



Council of Mayors
South East Queensland

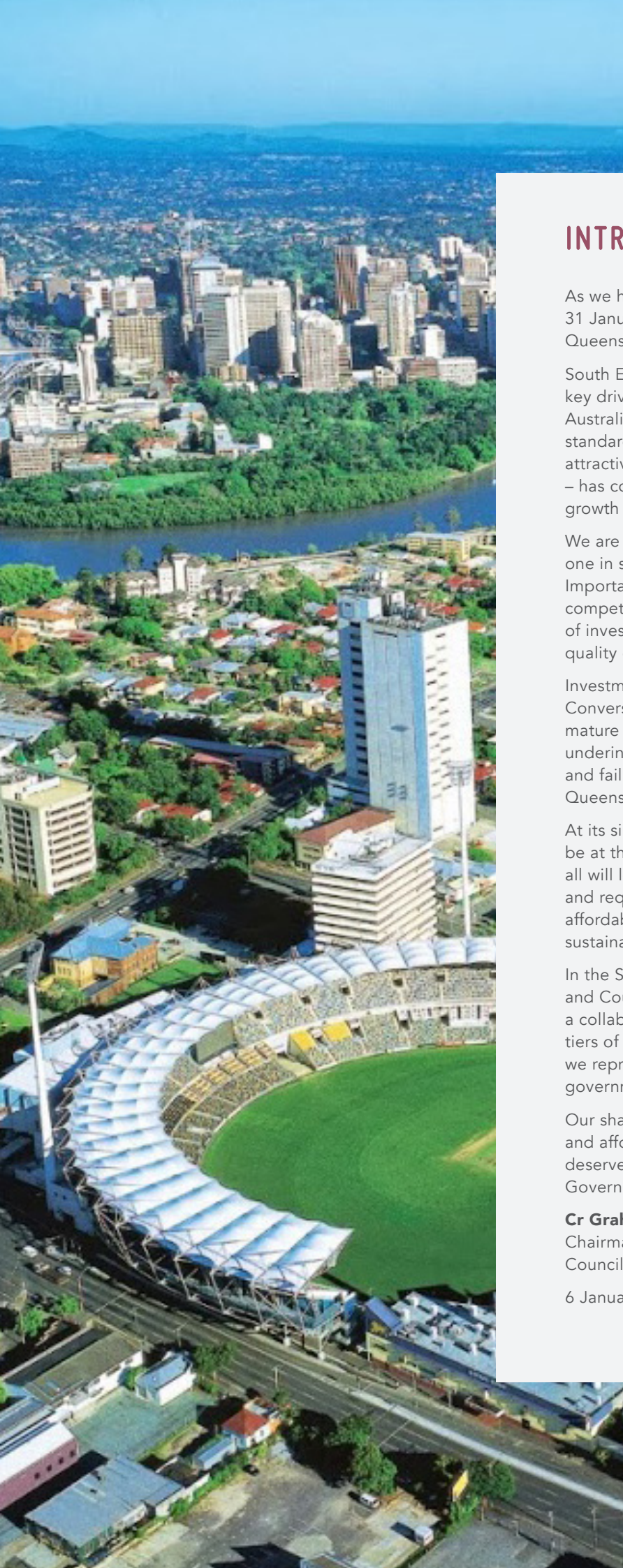
Investing in Queensland's Core Growth Region

**2015 Queensland State
Election Advocacy Document**



CONTENTS

- INTRODUCTION** 3
- SUMMARY OF RECOMMENDATIONS** 4
 - Natural Disaster Recovery and Resilience* 4
 - Waterways and Environment* 4
 - Infrastructure* 4
 - Planning* 5
 - Economic Development* 5
- 1. NATURAL DISASTER RECOVERY AND RESILIENCE** 8
 - 1.1 *Balancing Resilience and Recovery* 8
 - 1.2 *Queensland Community Resilience Program* 8
- 2. WATERWAYS AND ENVIRONMENT** 10
 - 2.1 *Waterways* 10
 - 2.2 *SEQ Waste Action Plan* 10
- 3. INFRASTRUCTURE** 12
 - 3.1 *Key Infrastructure Projects* 12
 - 3.2 *Northern Off-Road Motorcycling Facility* 15
 - 3.3 *South East Queensland Roads Fund* 16
 - 3.4 *Economic Growth Partnership Model for Queensland* 17
- 4. PLANNING** 18
- 5. ECONOMIC DEVELOPMENT** 20
 - 5.1 *Major Investment Attraction* 20
 - 5.2 *Smart Region Initiative* 20
- ONE REGION, ONE VOICE** 22



INTRODUCTION

As we head toward the Queensland general election on 31 January 2015, it is appropriate to ask: “what makes Queensland work?”

South East Queensland has, for two generations, been a key driver for the economic growth of Queensland and Australia. It is not unreasonable to comment that the high standard of living across our state – and the desirability and attractiveness of our state to new businesses and residents – has come predominantly from the successful, ongoing growth of SEQ.

We are ‘Queensland’s Core Growth Region’: SEQ is home to one in seven Australians and delivers 20% of GDP growth. Importantly, Queensland’s Core Growth Region is not a competitor to regional Queensland, but the main attractor of investment and creator of wealth which ensures a high quality of life for all.

Investment in SEQ, capital and social, makes sense. Conversely, as SEQ continues to grow from a more mature base, there is now a genuine risk attached to underinvestment. That risk is a declining quality of life and failure to meet growth targets which would hurt all Queenslanders.

At its simplest, investment in Queensland’s regions cannot be at the expense of Queensland’s Core Growth Region, or all will lose out. If SEQ works, Queensland works. The ideas and requests outlined in this document are reasonable, affordable and sensible approaches to keep SEQ growing sustainably.

In the SEQ context, with a strong regional alliance of Mayors and Councils and a number of very large individual Councils, a collaborative approach across issues between the three tiers of government is crucial to success for the communities we represent together. This is especially so at state and local government levels.

Our shared objectives will be reinforced by the reasonable and affordable requests within this document. Each deserves consideration and support from the Queensland Government and Opposition.

Cr Graham Quirk
Chairman
Council of Mayors (SEQ)

6 January 2015

SUMMARY OF RECOMMENDATIONS

The Council of Mayors (SEQ) believes the following recommendations, for the State Government's consideration, are keys to the ongoing growth and prosperity of South East Queensland, Queensland's Core Growth Region.

