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 2005;
- Draft South East Queensland Regional Plan 2009;
- South East Queensland Regional Plan Amendment 1;
- South East Queensland Infrastructure Plan and Program 2008 - 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.
2.1 South East Queensland Regional Plan

(Office of Urban Management, June 2005)

The South East Queensland Regional Plan (SEQRP), 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).

The Mt Lindesay/North Beaudesert study area as outlined by the Regional Plan was nominated as an investigation area outside the urban footprint. The 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 study area.

The Regional Plan also nominates a network of regional activity centres (see maps of the 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 Regional Plan stipulates that densities of between 40 and 120 dwellings/hectare should be achieved in principal activity centres.

Ripley Valley and Browns Plains are also located within the broader study area. These areas are nominated as major 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 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. 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).
A number of centres are also located on the edge of the study area:

- principal:
  - Beenleigh.
- major:
  - Nerang;
  - Coomera;
  - Goodna.

The 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 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 2.3).

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

A draft review of the South East Queensland Regional Plan has just been released by the Department of Infrastructure and Planning. This document aims at producing the new Regional Plan for 2009 through to 2031. The key changes included in this update are described herein.

Two new areas within the study focus area, Flagstone and Yarrabilba, are now also identified as Major Activity Centres. These areas are planned for major new residential developments, which are expected to be significant contributors to the future dwelling provision within Logan City Council. They are also expected to provide employment opportunities.

Many of the key sites within the study focus area have been classified as Identified Growth Areas. These areas have been identified for future urban development. This future development is contingent upon their completing an investigation into their land capability and suitability and infrastructure requirement availability.
The following areas within the study focus area are listed as identified growth areas:

- Greater Flagstone;
- Greenbank Central;
- New Beith Forest;
- North Maclean;
- Yarrabilba;
- Bromelton.

Park Ridge is also proposed as an urban community offering a diverse range of development. Previously this area was primarily set aside for industrial development. New Beith is identified as a potential area for residential development, while North Maclean is identified as having potential for development into an enterprise precinct.

Bromelton, North Maclean and Park Ridge are identified as enterprise opportunity areas and Springfield is identified as a health and education opportunity area.

The latest draft of the Regional Plan also discusses key projects listed in the 2008 South East Queensland Infrastructure Plan and Program for the focus and frame areas, including:

- construction of transit lanes on the Pacific Motorway;
- an upgrade of the Logan Motorway;
- an upgrade of the Mt Lindesay Highway;
- an extension of the South East Busway.

The Southern Freight Rail Corridor has also been confirmed and a more detailed alignment, proposed being now less conceptual when previously identified as the Southern Infrastructure Corridor.

Prior to the review of the Regional Plan, an amendment was released in 2006. The changes this amendment produced are detailed below in Section 2.2.

2.2 South East Queensland Regional Plan Amendment 1

(Office of Urban Management, June 2006)

The South East Queensland Regional Plan 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;
- 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.

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 Infrastructure Plan and Program 2008-2026

(Department of Infrastructure and Planning, June 2008)

The South East Queensland Infrastructure Plan and Program 2008-2026 (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 $83,500 million including investigations. The Infrastructure Plan is divided into three time periods 2008-2012, 2012 -2016 and 2016 -2026.

Contained either wholly or partly within the Mt Lindesay/Beaudesert Strategic Transport Network Investigation area are the Infrastructure Plan regions of Western Corridor, Greater Brisbane and Gold Coast. Maps of these identified regions and associated projects are presented at Appendix B. Table 2.1 summarises these projects.

