

Figure 5.29
Land use zones 3

Residential

Existing residential precincts adjacent to the existing interstate corridor would form the primary (walking) catchment of the proposed passenger rail line. These are located at Salisbury, Acacia Ridge, Algester, Forestdale, Hillcrest, Boronia Heights, Greenbank, Flagstone and Beaudesert.

The secondary (driving) catchment, which is nominally defined as a 5 km radius around station locations, also includes residential areas at Archerfield, Durack, Doolandella, Sunnybank Hills, Heathwood, Regents Park, Park Ridge, Munruben, North Maclean, South Maclean, Jimboomba, Woodhill and Veresdale. The majority of these residential areas in both catchment areas are characterised by low density housing.

Business and commercial

In the northern section, business and commercial areas are located adjacent to the proposed rail line at Acacia Ridge (Mitchell Street), Sunnybank Hills and Calamvale (Compton Road) and in Algester (Ridgewood/Algester Road). Commercial development in the central section of the study area is located at Greenbank (Teviot Road) and Flagstone (Bushman Drive). In the southern section, the primary business and commercial centres are located in and around the township of Beaudesert.

Open space – recreation and conservation

The largest concentrations of recreational open space adjacent to the proposed rail line are located in the northern and central sections. These include local parks and picnic areas, as well as specific recreation facilities, including Col Bennet Park (pedestrian/cycle path), the Greenbank Showgrounds and James Smith Recreation Area.

The northern and central sections have some open space areas that are protected for various reasons. These include the Parkinson bushland site on the north side of Johnson Road at Parkinson/Heathwood and the Greenbank Military Training Area at Greenbank. Both sites form part of the Flinders–Greenbank/Karawatha regional biodiversity corridor and are discussed further in Section 5.6.

In the southern section there are undeveloped parcels of state land adjacent to the preferred corridor. While this is not formally designated as ‘open space’, land of this nature is often used informally for recreational purposes including horse riding, motorbike riding and mountain biking. There are also parks and picnic areas in close proximity to the corridor, for example Mavor Park on Peterson Street in Beaudesert.

Industry

There are some small pockets zoned for general and light industry in the northern and central sections. Industrial hubs are located at Salisbury, Archerfield, Acacia Ridge and Hillcrest. Industrial land uses in the southern section of the study area are located along the Mt Lindesay Highway between Gleneagle and Beaudesert.

Agricultural

Agricultural uses are the dominant land use type in the southern section of the study area. Rural land on the Logan River floodplain is predominantly used for grazing or cropping.

Community and special uses

In the northern and central sections, community uses in the vicinity of the proposed rail line include the SkillsTech Australia campuses at Salisbury and Acacia Ridge, Nyanda High School, the Greenbank Community Centre, Flagstone State Community College and the Flagstone Primary School.

In the southern section, Gleneagle Primary School is located within 200 m of the preferred corridor, but is separated from the corridor by Mount Lindesay Highway. The Metropolitan South Institute of TAFE Beaudesert Campus is also adjacent to the proposed corridor at Beaudesert. The Beaudesert Public and Private Hospital is located about 1 km east of the proposed corridor at Beaudesert.

5.7.2 Future land use

Short term land use change

In order to determine what land use change is likely to occur in the short-term, data on current development applications or applications that have recently been approved, on land adjacent to the corridor were examined. This study did not find any development applications that would result in a major change in land use adjacent to the corridor. A summary of development applications is shown in Table 5.14.

Table 5.14 Summary of development applications for the study area

Local government area	Per cent of development applications				Unknown
	Reconfiguring a lot (subdivision)	Other development applications			
		Operational Works	Building Works	Material Change of Use	
Brisbane City Council	14.1%	18%	5.2%	26.9%	35.9%
Logan City Council	33.3%	10.4%	-	2.2%	54.1%
Scenic Rim Regional Council	8.3%	6.3%	10.4%	75%	-

While there were over 540 development applications in the Brisbane City Council area, the majority were for utilities and supporting infrastructure. Applications for subdivisions and multi-unit developments at Rocklea, Salisbury, Coopers Plains and Acacia Ridge are consistent with the infill development anticipated to occur in these areas. It is expected that land use in this area would remain predominantly medium density residential, with pockets of higher density residential areas.