NATURAL DISASTER RECOVERY AND RESILIENCE

The Council of Mayors (SEQ) seeks:

- i. A calculation of the net present value of funds spent by the State on recovery of infrastructure following natural disasters over a recent period (i.e. 2008/09 to 2013/14) and commitment by the state of a similar level of funding to a resilience fund for the same period going forward.
- ii. A program to fund works for public infrastructure, from the resilience fund, based on a region's exposure to disasters and current value / economic and social contribution of the infrastructure.
- iii. A united approach between state and local governments to resisting any changes to federal disaster recovery funding models, without a significant and long term commitment to improved resilience funding for the region before such a decision is considered.

The Council of Mayors (SEQ) seeks:

- i. A commitment of State Government funding in the 2015-16 Budget to undertake the Queensland Community Resilience Program to better prepare our communities for disasters.

WATERWAYS AND ENVIRONMENT

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to contributing funds to an interim investment strategy for South East Queensland waterways (2015-2018).
- ii. The State Government to commit to working in genuine partnership with the Council of Mayors (SEQ) and each council to establish a longer term single plan and governance model for the region's catchments.
- iii. The State Government to commit to working with the Council of Mayors (SEQ) on a long-term collaborative works program for South East Queensland's waterways.

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to working with the Council of Mayors (SEQ) and councils to achieve a commercially feasible long-term resource recovery and waste management approach for South East Queensland.

INFRASTRUCTURE

The Council of Mayors (SEQ) seeks:

- i. Continued support from the State Government to ensure effective and expeditious delivery of already funded key transport infrastructure projects within their confirmed timeframes, including:
 - Bruce Highway \$6.7 billion over 10 years (Federal), \$768 million for 2014-2015 (State)
 - Toowoomba Second Range Crossing \$1.3 billion (Federal), \$321 million (State)
 - Gateway Motorway North \$929.6 million (Federal), \$232.4 million (State)
 - Beaudesert Town Centre Bypass \$25 million (State).
- ii. State Government commitment to funding, within the forward estimates period, of key transport infrastructure priorities:
 - North Coast Rail Line between Beerburrum and Nambour \$2 billion
 - Intra-Regional Transport Corridor (IRTC) – 4 lane urban arterial \$500 million
 - Upgrades to Sunshine Coast Motorway, Nicklin Way and Mooloolah River Interchange \$440 million
 - Redland City to Port of Brisbane Corridor \$360 million
 - Norman Street Bridge \$250 million
 - Redland City to Gateway Motorway Corridor \$196 million
 - Bruce Highway – Boundary Road Interchange \$128 million
 - Mt Lindesay Highway Upgrade \$100 million
 - Old Coach connector (Bermuda Street extension) \$50 million
 - Timber Bridge Replacement Program (SEQ) \$40 million
 - Pacific Highway - Gateway to Logan \$20 million.
- iii. State Government consideration to future funding of infrastructure priorities:
 - Gold Coast Light Rail Stage 2 \$600-700 million
 - Gold Coast Cultural Precinct (GCCP) and Friendship Bridge \$395 million
 - Sunshine Coast High Quality Bus Corridor \$350 million
 - Southport-Burleigh Road, Ashmore Road and Salerno Street intersection \$190 million
 - Manly to Cleveland Rail Duplication \$180 million
 - Darra to Springfield Rail Extension to Redbank Plains \$180 million

- Sunshine Coast Entertainment, Convention and Exhibition Centre \$100 million
 - Ipswich Regional Performing Arts Centre \$90 million
 - Southport-Burleigh Road capacity upgrade \$80 million
 - Youngs Crossing Road (Stage 1) \$60 million
 - Brisbane Valley Highway Upgrade – Blacksoil to the Brisbane River \$45 million
 - O’Mara Road Corridor \$35 million [partly funded by Toowoomba Regional Council and Royalties for Regions - TRC]
 - Gowrie to Grandchester Rail Line \$1.3 million.
- iv. State Government commit to making representations, together with the Council of Mayors (SEQ), to the Federal Government for funding of key ‘big ticket’ transport infrastructure projects requiring majority Federal funding:
- Bruce Highway – Caboolture to Sunshine Coast approximately \$2 billion
 - Eastern Busway to Capalaba \$1,736 million
 - Pacific Highway - Mudgeeraba to Varsity Lakes \$280 million
 - Cunningham Highway – Yamanto to Willowbank \$276 million
 - Sunshine Coast Airport \$181 million plus approval of the Environmental Impact Statement.

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to collaboratively identifying suitable areas for an off-road motorcycling facility north of Brisbane.
- ii. The State Government to commit to progressing an off-road motorcycling facility north of Brisbane via the Council of Mayors (SEQ) successful collaborative model established for the existing Queensland Moto Park.
- iii. The State Government to jointly explore mechanisms with the Council of Mayors (SEQ) to offset the capital cost of establishment, to ensure the operational viability of the future facility.

The Council of Mayors (SEQ) seeks:

- i. The State Government’s commitment to working in full partnership with the Council of Mayors (SEQ) to determine how the South East Queensland Roads Fund will be allocated.

The Council of Mayors (SEQ) seeks:

- i. The State Government’s commitment to revisiting the Economic Growth Partnership Model for Queensland in collaboration with the Council of Mayors (SEQ) and industry in the 2015-16 financial year.

PLANNING

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to working in partnership with the Council of Mayors (SEQ) to shape the South East Queensland Regional Plan.
- ii. The State Government to commit to collaborating with the Council of Mayors (SEQ) on the delivery of the new South East Queensland Regional Plan.
- iii. The State Government to commit to mapping and protecting the Regional Inter-urban Break in the new South East Queensland Regional Plan.

ECONOMIC DEVELOPMENT

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to collaborating with the Council of Mayors (SEQ) on improving inbound investment attraction and working to reduce the barriers to investment in South East Queensland. More specifically:
 - Focus on marketing South East Queensland to foreign investors to improve our visibility for major investment
 - Collaborate on environmental and planning issues to improve our speed of approvals
 - Take an aggressive approach in getting the Significant Investment Visa applied more widely in the region
 - Applying project-specific payroll and land tax concessions to encourage those major projects requiring significant foreign investment
 - Work with the Council of Mayors (SEQ) to advocate for the Federal Government to review the Foreign Investment Review Board (FIRB) processes in order to streamline and promote the processes to foreign investors.