Table 2.1 Transport Projects in the Mt Lindesay/Beaudesert Study Area (South East Queensland Infrastructure Plan and Program)

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Region</th>
<th>Project Number</th>
<th>Delivery Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield passenger rail line</td>
<td>Western</td>
<td>3.23</td>
<td>2008-09 to 2018-19</td>
</tr>
<tr>
<td>Ipswich to Springfield rail line</td>
<td>Western</td>
<td>3.24</td>
<td>2012-13 to 2025-26</td>
</tr>
<tr>
<td>Ipswich rail line - Corinda to Darra and Darra to Redbank third track</td>
<td>Western</td>
<td>3.22</td>
<td>2008-09 to 2025-26</td>
</tr>
<tr>
<td>Ipswich Motorway Upgrade: Dinmore to Darra to Rocklea</td>
<td>Western</td>
<td>3.1</td>
<td>2008-09 to 2018-19</td>
</tr>
<tr>
<td>Southern Freight Rail Corridor Study (Rail, Ebenezer to interstate standard gauge rail)</td>
<td>Western</td>
<td>3.26</td>
<td>2008-09</td>
</tr>
<tr>
<td>Logan Motorway/Ipswich Motorway Interchange</td>
<td>Western</td>
<td>3.2</td>
<td>2008-09 to 2009-10</td>
</tr>
<tr>
<td>Centenary Highway two lanes: Springfield to Yamanto</td>
<td>Western</td>
<td>3.6</td>
<td>2008-09</td>
</tr>
<tr>
<td>Centenary Highway four lanes: Ipswich Motorway to Springfield</td>
<td>Western</td>
<td>3.7</td>
<td>2008-09 to 2018-19</td>
</tr>
<tr>
<td>Cunningham Highway four lanes: Ripley Road to Ebenezer</td>
<td>Western</td>
<td>3.5</td>
<td>2012-13 to 2018-19</td>
</tr>
<tr>
<td>Cunningham Highway to Warrego Highway connection</td>
<td>Western</td>
<td>3.4</td>
<td>2008-09 to 2018-19</td>
</tr>
<tr>
<td>Southern Infrastructure Corridor (road, Yatala to Cunningham Highway) Study</td>
<td>Western</td>
<td>3.10</td>
<td>2009-10 to 2019</td>
</tr>
<tr>
<td>Logan Motorway upgrade: Ipswich Motorway to Pacific Motorway</td>
<td>Greater Brisbane</td>
<td>4.10</td>
<td>2008-09 to 2025-26</td>
</tr>
</tbody>
</table>
### Table Cont...

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Region</th>
<th>Project Number</th>
<th>Delivery Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Motorway transit lanes from Gateway Motorway to Logan Motorway including</td>
<td>Greater Brisbane</td>
<td>4.4</td>
<td>2008-09 to 2025-26</td>
</tr>
<tr>
<td>Loganlea Road interchange</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mt Lindesay Highway upgrade: Green Road to Jimboomba</td>
<td>Greater Brisbane</td>
<td>4.14</td>
<td>2008-09 to 2025-26</td>
</tr>
<tr>
<td>Pacific Motorway: additional lanes and interchange upgrades: Nerang to Stewart</td>
<td>Gold Coast</td>
<td>5.1</td>
<td>2008-09 to 2025-26</td>
</tr>
<tr>
<td>Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific Motorway: Coomera Interchange</td>
<td>Gold Coast</td>
<td>5.2</td>
<td>2008-09 to 2018-19</td>
</tr>
<tr>
<td>Pacific Motorway: additional Coomera interchange</td>
<td>Gold Coast</td>
<td>5.3</td>
<td>2019-2020 to 2025-26</td>
</tr>
<tr>
<td>Intra-regional Transport Corridor (corridor preservation) Nerang to Staplyton</td>
<td>Gold Coast</td>
<td>5.10</td>
<td>2008-09 to 2026</td>
</tr>
<tr>
<td>Rail: Helensvale to Robina, Salisbury to Kuraby: additional track and upgrades</td>
<td>Gold Coast</td>
<td>5.23</td>
<td>2008-09</td>
</tr>
<tr>
<td>Rail: Coomera to Helensvale, Kuraby to Kingston: additional tracks</td>
<td>Gold Coast</td>
<td>5.24</td>
<td>2012-13 to 2025-26</td>
</tr>
<tr>
<td>Southern extension of rail line: Robina to Elanora</td>
<td>Gold Coast</td>
<td>5.25</td>
<td>2008-09 to 2025-26</td>
</tr>
<tr>
<td>Southern extension of rail line: Elanora to Coolangatta</td>
<td>Gold Coast</td>
<td>5.26</td>
<td>2019-20 to 2025-26</td>
</tr>
<tr>
<td>Beenleigh to Gold Coast Corridor: additional track and upgrades</td>
<td>Gold Coast</td>
<td>5.28</td>
<td>2019-20 to 2025-26</td>
</tr>
<tr>
<td>Gold Coast Rapid Transit Project; Parkwood-Helensvale to Broadbeach to Coolangatta</td>
<td>Gold Coast</td>
<td>5.30</td>
<td>2008-09 to 2025-26</td>
</tr>
</tbody>
</table>