Within the Logan City Council area, there were applications for major low-density residential subdivisions at Flagstone, Teviot Downs and Johnson Road, and significant residential development is expected to occur in these areas over the short term.

The majority of development applications in the Scenic Rim Regional Council area were related to existing rural and agricultural land uses (e.g. poultry farms, etc);

however, there is one application for a residential subdivision adjacent to the preferred corridor at Gleneagle. There were also some boundary realignment applications which indicate the potential for intensified residential development. This part of the study area is expected to remain substantially rural in nature, with some areas of higher intensity residential development in future.

Long-term land use change

The SEQ Regional Plan identifies future growth areas which are anticipated to accommodate future urban development in the SEQ region. The study area contains a number of regional and local ‘development areas’ within the current Urban Footprint which will be the focus for accommodating regional dwelling and employment targets to 2031. There are also a number of ‘Identified Growth Areas’, which identify land outside the Urban Footprint which is capable of supporting urban growth and development beyond 2031, subject to further investigation.

Table 5.15 identifies future growth areas in the study area. The current Urban Footprint boundary and future growth areas under the SEQ Regional Plan are also shown on Figure 5.30 to Figure 5.32.

Table 5.15 Future growth areas in the study area under the SEQ Regional Plan

Growth type	Regional Development Areas (to 2031)	Local Development Areas (to 2031)	Identified Growth Areas (after 2031)
Residential	–	Beaudesert	Beaudesert South New Beith–Round Mountain
Residential and employment	Park Ridge Flagstone	Greenbank Central	Greater Flagstone Greenbank
Employment	Bromelton	–	Greater Bromelton North Maclean

