Highway. This should also support freight efficiency on the Southern Infrastructure Corridor (road) and provide freight links between the Gold Coast Corridor and the western corridor.

East-west movements in the central and northern Mt Lindesay North Beaudesert study area to and from Yatala and the Gold Coast are circuitous. The report proposes an investigation into a more direct east-west route between Waterford–Tamborine Road and Beenleigh–Beaudesert Road.

The report emphasises the importance of the Sydney-Brisbane interstate rail line for freight movements and the need for efficient road freight transport between Mt Lindesay North Beaudesert enterprise precincts and the Port of Brisbane and other industrial and freight distribution areas in South East Queensland.

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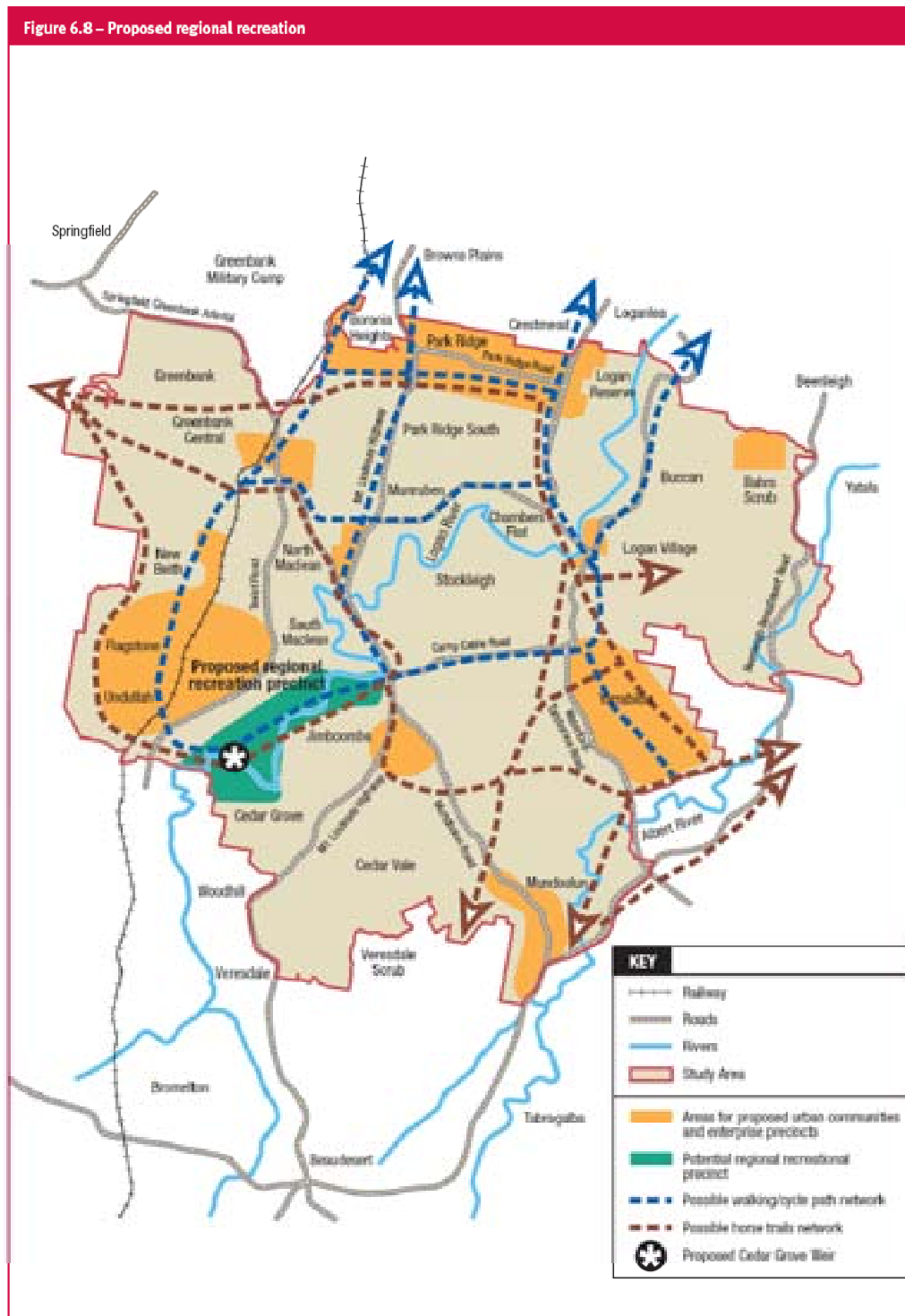
### Walking and Cycling

The Mt Lindesay North Beaudesert study report illustrates the proposed regional recreational paths and trails (reproduced on Figure 2.4). In addition to the regional recreational areas, developers will be required to provide local and district recreational facilities. The report recommends an investigation into the location of sporting and recreational facilities along the Logan River between Flagstone and Jimboomba in the long term.

The report establishes that the area is ideal for cycle and walking paths to connect communities with recreational and employment locations. Due to the extensive Logan City Council proposed cycle network (northern part), it is proposed that any future Mt Lindesay North Beaudesert study area cycle network should link into Logan. New horse riding and bushwalking trails should complement the existing ones and new trails are recommended to be located where possible along existing and future power easements, road corridors and old rail corridors.



**Figure 2.4 Proposed Regional Recreation (Mt Lindesay North Beaudesert Study)**



(Reproduced from: Mt Lindesay North Beaudesert Study Area Study Report Figure 6.8)

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## 2.6 Mt Lindesay North Beaudesert Study Consultation Report

(Office of Urban Management, December 2005)

The Mt Lindesay North Beaudesert Consultation Report (December 2005) by the Office of Urban Management, summarises the three-phase community consultation process that was undertaken as part of the Mt Lindesay North Beaudesert study.

Private individuals were responsible for the majority of submissions, accounting for approximately 92% of submissions. The issues raised most in the submissions were integrated transport (28.4%), urban form (23.9%), the Mt Lindesay North Beaudesert study area (21.9%) and strong communities (15.8%). Issues raised in a petition signed by approximately 2,000 people included community consultation, evaluation options and the North Maclean enterprise area.

The following summarises the major integrated transport issues raised in submissions.

### General Roads and Congestion

Submissions generally acknowledged that the existing road network was inadequate and required improvement. It was however generally argued that this should be achieved through upgrading of existing roads rather than the development of new roads. Submissions however generally supported a freight link between the Southern Infrastructure Corridor (road) and Bromelton.

### Gateway Motorway Extension

A significant number of submissions were opposed to the Gateway Motorway extension. These submissions were generally from residents in Chambers Flat, Logan Reserve and Stockleigh. The main issues raised were that the Motorway extension would increase noise, pollution and other traffic impacts on existing residents and that these impacts would be detrimental to property values. In addition concerns were raised regarding the impact of the extension on the environment particularly its affect on wildlife corridors, rural production and scenic amenity. Many of these submissions argued that existing corridors should be upgraded rather than a new corridor created.

It is noted that a lesser number of submissions agreed with the proposed Gateway Motorway extension arguing that it would relieve existing congestion.

A number of submissions were also received pertaining to the vagueness of the extension's alignment. It was stated that the vagueness made it difficult for residents to comment and caused undue confusion. Submissions regarding the timing of community consultation about the alignment were mixed. Some argued that consultation should occur before route selection while others argued that consultation should occur only after the final alignment has been confirmed.