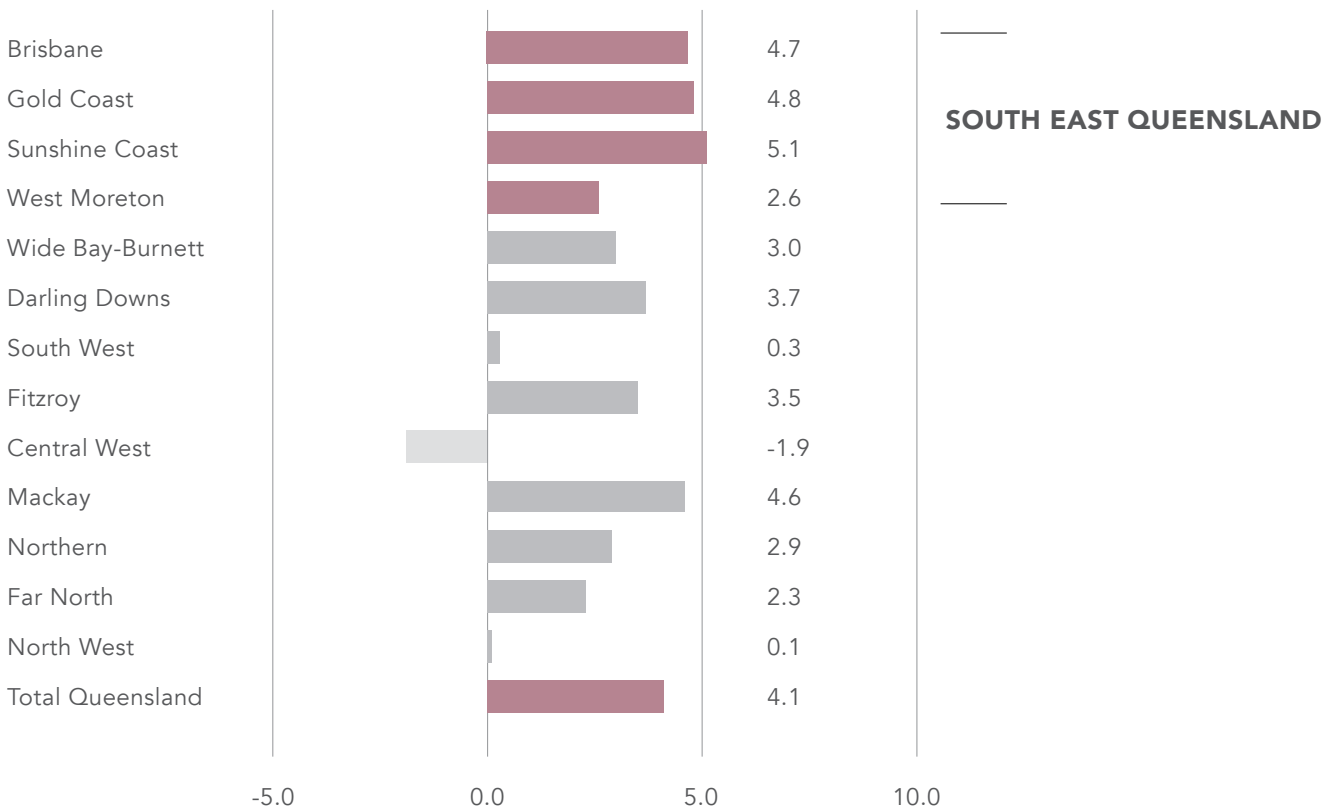
The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to support the implementation of the Smart Region Initiative and to work with the Council of Mayors (SEQ), Cisco and other partners to identify opportunities and to assist in the implementation of projects under this initiative.

GROWTH IN REAL GRP, 2000-01 TO 2010-11, QUEENSLAND

CHAIN VOLUME MEASURES (\$, 2010-11)

Average annual per cent growth



EVEN THROUGH THE MINING BOOM, QUEENSLAND'S GROWTH OVER THE LAST DECADE HAS SUBSTANTIALLY COME FROM SEQ*

*Source: Reports: Experimental Estimates of Gross Regional Product (QGSO, Queensland Treasury and Trade) March 2013



1. NATURAL DISASTER RECOVERY AND RESILIENCE

Queensland as a state (and the SEQ region) is at ongoing risk from a variety of natural disasters. It is generally accepted that a greater focus on disaster resilience and mitigation works would aid in reducing the resulting damage and recovery costs.

Natural disasters in recent years have had a significant financial impact in Queensland. More than \$5.4 billion of local government assets have required reinstatement as a result of natural disasters over the last six years (2008/09 to 2013/14).

The Council of Mayors (SEQ) has been critical of the like-for-like replacement of infrastructure where betterment would result in better outcomes. Allowing public assets to be rebuilt to a more resilient standard where it is cost-effective to do so is a sensible option for all levels of government.

1.1 BALANCING RESILIENCE AND RECOVERY

The Council of Mayors (SEQ) supports the Local Government Association of Queensland (LGAQ) in advocating the partnering of strong recovery packages alongside planned resilience packages. The LGAQ is seeking:

- *The introduction of a permanent Public Asset Resilience Fund of \$40 million per annum to support the betterment and mitigation of State and local government infrastructure which is vulnerable to natural disasters*
- *State Government representation to the Australian Government for a matching contribution of \$40 million per annum. This funding combined with up to a \$20 million per annum contribution from Queensland local government will create a total of \$100 million per annum for infrastructure betterment and mitigation.**

South East Queensland is exposed to the greatest financial risk of any region throughout Queensland given the value and importance of its infrastructure to the state's economy. Figures used by various Government agencies indicate a benefit ratio of resilience versus recovery funding of approximately 7:1. This provides a compelling argument for a greater focus on resilience. This focus cannot, however, come at the cost of genuine recovery funds for the inevitable natural disasters of the future.

It must be recognised by all tiers of government that even a substantial increase in resilience funding will take time to have an effect on disaster mitigation, and will never completely eliminate the need for substantial disaster recovery funding.

The Council of Mayors (SEQ) seeks:

- i. A calculation of the net present value of funds spent by the State on recovery of infrastructure following natural disasters over a recent period (i.e. 2008/09 to 2013/14) and commitment by the state of a similar level of funding to a resilience fund for the same period going forward.**
- ii. A program to fund works for public infrastructure, from the resilience fund, based on a region's exposure to disasters and current value / economic and social contribution of the infrastructure.**
- iii. A united approach between state and local governments to resisting any changes to federal disaster recovery funding models, without a significant and long term commitment to improved resilience funding for the region before such a decision is considered.**

1.2 QUEENSLAND COMMUNITY RESILIENCE PROGRAM

Following the last few years of disaster mitigation and resilience funding, Queensland is now in a strong position to leverage some of this investment and momentum to assist Councils and local communities become better prepared and supported through disasters. Using the outputs from the Queensland Flood Mapping Program (QFMP) (delivered by the Queensland Reconstruction Authority), councils wish to see the existing Government investment further advanced and ensures that the work continues to be progressed in vulnerable areas.