**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 locations of transport infrastructure investigations are presented at Appendix B.

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

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Investigation Number</th>
<th>Delivery Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ipswich Motorway Alternative Northern Corridor</td>
<td></td>
<td>Completed in 2007-08</td>
</tr>
<tr>
<td>Detailed investigation of the Alternative Northern Corridor (Goodna Bypass)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>between the Warrego Highway and Logan Motorway interchanges. Preferred corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>has changed to the Ipswich Motorway due to change in Government.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern Freight Rail Corridor (Rail: Ebenezer to interstate standard gauge rail)</td>
<td>3.26</td>
<td>2008-09</td>
</tr>
<tr>
<td>To boost future rail freight capacity in the region, and separate the freight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>task from sensitive residential areas, a study is being finalised to identify a</td>
<td></td>
<td></td>
</tr>
<tr>
<td>preferred alignment for a dedicated freight-only corridor. This corridor would</td>
<td></td>
<td></td>
</tr>
<tr>
<td>connect emerging industrial precincts in the Ipswich area, particularly Ebenezer,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>with the standard-gauge interstate rail line in the vicinity of the Bromelton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enterprise Precinct. These sites have been identified as being strategically</td>
<td></td>
<td></td>
</tr>
<tr>
<td>located to take advantage of this next phase of industrial development. The</td>
<td></td>
<td></td>
</tr>
<tr>
<td>study has identified a preferred dual-gauge freight rail line alignment linking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>the two future transport hubs. Study underway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Logan Motorway Upgrade investigations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upgrades to the Logan Motorway will be required to accommodate forecast travel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>demand, service emerging logistics hubs and integrate with capacity improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>that are currently under construction on, or scheduled for, the Ipswich and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gateway motorways. An investigation is underway to identify the upgrades that</td>
<td></td>
<td></td>
</tr>
<tr>
<td>will be essential to meet these needs.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern Infrastructure Corridor (Road: Yatala to Cunningham Highway) Study</td>
<td>3.10</td>
<td>2009-10 to 2018-19</td>
</tr>
<tr>
<td>The need for this corridor study has been identified in the Strategic Transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Network Investigation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ipswich to Springfield Public Transport Corridor Study</td>
<td></td>
<td>Completed in 2007-08</td>
</tr>
<tr>
<td>Study completed, preferred corridor identified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gateway Motorway Extension south of Logan Motorway – investigation and preservation</td>
<td>4.67</td>
<td>2008-09 to 2018-2019</td>
</tr>
</tbody>
</table>
Table Cont...

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Investigation Number</th>
<th>Delivery Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salisbury to Flagstone/Greenbank Passenger Rail investigation</td>
<td>4.73</td>
<td>Completed in 2006-07</td>
</tr>
<tr>
<td>A technical feasibility study of operating passenger services along the standard gauge rail corridor from Salisbury to Flagstone/Greenbank has been conducted.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salisbury to Beaudesert Passenger Rail Study</td>
<td>4.68</td>
<td>2010-11 to 2019</td>
</tr>
<tr>
<td>The Salisbury to Beaudesert Passenger Rail Study will identify and preserve rail corridor land suitable for possible future passenger rail infrastructure. The study will identify engineering feasibility, including rail station locations that integrate with the proposed urban pattern of development. This has been recommended in the Strategic Transport Network Investigation study.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.4 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 and parts of Gold Coast City. 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 2.3) 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 Regional Plan 2005.