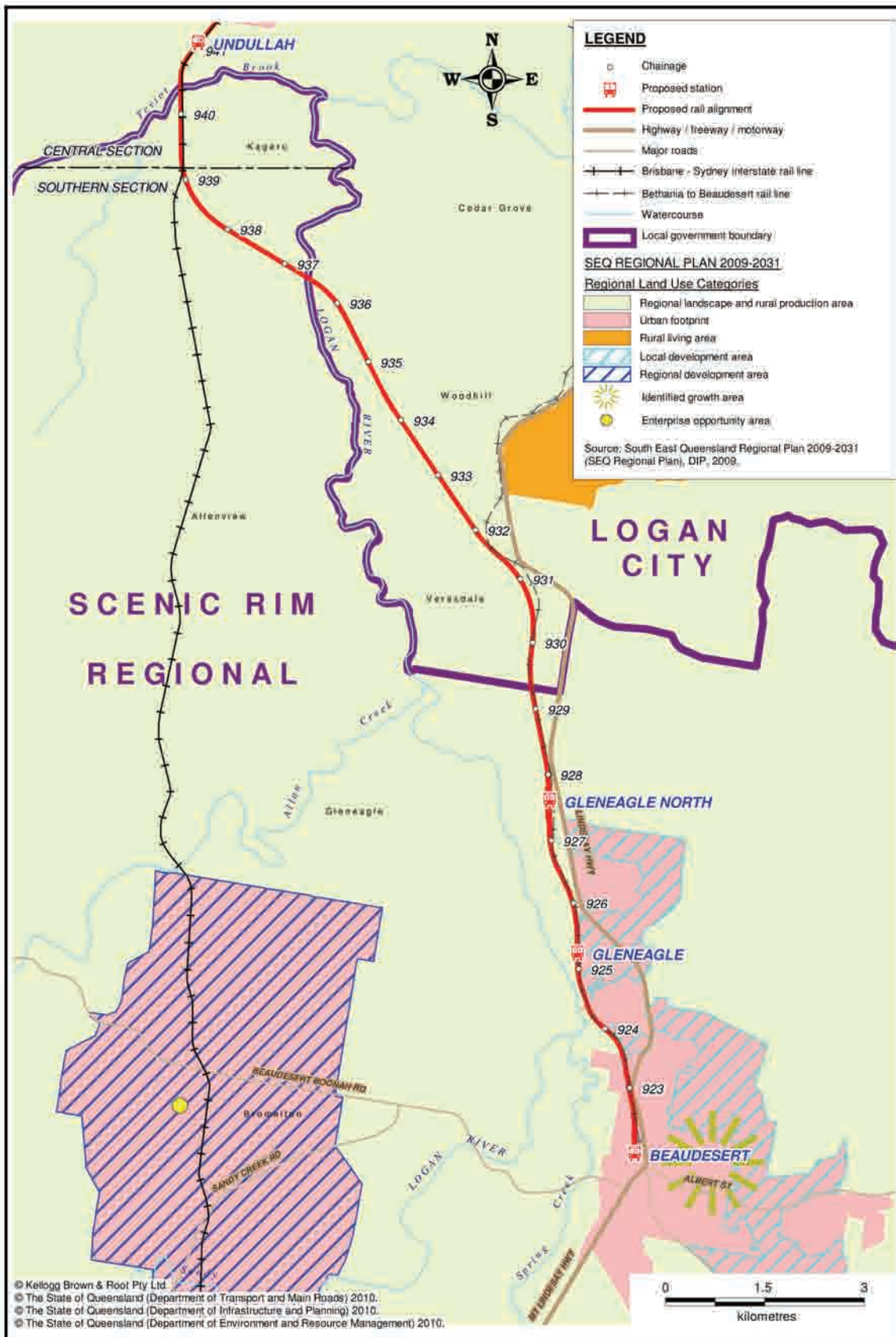
Brisbane CityShape 2026

The *Brisbane CityShape Implementation Strategy 2026* (CityShape) acts as Brisbane’s local growth management strategy and outlines Brisbane City Council’s preferred strategy for accommodating regional dwelling and employment targets for the Brisbane LGA under the SEQ Regional Plan.

The implementation of CityShape includes undertaking neighbourhood planning for key suburbs in Brisbane City. Neighbourhood plans are currently being prepared for Lower Oxley Creek/Paradise Wetlands and Acacia Ridge/Archerfield which would require review as part of any future rail design. CityShape also identifies Calamvale–Algester and Parkinson–Drewvale as containing greenfield areas for residential development.



Figure 5.31
SEQ Regional Plan 2



Logan Growth Management–Core Matters

Under the SEQ Regional Plan, Logan City will accommodate significant growth to 2031 and beyond. The Logan Growth Management Core Matters (GMCM) –Strategic framework acts as Logan City Council’s local growth management strategy.

Nearly all of the major growth areas identified by the GMCM, with the exception of Beenleigh and Bahrs Scrub, are located within the study area. Logan City Council’s preferred sequencing for planning and development in these areas to 2026 is summarised in Table 5.16.

Table 5.16 Summary of future growth areas in Logan City

Area	Sequencing commencement	Planning commencement	Status
Park Ridge	2010	2007	Draft planning scheme amendments issued for public comment in late 2009.
Flagstone	2008	2008	Planning being undertaken as part of Greater Flagstone Outline Structure Plan (OSP).
Flagstone Investigation Areas (Undullah, New Beith)	2026 +	2008	Planning being undertaken as part of Greater Flagstone OSP. Areas to be included in the Urban Footprint but put on hold.
Greenbank Central	Not specified	2008	Provides a strategic opportunity for a transit-oriented centre (TOC) supporting a train station. Planning being undertaken as part of Greater Flagstone OSP.
Greenbank East Investigation Area	2026 +	2008	Planning being undertaken as part of Greater Flagstone OSP. Areas to be included in Urban Footprint but put on hold.
North Maclean Investigation Area	2026 +	2008	Planning being undertaken as part of Greater Flagstone OSP. Areas to be included in Urban Footprint but put on hold.
Jimboomba Major Rural Activity Centre	2016	2008	Proposed Master Plan area and planning scheme amendment.

Draft Planning Vision for Beaudesert Shire

The Beaudesert Whole of Shire Planning Project (WOSPP) was undertaken by the former Beaudesert Shire Council to establish a strategy for the future development of land previously contained within the Beaudesert LGA. The outcomes of the WOSPP are summarised in the *Draft Planning Vision for Beaudesert Shire* released by the former Beaudesert Shire Council in 2007. The key outcomes relevant to this study are summarised in Table 5.17.