The Council of Mayors (SEQ), in partnership with the Local Government Association of Queensland (LGAQ), seeks to deliver a unique program of work with a team already experienced in supporting councils with disaster resilience activities, to take advantage of the existing Government investment to produce significant benefits for at-risk communities.

The *Queensland Community Resilience Program* (QCRP) aims to build disaster resilience in flood-prone local communities through a program of local council planning and emergency management initiatives that leverage existing Government investment and ensure value for money through collaborative approaches.

*Source: LGAQ's "QLD 2015 State Election Local Government Policy Plan"

The QCRP will implement the following project activities:

- Review the impact from flooding events identified through the QFMP in up to 20 'at-risk' townships and develop an action plan to mitigate these communities
- Engage with communities to understand their disaster impact during events and strategically plan to reduce the impact of these events
- Prepare detailed flood hazard resilience blueprints for selected Queensland Local Government areas, analysing the key aspects of hazard resilience.

Queenslanders have recent knowledge and experience of the impacts of flooding events, and they need to assist in identifying what can be done to learn from the events in their local area and minimise their future economic and social impacts. Through community-based planning and assessment activities, disaster resilience will be integrated with other planning aspects of these regional centres and apply a long term or 'generational' approach to rebuilding these areas with greater resilience.

Community leaders, asset owners and Government representatives will all be engaged in the process, using the outputs from recent flood mapping activities, to build resilience into decisions regarding current and future infrastructure, as well as how they would like their community shaped. These towns will be in a position to know what mitigation activities are appropriate and to explore those further.

The Council of Mayors (SEQ) seeks:

- A commitment of State Government funding in the 2015-16 Budget to undertake the Queensland Community Resilience Program to better prepare our communities for disasters.**



2. WATERWAYS AND ENVIRONMENT

2.1 WATERWAYS

The waterways of South East Queensland underpin the economic, environmental and social viability of the region. SEQ's productivity, resilience and livability need to be enhanced to ensure continued economic growth into the long term. The region relies on the integrity of its beaches and Moreton Bay, Pumicestone Passage and the Logan River, as well as the Brisbane River.

Recent natural disasters tragically cost lives, the community bore the brunt of a \$1 billion reconstruction bill and Brisbane residents were faced with the real prospect of running out of drinking water when silt from the Lockyer Valley threatened the Mt Crosby plant which supplies 40 per cent of the region's water.

Over the past 12 months the Council of Mayors (SEQ) has worked with the key organisations and the State on building a long-term approach to waterways management and we seek to continue this relationship. An agreement between all of the key organisations with an interest in catchment management in SEQ was signed in early 2014, foreshadowing a united and coordinated approach to looking after our catchments. The signatories are Council of Mayors (SEQ), Seqwater, Healthy Waterways, SEQ Catchments, Unitywater, and Queensland Urban Utilities.

Some sub-regional activities are underway, and the recent amendments to the River Improvement Trust legislation will facilitate a more integrated approach to these activities. However, the region needs to be considered as a whole to avoid inevitable duplication and over-run of bureaucracies.

The launch in December 2014 of the *Resilient Rivers* initiative, provides a clear route for the development of a single plan integrating the economic, environmental and social aspects of waterway management in SEQ. *Resilient Rivers* will combine the collective wisdom of our councils and the region's waterways organisations to develop a long term management plan for our waterways, something that hasn't been done before.

The future growth of SEQ – Queensland's Core Growth Region - will be determined by the decisions being made now, at all three levels of government, about the catchments.

The ultimate objective of *Resilient Rivers* is protecting our residents, our drinking water, our farm lands, beaches, bays, pastures and infrastructure for the current and future generations of South East Queenslanders.

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to contributing funds to an interim investment strategy for South East Queensland waterways (2015-2018).**

- ii. The State Government to commit to working in genuine partnership with the Council of Mayors (SEQ) and each council to establish a longer term single plan and governance model for the region's catchments.**
- iii. The State Government to commit to working with the Council of Mayors (SEQ) on a long-term collaborative works program for South East Queensland's waterways.**

2.2 SEQ WASTE ACTION PLAN

Waste management costs in SEQ continue to rise and in the future will become an increasing burden on the residents of the region. Currently the region relies on its relatively cheap landfill sites. However, this is at the cost of the lost economic opportunity of building new resource recovery markets. Such market development takes time, and will require careful consideration of future land uses and haulage routes.

Moreover, as the SEQ region develops further, the availability of cheap and accessible landfill sites will decline and the failure to develop a market to support a long term regional waste management approach will have significant economic, social and environmental costs.

The sooner a regional approach to waste management is embarked upon the better for the current and future residents of the region. A strong partnership between Council of Mayors (SEQ) and the State can provide the momentum necessary to seriously consider innovative market based approaches to waste management and resource recovery across the region.

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to working with SEQ councils to achieve a commercially feasible long-term resource recovery and waste management approach for South East Queensland.**



3. INFRASTRUCTURE

South East Queensland, over the past four decades, has been a significant driver of economic growth, productivity growth and innovation at a state and national level. With Queensland growing at about twice the national average over a lengthy period, a high level of infrastructure investment per capita is required to maintain both growth and standards of living. This is particularly the case for SEQ, which accounts for about 75 percent of Queensland's growth, and continues to grow from a mature base.

3.1 KEY INFRASTRUCTURE PROJECTS

Investment in infrastructure is a key factor in ensuring sustainable economic growth because it builds and supports capacity for the future. Dividends from investing in SEQ infrastructure are not a one-off return but deliver intergenerational benefits, ensuring a dynamic and sustainable economy in one of the nation's fastest growing regions.

The Council of Mayors (SEQ) welcomes the commitments by the Federal and State Governments to a number of major infrastructure projects advocated by the Council of Mayors (SEQ) in 2013 and 2014.