Table 2.3  Indicative Populations for the Mt Lindesay North Beaudesert Study Area (Ultimate)

<table>
<thead>
<tr>
<th>Residential development areas</th>
<th>Indicative maximum population (people)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bahns Scrub</td>
<td>11,000</td>
</tr>
<tr>
<td>Boronia Heights/ Park Ridge</td>
<td>14,000</td>
</tr>
<tr>
<td>Cedar Vale *</td>
<td>2,000</td>
</tr>
<tr>
<td>Flagstone/ Undullah/ New Beith</td>
<td>52,000</td>
</tr>
<tr>
<td>Greenbank Central</td>
<td>12,000</td>
</tr>
<tr>
<td>Logan Reserve</td>
<td>18,000</td>
</tr>
<tr>
<td>Jimboomba</td>
<td>3,000</td>
</tr>
<tr>
<td>Logan Village</td>
<td>2,000</td>
</tr>
<tr>
<td>Mundoolun</td>
<td>17,000</td>
</tr>
<tr>
<td>Spring Mountain *</td>
<td>7,000</td>
</tr>
<tr>
<td>Yarrabilba</td>
<td>63,000</td>
</tr>
<tr>
<td>Development in other areas of MLNBSA</td>
<td>26,000</td>
</tr>
<tr>
<td>Existing population</td>
<td>37,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>262,000</strong></td>
</tr>
</tbody>
</table>

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 2.4  Potential Jobs for the Mt Lindesay North Beaudesert Study Area by Employment Sector

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

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)
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 Lindesay North Beaudesert Study)

(Reproduced from: Mt Lindesay North Beaudesert Study Area Study Report Figure 6.9)
**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)
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.
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)
2.5 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.
**East-west Freight Route**
A number of submissions objected to an investigation of an east-west freight corridor, particularly a link using Crowson Road and Chambers Flat Road. Opposed submissions generally stated that a freight corridor would ruin the rural lifestyle, devalue properties and make the roads more dangerous for children. Many of the received submissions stated that existing roads should be upgraded rather than a new corridor created. It is noted however that a number of submissions were also received that supported the proposed link.

**Southern Infrastructure Corridor (road)**
A number of submissions objected to a major highway along Camp Cable Road. Submissions generally stated that a highway would result in increased noise and pollution. In addition it was stated that a highway would affect the beauty and semi-rural lifestyle of the surrounding area. A number of submissions opposed to the Southern Infrastructure Corridor (road) argued that it would impact on surrounding wildlife corridors.

Submissions were also received which stated support for the Southern Infrastructure Corridor (road). These submissions stated that it would relieve congestion along existing roads and provide service to the proposed communities of Yarrabilba, Jimboomba and Flagstone.

**Public Transport**
Submissions received stated that better public transport is required in the area claiming that there are currently limited public transport provisions. In addition it was identified that planning should focus on the provision of and preservation of public transport corridors as a priority rather than road corridors.

Submissions were also received which stated public transport was not required as people choose to live rural lifestyles and do not want services.

**Passenger Rail Services**
Submissions generally supported a passenger service to Flagstone using the Sydney-Brisbane interstate rail line. However some of these submissions argued that if rail services to Flagstone were to operate they would need to also stop at Parkinson, Calamvale, Forestdale and Acacia Ridge.