Table 5.17 Planning vision for Scenic Rim Regional Council areas

Locality	Summary of planning vision
Beaulesert	<ul style="list-style-type: none"> • Beaulesert will be a significant city which is home to over 30,000 people • Beaulesert will be the government and cultural centre of the (Beaulesert) region and a key hub in its transport network • Beaulesert will be a centre for the equine industry and be the major rural service centre for the region • A new university will be established in the Beaulesert region • The town will have all the facilities necessary to ensure a city of this size is socially cohesive
Bromelton	<ul style="list-style-type: none"> • Bromelton will be home to well over 30,000 jobs and provide an intermodal logistics facility for South East Queensland, and provide transport, warehousing and manufacturing as its key industries • Bromelton will incorporate a high tech research campus of the new regional university which is allied to its major industries • Bromelton's economic functions will be complemented by facilities such as shopping, child care, sport and recreation, entertainment, hotels/motels and convention facilities

The Draft Planning Vision included Flagstone and Yarrabilba which are now incorporated into Logan City following local government amalgamations in 2008. As such, planning for these areas has been superseded by Logan City Council's *Growth Management Core Matters–Strategic Framework* (see above) and is not addressed here.

5.7.3 Land use impacts

A future passenger rail line between Salisbury and Beaulesert would provide essential public transport infrastructure for emerging communities in the South Western Corridor and Scenic Rim Regional Council area. It would also improve travel choice for residents in the northern section of the study area.

Construction of the railway line and associated stations would also create significant opportunities for the application of transit-oriented development (TOD) principles to both established and future communities, based around a high frequency rail service to the Brisbane CBD.

In the section between Kagaru and Beaulesert, the preferred corridor has a potential land requirement from 99 properties. In the long term, these properties would be acquired and developed for the construction of infrastructure associated with the Salisbury to Beaulesert passenger rail service. However, construction of the first stages would not be anticipated to commence until after 2026, with the remaining sections of the corridor likely to be constructed much later.

Prior to this time, development on properties that have been identified as having a potential land requirement for the project between Kagaru and Beaulesert which is assessable under the *Sustainable Planning Act 2009* would be referred to DTMR. DTMR would then assess the extent to which it encourages increased integration between land use and transport in accordance with the *Transport Planning and Coordination Act 1994* (see section 5.3–Planning background).

DTMR would also have similar referral authority for development on land which abuts the corridor and on certain types of development within 400 m of proposed railway stations throughout the study area. The impact of this would need to be considered as part of subsequent project stages.

5.7.4 Mitigation measures and recommended further studies

Station locations

Land use planning documents prepared by local authorities have identified preferred station locations at Acacia Ridge, Greenbank, New Beith, Flagstone, Undullah and Beaudesert which have been considered as part of the station selection process for this REF. A key focus for the next phase of concept design should be on confirming that these locations are feasible from an engineering perspective to inform ongoing land use and planning decisions in these areas.

Transit-oriented development

Transit-oriented development (TOD) involves concentrating a mix of uses, including housing, shops, offices and other facilities such as train and bus stations to encourage a greater proportion of trips by walking, cycling and public transport. Station locations for the Salisbury to Beaudesert passenger rail line have been selected to maximise opportunities for TOD and future design development should focus on incorporating TOD principles for key station locations such as Boronia Heights and Flagstone Central.

Rural/agricultural land uses

The primary impact of the establishment of a new rail corridor between Kagaru and Beaudesert would be on the existing rural and agricultural land uses in the southern section of the study area. The distribution of good quality agricultural land (GQAL) in this section is discussed in Section 5.1 and a review of potential severance impacts associated with the corridor is provided in Section 5.1. Consultation with affected landholders and communities should be undertaken to assist in determining the nature and extent of impact in these areas.

Other land use impacts

Further consideration needs to be given to impacts on other existing and future land uses as the study progresses. The potential impact on residential, community, open space and other land uses in all sections of the study area would need to be assessed based on future rail design.

5.8 Social and economic environment

Public transport connections to social and employment facilities offer an important alternative means of transport to the private vehicle, and form part of an integrated transport system which caters for a range of needs across different sectors of the community.

Overall, the Salisbury to Beaudesert passenger rail line would be expected to have significant beneficial impacts for existing and planned future communities on