The Council of Mayors (SEQ) seeks:

i. Continued support from the State Government to ensure effective and expeditious delivery of already funded key transport infrastructure projects within their confirmed timeframes, including:

- **Bruce Highway \$6.7 billion over 10 years (Federal), \$768 million for 2014-2015 (State)**
This project will address significant safety and congestion issues.
- **Toowoomba Second Range Crossing \$1.3 billion (Federal), \$321 million (State)**
When complete, this 41 kilometre bypass will form part of the National Land Transport Network connection to the Warrego Highway, from Helidon in the east to Charlton west of Toowoomba and to the Gore Highway at Athol in the west. This bypass accommodates regional growth by increasing crossing capacity, reducing heavy vehicle operating costs, improving travel times and freight efficiency and reducing crashes by providing a safer and less congested route.
- **Gateway Motorway North \$929.6 million (Federal), \$232.4 million (State)**
When complete, this upgrade will reduce congestion and improve the safety and efficiency of the motorway.
- **Beaudesert Town Centre Bypass \$25 million (State)**
The construction of a 3.5 kilometre bypass will

support growth in residential development in Beaudesert, freight and logistics growth in the industrial estate and growth in extractive industries to the south.

ii. State Government commitment to funding, within the next forward estimates period, of key transport infrastructure priorities:

- **North Coast Rail Line between Beerburrum and Nambour \$2 billion**
 - Stage 1 (Beerburrum to Landsborough) – estimated to cost approximately \$500 million.
 - Stage 2 (Landsborough to Nambour) – estimated to cost approximately \$1.5 billion.

The duplication and upgrade of the North Coast Rail Line between Beerburrum and Nambour has been sought for many years to improve the reliability, speed and accessibility of rail freight operations and passenger transport services. Freight operations are severely constrained in this section of the North Coast line due to conflict with passenger services and poor track alignment.

The commitment sought is to prioritise the \$2 billion upgrade of the North Coast Rail Line Corridor and fully fund - or investigate co-funding in conjunction with the Australian Rail Track Corporation – with a proposed delivery timetable of 2015 - 2020.

- **Intra-regional transport corridor (IRTC) – 4 lane urban arterial \$500 million**
 - Stage 1: Coomera Marine (Shipper Drive) to Gold Coast Highway four lane alignment – \$180 million
 - Stage 2: Gold Coast Highway to Nerang-Broadbeach Road four lane alignment – \$150 million
 - Stage 3: Shipper Drive to Stapylton-Jacobs Well Road four lane alignment – \$170 million

This project will provide a new urban arterial road east of the Pacific Motorway which would eventually extend from Stapylton-Jacobs Well Road to Nerang-Broadbeach Road. The project would provide a range of benefits including reduced congestion on the Pacific Motorway and improved access to high growth areas of the city. The project would also provide alternative traffic routes in the event of a major incident on the Pacific Motorway.

- **Upgrades to Sunshine Coast Motorway, Nicklin Way and Mooloolah River Interchange \$440 million**
The upgrade to the Mooloolah River Interchange will reduce congestion on Nicklin Way and the Sunshine Motorway, whilst providing direct access to the new Sunshine Coast University Hospital site. The works

would include:

- four lanes on the Sunshine Motorway between Kawana Way and the new interchange;
 - a new connection from Nicklin Way to Brisbane Road; and
 - a new two-lane Kawana Arterial road from Kawana Way at Parrearra to the Mooloolah River interchange.
- **Redland City to Port of Brisbane Corridor \$360 million**
This project will link the major residential areas in Brisbane's south east to the Australia Trade Coast precinct reducing travel times for commercial vehicles, improving safety and providing significant transport benefits for residential communities.
 - **Norman Street Bridge \$250 million**
This bridge will provide a second crossing from the Bremer River for the Ipswich CBD. This crossing will improve access and productivity by removing non-essential through traffic, and will also ensure access during emergencies and natural disasters.
 - **Redland City to Gateway Motorway Corridor \$196 million**
This project will improve the freight and transport corridor that joins Redland City Council to the Gateway Motorway. It will provide residents in Redland and Brisbane's east with better access to employment opportunities and it will also improve road capacity and levels of public transport.
 - **Bruce Highway – Boundary Road Interchange \$128 million**
This project will upgrade the interchange to improve safety and traffic efficiency, reducing accidents and congestion.
 - **Mt Lindesay Highway Upgrade \$100 million**
This project is to widen the highway from two to four lanes between Rosia Road and Chambers Flat Road delivering a strategic national and regional transport network, and improved road safety. It will also facilitate high-volume freight movements between industry in the south, south-west and Australian Trade Coast precinct.
 - **Old Coach Road connector (Bermuda Street extension) \$50 million**
A contribution from the State Government is sought for development of a new road link and the works to modify the Exit 87 interchange which would provide for a necessary upgrade to allow a two lane construction to connect the Pacific Motorway at Bermuda Street and Old Coach Road at Reedy Creek. There is currently limited connectivity to the M1 for residential areas west of the Pacific Motorway.

- **Timber Bridge Replacement Program (SEQ) \$40 million**

This project will provide greater road safety and freight transport efficiency by facilitating the replacement of several timber bridges across South East Queensland. This will also reduce long-term maintenance costs.

- **Pacific Highway - Gateway to Logan \$20 million**

This funding will allow for feasibility works to be undertaken for an upgrade to address a major bottleneck in South East Queensland, by increasing the capacity of the motorway from six lanes to eight lanes to the Logan Motorway. When completed, this upgrade will reduce travel times for both private and commercial vehicles offer a better integrated public transport solution and stimulate the local Logan economy.

iii. **State Government consideration to future funding of infrastructure priorities:**

- **Gold Coast Light Rail Stage 2 \$600-700 million**

The northern connection would deliver significant gains to the overall transport network, particularly if timing can be achieved for the link to be open prior to the Gold Coast 2018 Commonwealth Games™. Planning work undertaken by the State Government and Council (CHARTS study) identified that the priority for the next stage is a connection from the Gold Coast University Hospital precinct to heavy rail.

- **Gold Coast Cultural Precinct (GCCP) and Friendship Bridge \$395 million**

This project is an opportunity to transform a major civic land asset and provide cultural facilities that keep pace with community growth. The project can be staged to deliver new and expanded performing arts facilities, a landmark Art Tower visual arts museum, a curated outdoor Artscape and a Friendship Bridge pedestrian and cycle link to Surfers Paradise. Stage one is anticipated to be delivered prior to the Gold Coast 2018 Commonwealth Games.

- **Sunshine Coast High Quality Bus Corridor \$350 million**

The Sunshine Coast High Quality Bus Corridor would provide a priority bus spine between Caloundra and Maroochydore and include priority lanes, bus stations in key activity areas, bus stop upgrades, bus queue bypasses and on-road cycle lanes where practical. This project will deliver improvements in the frequency, reliability, safety and convenience of public transport and is projected to reduce bus travel times by up to 13 minutes between Maroochydore and Caloundra.