Submissions opposed to the rail service were also received. They raised concerns regarding the impact of the noise and pollution produced by diesel trains using the interstate rail line on communities north of the Mt Lindesay North Beaudesert study area. In addition, submissions noted that the interstate line severs wildlife corridors. Some of these submissions proposed that an alternative solution would be to use efficient feeder buses within Mt Lindesay North Beaudesert study area which interchange with the Gold Coast rail line.
There was limited support for both the existing Bethania to Beaudesert rail corridor to be used for passenger services and for the interstate rail line to be connected with the Bethania/Beaudesert line.

Key Recommendations
A key recommendation from the report is that a further transport network investigation be conducted in response to the community’s desire for further clarification of transport projects and directions in the region. This Mt Lindesay/Beaudesert Strategic Transport Network Investigation is the outcome of this recommendation.

2.6 Beaudesert Shire Whole of Shire Planning Process

The Whole of Shire Planning Process (WOSPP) was a study aimed at examining the former Beaudesert Shire’s infrastructure needs for the next 20 years. The project intended to include the completion and implementation of an Integrated Planning Act Planning Scheme and Council’s response to the 2005 South East Queensland Regional Plan.

Other proposed outcomes from the Whole of Shire Planning Process included the following:

- a Local Growth Management Strategy (LGMS) including structure plans and master plans for the main growth areas;
- a Priority Infrastructure Plans (PIP) and Infrastructure Charges Schedule (ICS);
- data for Council use in future works programs, budgeting and financial arrangements.

The study was broken down into three sections:

- Stage 1 (to be completed mid 2006) - shire wide studies including a framework for the Local Growth Management Strategy, data collection and analysis of draft outputs for:
  - the preferred pattern of development;
  - notional priority infrastructure areas;
  - notional plans for trunk infrastructure;
  - desired standards of service.
- Stage 2 (early 2006 to late 2007 – not completed) - the finalisation of the above studies, local area studies and the completion of the Local Growth Management Strategy;
- Stage 3 (by late 2008 – not completed) - the new planning scheme, Priority Infrastructure Plan, ICS, local laws and structure plans.
Due to the amalgamation of local governments, the Whole of Shire Planning Process is no longer being pursued and the Logan City Council has incorporated the relevant elements of the Whole of Shire Planning Process into their planning and Local Growth Management Strategy processes.

2.7 South East Queensland Regional Freight Network Strategy

(The former Queensland Transport and former Department of Main Roads, 2007)

The South East Queensland Regional Freight Network Strategy (SEQRFNS) 2007-2012 (the former Queensland Transport and former Department of Main Roads, 2007) outlines South East Queensland’s freight network to 2012.

Priority one road freight routes include:

- Pacific Motorway, Coolangatta to Eight Mile Plains (part of Auslink network);
- Gateway Motorway (part of Auslink network);
- Ipswich Motorway (part of Auslink network);
- Brisbane Urban Corridor – Granard, Raiwena, Kessels and Mt Gravatt-Capalaba Roads (part of Auslink network);
- Logan Motorway;
- Cunningham Highway (part of Auslink network);
- Warrego Highway (part of Auslink network);
- Port of Brisbane Motorway.

Priority two road freight routes include:

- Pacific Motorway, Eight Mile Plains to Brisbane CBD;
- Western Freeway;
- Centenary Highway, Indooroopilly to Carole Park;
- Beaudesert Road;
- Compton Road;
- Lutwyche Road/Gympie Road;
- Inner City Bypass/Hale Street/Kingsford Smith Drive;
- Logan Road/Kingston Road/Brisbane Beenleigh Road/Logan River Road, Eight Mile Plains to Beenleigh;
- Hammel Street;
- Milne Street.
Rail freight routes include:

- Interstate rail corridor, Queensland/New South Wales Border to Dutton Park via Salisbury and Acacia Ridge (part of Auslink network);
- Ipswich rail line;
- Cleveland rail line;
- Pinkenba rail line;
- North Coast (Caboolture) rail line (part of Auslink network).

