

Question on Notice

No. 474

Asked on 30 April 2024

MR S MINNIKIN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

With reference to property resumptions for the Logan and Gold Coast Faster Rail project—

Will the Minister advise (reported separately by suburb) (a) the number of properties that require resumption (part or in whole) for the project, based on the current design and (b) the number of properties where the property owner has previously been advised in writing that the property is required for the project (whole or part resumption) however have subsequently been advised that the property is now not required?

ANSWER:

I thank the Member for Chatsworth for the question.

The Queensland Government is delivering the Logan and Gold Coast Faster Rail project, which is essential to support population growth and customer demand between Brisbane, Logan and the Gold Coast.

Currently, all services on the Gold Coast and Beenleigh line are constrained by single tracks in each direction between Kuraby and Beenleigh. The major rail upgrade project will double the number of tracks from two to four, increasing capacity, reliability and service frequency of both all-stops and express trains.

The Logan and Gold Coast Faster Rail project will also improve accessibility by building:

- nine new train stations between Kuraby and Beenleigh (including Loganlea, which is funded separately)
- removing five level crossings
- improving park 'n' ride facilities
- providing a new continuous active travel path connecting to stations along the 20km section of upgraded tracks.

Since August 2021, the Department of Transport and Main Roads (TMR) has been consulting with potentially impacted property owners to discuss the reference design, detailed design and the land acquisition process.

- a) Many properties will only be partially impacted (a part take), including where a nature strip or portion of the back yard are required. In this instance, property owners and residents are not required to move from their home or land.

The number of government owned and vacant land, commercial properties, and residential properties that require resumption (part or in whole), as of 30 May 2024, for the project based on the current design include:

Runcorn 6	Logan Central 23	Bethania 38
Kuraby 64	Kingston 43	Edens Landing 11
Karawatha 8	Meadowbrook 10	Holmview 8
Woodridge 23	Loganlea 18	Beenleigh 81.

About 57 per cent are wholly required, and the remaining 43 per cent are only required in part.

Of this, the number of residential properties that require resumption (part or in whole) as of 30 May 2024 for the project, based on the current design are:

- 37 which only require a partial resumption of land, and
- 56 where the whole property is acquired.

As part of the project, 28 homes were salvaged from demolition. Of these, the Department of Housing, Local Government, Planning and Public Works has already relocated 16 homes and another 12 are programmed for relocation and reuse as affordable housing.

- b) Design refinement activities mean some properties initially identified for resumption are no longer required. These property owners would have been consulted in the initial phase of the project, ahead of corridor gazettal and design activities.

While property impacts have been avoided in various locations across the 20-kilometre project corridor, the majority of these have been in Beenleigh, due to the relocation of Beenleigh station to a new site closer to the Town Square, which will improve connectivity and access to transport for the community.

The number of properties where the property owner has previously been advised in writing that the property is required for the project (whole or part resumption) however have subsequently been advised that the property is now not required include:

Runcorn 1	Bethania 5	Kingston 9
Meadowbrook 1	Woodridge 7	Beenleigh 43.
Kuraby 2	Edens Landing 8	
Karawatha 2	Logan Central 6	

The Logan and Gold Coast Faster Rail project remains a high priority for the Queensland Government to improve rail services between some of South East Queensland's fastest growing cities and deliver integrated transport outcomes for local communities.

It is also a significant and key infrastructure investment in the lead up to the Brisbane 2032 Olympic and Paralympic Games.