- **Southport-Burleigh Road, Ashmore Road and Salerno Street intersection \$190 million**
 - Stage 1: realignment with widening to improve capacity of intersection (non-grade separation) – \$40 million
 - Stage 2: Ultimate at-grade solution – \$150 million

Stage 1 funding would provide improved traffic capacity and safety for all users with more efficient operation of the side street phases for this intersection. It is understood the State Government plans to fund stage one under Strong Choices funding. The stage 2 upgrade would provide more traffic capacity and also re-instate the currently prohibited right turns on Southport-Burleigh Road leading to increased network flexibility.
 - **Manly to Cleveland Rail Duplication \$180 million**

The duplication of the rail line between Manly and Cleveland will allow more frequent rail services to Brisbane CBD and the airport.
 - **Darra to Springfield Rail Extension to Redbank Plains \$180 million**

Stage 2 of the Darra to Springfield Rail Corridor (Richlands to Springfield) will increase public transport in the western corridor and reduce the number of vehicles on the Centenary Highway. Extending the rail line through to Redbank Plains will further improve accessibility to public transport for significant urban growth areas.
 - **Sunshine Coast Entertainment, Convention and Exhibition Centre \$100 million**

A contribution is sought to deliver an entertainment, convention and exhibition centre as part of an integrated hotel, retail and residential development within the Maroochydore Priority Development Area. The entertainment, convention and exhibition centre would remain an asset of the Sunshine Coast Council. The lack of adequate convention and exhibition facilities in the region to date has been the fundamental constraint on developing a vibrant corporate conference, convention and exhibition market which is a high value component of a successful tourism destination.
 - **Ipswich Regional Performing Arts Centre \$90 million**

This project includes a 1500 seat main auditorium, a 400 to 600 seat secondary auditorium, a 500 seat function facility and ancillary areas for conferences, a kitchen, recording studio and rehearsal spaces. The space will be used for the performing arts, conferences, exhibitions and functions, boosting the regional economy.
 - **Southport-Burleigh Road capacity upgrade \$80 million**

The Ashmore Road/Salerno Street section of Southport-Burleigh Road (SBR) is the busiest urban arterial (54,000 annual average daily traffic) in the Gold Coast, carrying nearly twice the traffic compared to the other two north-south connectors (Gold Coast Highway and Labrador-Carrara Road). This project involves the proposed upgrade from four to six lane capacity.
 - **Youngs Crossing Road (Stage 1) \$60 million**

The Youngs Crossing Road will continue to experience increased demand as other major road links including the Bruce Highway and Gympie Road approach capacity. The road has been closed more than 30 times since January 2011. This upgrade would provide an appropriate level of flood immunity and assist in flood management associated with the North Pine Dam.
 - **Brisbane Valley Highway Upgrade – Blacksoil to the Brisbane River \$45 million**

This project involves upgrading of a 20 kilometre section of the Brisbane Valley Highway, which links the new Blacksoil Interchange with the towns of Fernvale and Lowood. This project will improve the freight and transport link between The Somerset Region, the South Burnett and the Warrego Highway and provide for the growth in commuter traffic using the Brisbane Valley Highway to access work and retail hubs in Ipswich and the western suburbs of Brisbane.
 - **O'Mara Road Corridor \$35 million [partly funded by Toowoomba Regional Council and Royalties for Regions – TRC]**

This road corridor will provide a critical sub-arterial link in the local transport network connecting key regional industrial areas to the state and national transport networks. The 3.15 kilometre road provides a major road link to 2,000 hectares of zoned industrial land that has the potential to provide 12,000 -15,000 jobs.
 - **Gowrie to Grandchester Rail Line \$1.3 million**

The construction of a 67 kilometre rail alignment for the Toowoomba and Little Liverpool ranges will overcome current constraints on rail capacity. It will support the volume of export commodities railed between south-western and western Queensland and the Port of Brisbane.
- iv. **State Government commitment to making representations, together with the Council of Mayors (SEQ), to the Federal Government for funding of key 'big ticket' transport infrastructure projects requiring majority Federal funding:**

- **Bruce Highway – Caboolture to Sunshine Coast approximately \$2 billion**

Further to the current commitments to upgrade the Caloundra Road to Sunshine Motorway section of the Bruce Highway, the Sunshine Coast community is seeking a commitment to include the Caboolture to Caloundra Road interchange six lane upgrade in the Bruce Highway Action Plan for delivery by 2025. The upgrade will address safety concerns; assist in managing traffic flows and increase economic benefits for business and industry in improving connectivity and capacity.

- **Eastern Busway to Capalaba \$1,736 million**

Extending the Eastern Busway to Capalaba will provide an effective solution to commuter movement within the Translink network and connections to the City Rail network, the city bus network and the South East Busway. The 18km busway will reduce travel times by up to 20 minutes, providing access to/from Capalaba, the Chandler sporting complex, University of Queensland, Princess Alexandra Hospital, Boggo Road Urban Village, the EcoSciences Precinct and the Brisbane CBD.

- **Pacific Highway - Mudgeeraba to Varsity Lakes \$280 million**

The M1 Pacific Motorway is the principal road link between Brisbane and the Gold Coast. Currently daily traffic volumes exceed 135,000 vehicles resulting in congestion and traffic incidents during peak hour. This upgrade would provide an important part of the national freight network improving the level of service for commercial vehicles. It would improve the commute between the Gold Coast and Brisbane by increasing the lanes to eight between the Gateway Motorway and Smith Street and to six lanes between Gaven and Tugun.

- **Cunningham Highway – Yamanto to Willowbank \$276 million**

This project is driven by road safety and capacity constraints arising from a combination of rapid development in south-western corridor and limited transport networks available to support the demand. This project would improve safety and reduce congestion and provide greater efficiency in the movement of interstate and inter-regional freight to the Port of Brisbane and Australian Trade Coast precinct.

- **Sunshine Coast Airport \$181 million plus approval of the Environmental Impact Statement**

Changes to the regulations for the use of narrow runways, such as at Sunshine Coast Airport, require airline operators to ensure appropriate compliance with narrow runway restrictions. This constraint on

the airlines, airport and the region will remain in place until a fully compliant runway is constructed. The expansion will cater for larger, more fuel efficient aircraft that can fly longer distances to other parts of Australia and many international destinations.

3.2 NORTHERN OFF-ROAD MOTORCYCLING FACILITY

In December 2011, the Queensland Moto Park (QMP), a purpose-built off-road motorcycling facility, opened at Wyaralong in the south of the SEQ region. QMP was an initiative of the Council of Mayors (SEQ), whose member councils had been looking for a solution to illegal trail bike riding in local council areas.