The South East Queensland Regional Freight Network Strategy outlines two main inter-modal freight facilities in South East Queensland, the Acacia Ridge terminal, the Brisbane Multi-modal Terminal (part of the Port of Brisbane), and an intermodal terminal also proposed at Bromelton.

It should be noted that a key road freight link outlined by the strategy within the study area is Beaudesert Road which connects directly into the Acacia Ridge terminal.

2.8 North-South Rail Corridor Study (AusLink, 2006)

The North-South Rail Corridor Study (AusLink, 2006) investigated the potential location of a rail freight link within a corridor between Brisbane and Melbourne.

Figure 2.5 below (reproduced from the report) illustrates the freight mode shares on inter-capital city routes within the corridor.
The Melbourne-Brisbane freight link was deemed to be the most important in the study due to the longer distance and lower relative importance of rail pickup and delivery (PUD) costs.

A number of routes were investigated including:

- Sub-Corridor A – Far Western Sub-Corridor (inland via Toowoomba);
- Sub-Corridor B – Central Inland Sub-Corridor (inland via Toowoomba);
- Sub-Corridor C – Coastal Sub-Corridor (via Sydney and the interstate rail line);
- Sub-Corridor D – Hybrid Sub-Corridor (via interstate rail line, with Sydney bypass).
The report estimates that rail freight between Melbourne and Brisbane, along an inland route would grow from 3.3 million tonnes in 2009 to approximately 8 million tonnes in 2029. If an inland rail route was adopted, it is estimated to capture 67% of the Brisbane-Melbourne freight task.

The study investigated the difference between providing a rail tunnel at Toowoomba compared with terminating the inland route at Toowoomba and continuing freight movements to Brisbane via road. Continuing the rail freight via road to Brisbane from Toowoomba was found to reduce the rail freight mode share between Brisbane and Melbourne by 15%, resulting in a reduction in track access revenue. The reduction in rail freight mode share as a result of continuing freight from Toowoomba to Brisbane by road was found to reduce the feasibility of an inland route.

It was estimated that approximately 5.3 million tonnes of freight to/from the corridor travelled to/from north Queensland. Retail type freight was found to make up the majority of freight continuing from Brisbane to destinations further north. Of the through freight to north Queensland, it was found that most retail rail freight services from Sydney or Melbourne are stopped in Brisbane to unload Brisbane bound goods onto trucks. The remaining goods heading further north are then consolidated to reduce wagon numbers. This highlights the need for an inter-modal terminal to be located on the rail freight route between Brisbane and Sydney/Melbourne.

It is estimated that the percentage of freight to northern Queensland will grow, as rail provides a competitive advantage over road for longer distance routes. It is estimated that in 2029 approximately 25% of the total freight to north Queensland will be transported by rail. Sea freight is anticipated to remain the dominant freight mode to northern Queensland.

The North-South Rail Corridor study found that long distance passenger rail services and Brisbane urban services use tracks which would be utilised as part of the potential inland corridor. However, the only existing standard gauge rail track in Queensland is from the NSW border to Acacia Ridge then to the Port of Brisbane (part of which is dual gauge) or to Roma Street station (dual gauge). It is anticipated that any new interstate rail line would be standard gauge so presumably any connection to Brisbane from inland rail would require a substantial length of new standard gauge rail track. Passenger rail services have priority over freight services during the commuter peak times on the Brisbane urban rail network.

The issue of increased fuel cost in relation to the freight task was investigated in the North-South Rail Corridor Study. It was estimated that approximately 38% of line haul truck operating costs are fuel related and only between 12% and 16% of door-to-door rail operating costs are fuel related. If diesel fuel prices continue to rise, rail will become a more favourable option for freight movements.
The report found that the far western corridor option via Toowoomba and Albury or the coastal sub-corridor via Albury would have the shortest travel times. The far western corridor via Albury has the lowest level of capital expenditure to achieve an operationally efficient route (including the Toowoomba tunnel). An inland route was deemed the most viable, as to avoid the track congestion around Sydney. It can be inferred that the far western inland route via Toowoomba and Albury would be the preferred option based on the combination of shortest travel times, lowest capital expenditure and ability to avoid the Sydney urban rail network. However, the coastal corridor option via Sydney and Albury would result in additional annual revenue of around 40 million dollars.