Eight South East Queensland Councils became shareholders of the facility and the Council of Mayors (SEQ) established a collaborative model to progress the project from concept through to reality. The operational park has been an outstanding success in terms of user numbers, community support and financial operations.

The Council of Mayors (SEQ) has consistently provided in-principle support for a similar off-road motorcycling facility in the north of the SEQ region, the need for which has been repeatedly recognised.

In 2013-14, the Department of National Parks, Recreation, Sport and Racing identified the Mooloolah Logging Area on the Sunshine Coast as a potential site for the northern off-road motorcycling facility. Following a feasibility study and an Expression of Interest (EoI) process, the State Government announced in October 2014 that the EoI process did not find a commercially feasible result.

The cessation of this EoI process raises the opportunity to go forward collaboratively, using the Wyaralong model, to identify the site for and build a long term off-road motorcycling facility north of Brisbane.

The Council of Mayors (SEQ) seeks:

- The State Government to commit to collaboratively identifying suitable areas for an off-road motorcycling facility north of Brisbane.**
- The State Government to commit to progressing an off-road motorcycling facility north of Brisbane via the Council of Mayors (SEQ) successful collaborative model established for the existing Queensland Moto Park.**
- The State Government to jointly explore mechanisms with the Council of Mayors (SEQ) to offset the capital costs of establishment, to ensure the operational viability of the future facility.**

3.3 SOUTH EAST QUEENSLAND ROADS FUND

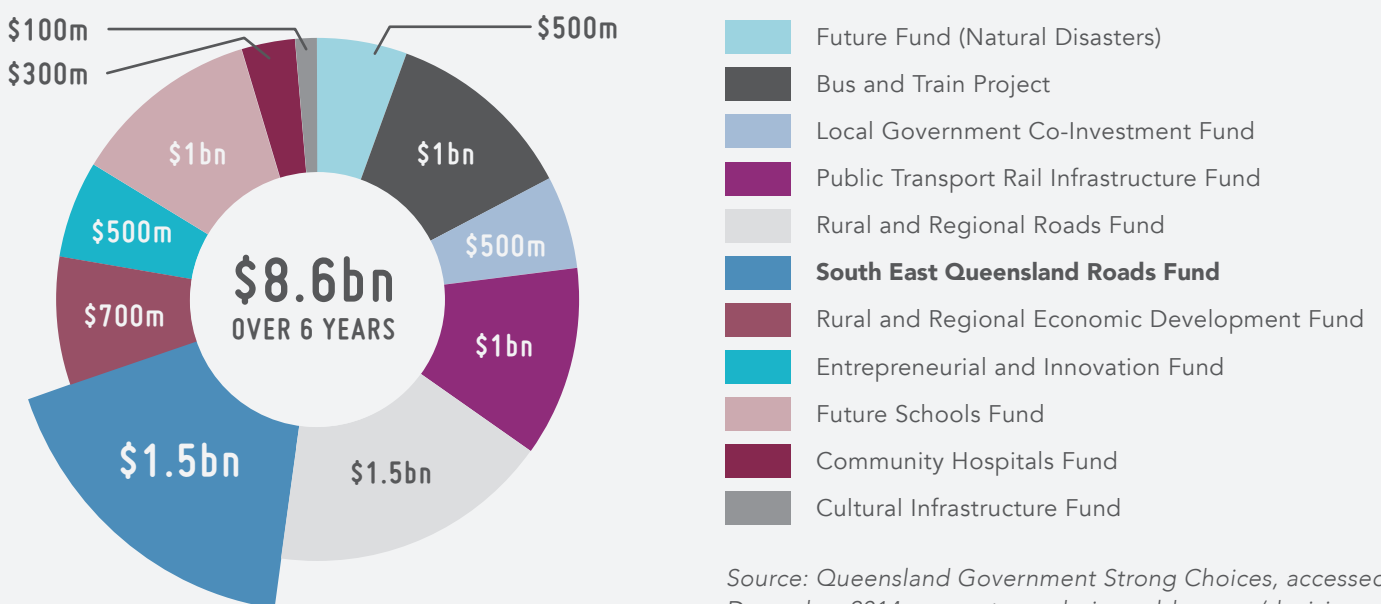
The State Government has announced its final Strong Choices Plan, involving asset leases and the Strong Choices Investment Program, including a South East Queensland Roads Fund. It is expected to total \$1.5 billion over six years.

The Council of Mayors (SEQ) is a powerful resource in the SEQ region, with 12 united Mayors offering valuable insight into the region’s infrastructure needs. The Mayors have been heavily involved in transport infrastructure advocacy over the last decade and can bring a wealth of detailed knowledge to the table. As such, it is sound commonsense that any funds allocated from a one-off SEQ Roads Fund be collaboratively prioritised utilising this knowledge.

The Council of Mayors (SEQ) seeks:

- i. **The State Government’s commitment to working in full partnership with the Council of Mayors (SEQ) to determine how the South East Queensland Roads Fund will be allocated.**

Strong Choices Future Investment Program



Source: Queensland Government Strong Choices, accessed 4 December 2014. www.strongchoices.qld.gov.au/decisions

3.4 ECONOMIC GROWTH PARTNERSHIP MODEL FOR QUEENSLAND

The Council of Mayors (SEQ) in partnership with the Property Council of Australia and the Department of State Development, Infrastructure and Planning (DSDIP) undertook an investigation of alternative models for funding infrastructure across the state in early 2014. The key driver for this work was the desire of all stakeholders to explore innovative and sustainable infrastructure funding and financing models that will deliver economic growth and improved development outcomes for Queenslanders.

The result of this investigation was the definition of an *Economic Growth Partnership Model* (EGPM) that involved an agreement between Local Government and State Government to enable joint investment in key infrastructure aimed at driving economic growth. The key components of this model are:

1. A Growth Infrastructure Fund (GIF)
2. A prioritised list of Infrastructure Projects
3. Leveraged borrowings off council books, underwritten by State Government
4. Measuring of value uplift as the result of economic growth
5. Payment by results of a dividend by State Government into the GIF due to value uplift
6. Managed through an agreement between State Government and a group of Councils.

The announcement by the State Government regarding the review of the current Infrastructure Charging Framework and the proposed Priority Development Infrastructure Program (PDIP) has provided an approach that aligns with some of the components of the EGPM. With the announcement, there was a clear indication that the details behind some of the key concepts of the PDIP are yet to be resolved and determined.