On 15 June 2007, the Australian Government announced a $15 million engineering and scoping study to determine the best alignment for the inland sub-corridor from Melbourne through Parkes to the Queensland border, based on the 2006 report.

### 2.9 Southern Freight Rail Corridor

The Office of Urban Management carried out an investigation in 2005 to identify a preferred route to connect the Purga industrial site at Ebenezer to the interstate rail line, by rail. This investigation and subsequent work has identified a corridor of interest (see Figure 2.6) for further detailed investigation, which is being conducted by the Department of Transport and Main Roads and is expected to be completed in 2009.

### 2.10 Private Rail Operations Presentation to OUM

(GHD, 2006)

The Mt Lindesay North Beaudesert investigation identified the need for a north south public transport corridor between Flagstone and the greater Brisbane metropolitan area. In response an investigation was conducted into possible options for the provision of passenger rail services from Flagstone to the greater Brisbane metropolitan region.

This study investigated the following four operational scenarios:

- option 1 – Flagstone to Salisbury;
- option 2 – Flagstone to Buranda;
- option 3 – Flagstone to Roma Street (standard gauge);
- option 4 – Flagstone to Roma Street (narrow gauge).

The study concluded that option 1b was the preferred option. Under this option standard gauge services would operate between Flagstone and Salisbury with passengers required to connect to regular Queensland Rail services at Salisbury. Unlike option 1a, which would facilitate only single train operation, this option would allow dual train operation through the use of passing loops.
The study states that the infrastructure requirements of the preferred option could be completed by the end of 2009.

2.11 Bromelton Industrial Precinct

In August 2008, Bromelton was declared a State Development Area. The intention of State Development Areas are to promote economic development in areas deemed to have been ignored by market forces. The Department of Infrastructure and Planning anticipates that the Bromelton State Development Area is strategically located for industrial development. An assessment of the exact type of industry to be promoted in the area is being assessed, with a development plan expected in August 2009.

2.12 Key Issues from Previous Study Review

The following section provides a summary of the proposed projects relevant to the study area and key issues identified in previous studies and reports.

Projects proposed relevant to the study area are summarised graphically on Figure 2.7.

The Strategic Transport Network Investigation aims to investigate the future transport needs of the study area. A number of key issues with respect to the future transport needs of the study area are evident upon the review of the available reports. These include:

- providing a quality public transport system between the study area and Brisbane and potentially the Gold Coast and Ipswich;
- the type of public transport within and from the study area, relative to the demand, including consideration for the need and timing of a passenger rail service along the interstate rail corridor;
- the relationship of the study area to Brisbane, Ipswich and the Gold Coast with respect to transport and land use;
- the scale of the employment centres;
- the management of the through freight demand within the study area, both north-south and east-west between destinations such as:
  - Brisbane;
  - Sydney;
  - Toowoomba;
  - Gold Coast;
  - Ipswich.
- the accommodation of freight movements between commercial and economic centres internally within the study area and, to and from locations external to the study area (e.g. between Bromelton and the Australian TradeCoast);
- the development of transport links within the study area between activity centres, employment nodes and urban areas;
• establishing where and when upgrades or new infrastructure is required;
• the impact on the community (i.e. noise, increased traffic) of any new or expanded infrastructure;
• the need and timing for a major road north south through the study area and Southern Infrastructure Corridor (road). This needs to include when relevant corridor studies should commence, if considered to be required;
• the need and timing for the Motor Traders Association Australia (MTAA) private rail corridor between Flagstone and Brisbane;
• the ability of the area to accommodate the proposed ultimate development scenario at Yarrabilba and Flagstone and in what timeframe this could be accommodated.