Through discussion between Council of Mayors (SEQ), the PCA and DSDIP, it is evident that the alignment of these approaches offers an opportunity to develop a unified approach to funding economic growth stimulating infrastructure in the state. This approach also recognises the importance to the economy of driving development and construction activity and that using a co-investment model for State and Local Government, and the Development Industry, is an effective approach to achieving this.

Most importantly, the *Economic Growth Partnership Model* offers a genuine opportunity for Queensland (and SEQ in particular) to lead the nation in a innovative, three-tier infrastructure funding model which may address the gaps in current funding approaches.

The Council of Mayors (SEQ) seeks:

- i. **The State Government's commitment to revisiting the *Economic Growth Partnership Model* for Queensland in collaboration with the Council of Mayors (SEQ) and industry in the 2015-16 financial year.**

4. PLANNING

Council of Mayors (SEQ) was extensively engaged in the work by the Department of State Development, Infrastructure and Planning (DSDIP) to create and deliver a new SEQ Regional Plan, with an initial target of early 2014.

The Council of Mayors (SEQ) expressed concerns early in the process about the proposed time frame, as well as the capacity of the Department of State Development, Infrastructure and Planning (DSDIP) and of the Councils, to adequately resource a new plan under such an aggressive timetable. In any event, the timetable slipped several times.

There were also concerns over some of the initial parameters around the proposed 'slimline' plan, including the treatment of urban footprints and the lack of a clear link to infrastructure planning and funding. Those SEQ Councils which had, at that point, just completed or were in the midst of reviewing their Local Plans – an expensive and lengthy process – were concerned about the possibility those plans could be rendered obsolete.

Therefore, the announcement by the State in late 2014 that commencement of the new Plan will be pushed back to mid-late 2015 is the right decision and deserves support.

Council of Mayors (SEQ) and our member Councils continue to stand ready to work with the government and DSDIP to ensure the delivery of the very best SEQ Regional Plan possible. Despite the engagement to date with Council of Mayors (SEQ) and our member councils on the revised SEQ Regional Plan, there remain some critical items to be resolved:

Consequences of the decision from late 2013 to commit to an oversupply of land through the Regional Plan

An oversupply of urban residential capacity could result in multiple growth fronts being developed prematurely, with state and local government planning and infrastructure resources being spread too thinly and inefficiently to service these, without any guarantee of improved housing affordability.

The Regional Plan should identify sufficient development to cater for growth and rely on review of the Regional Plan over time to make any adjustments rather than implying unsustainable levels of development expectations in the short term. Long term potential growth fronts should be identified within the context of the current approach for Identified Growth Areas, so that these areas are preserved for future development potential at the appropriate time and after necessary detailed land use and infrastructure assessment.

The focus on greenfield development as a housing delivery model fails to consider the most cost efficient ways of providing for housing needs in each local government area.

The proposed greenfield investigation areas considered by DSDIP staff could also result in issues for infrastructure planning and in particular for travel to work times as under the proposed scenarios, employment will continue to be heavily based around Brisbane with growth of housing capacity focussed on the outer ring areas of the Brisbane metropolitan area.

Analysis done by some councils shows major impacts on the arterial networks of Brisbane and a dispersed regional growth will result in major commute times and large infrastructure burdens if not planned appropriately. If the policy decision is made to enable dispersed regional growth, there must also be a commitment to fund the required infrastructure to ensure the region still operates efficiently. Alternatively, the policy decision could be made to better align the housing capacity with the employment capacity (through a strong focus on infill) and therefore reduce the overall demand on arterial transport infrastructure.

Associated absence of an Infrastructure Plan

It had been clearly stated throughout that there will be no Infrastructure Plan in the new Regional Plan. The consequence of this when coupled with the previous point about the impacts of increased capacity on key strategic infrastructure in the region raises concerns, particularly with the lack of any published State infrastructure plan. Even with the proposed Infrastructure Q document, there is still a concern of a lack of integration between this plan and the Regional Plan.

Simply put, if people are living on the outskirts of Brisbane and commuting into Brisbane, the infrastructure will not cope with the extra load and regional economic productivity will decrease without major investment. Without any documented plan from State Government aligned with the SEQ Regional Plan that commits to the delivery of the required infrastructure, there is no way for Local Government to ensure the viability of growth outlined in the Regional Plan, particularly without increasing the cost burden to Local Government.

Therefore, the emerging commitment to again align infrastructure and land use planning is welcomed.

Maintaining and preserving the Regional Inter-Urban Break

The Regional Inter-urban Break in its current extent is recognised in the Sunshine Coast Planning Scheme 2014 and the draft Moreton Bay Region Planning Scheme as a critical non-urban space separating the Sunshine Coast from the Greater Brisbane and Moreton Bay urban area. It protects the environmental, landscape and recreation values of the area including the RAMSAR protected Pumicestone Passage and the heritage listed Glass House Mountains.

It is important to note that the value of the Inter-urban Break lies in the sum of its parts. The Inter-urban Break is not simply the view of the pine forests as seen from the Bruce Highway. Its true value lies in the inter-connectedness of all of its parts from the hinterland rural areas surrounding the majestic Glass House Mountains to the riparian and biodiversity corridors flowing to the spectacular Pumicestone Passage. The loss of part of the Inter-urban Break would significantly reduce its overall value and the opportunities it will provide for future generations in SEQ.

Recent investigations conducted jointly by the Moreton Bay Regional Council and the Sunshine Coast Council have determined that the Regional Inter-urban Break in its current form (size and extent):

- makes a contribution of at least \$5 billion per annum to the regional economy with significant opportunity for higher contributions in the future
- provides an invaluable tourism opportunity for SEQ which could play an even more important part in the branding of the region
- provides a range of scenic amenity and recreation opportunities which contribute to active lifestyles and healthier communities
- provides opportunities for local agricultural production and forestry, increasing food security and local employment
- plays a key role in protecting water quality in the Pumicestone Passage with development in this area more expensive and riskier than development in other more suitable locations.

Timing and engagement in the Regional Plan

The review of the Regional Plan must allow enough time and engagement with Councils to ensure that the outcome is one that meets State and Local Government needs and one that has broad support amongst our councils.

Whilst it is understood the recent deferral of the SEQ Regional Plan review is aimed at addressing some of these items, the Council of Mayors (SEQ) remains committed to working with the State Government to actively engage and assist with the new SEQ Regional Plan.

The Council of Mayors (SEQ) seeks:

- The State Government to commit to working in partnership with the Council of Mayors (SEQ) to shape the new South East Queensland Regional Plan**
- The State Government to commit to collaborating with the Council of Mayors (SEQ) on the delivery of the new South East Queensland Regional Plan**
- The State Government to commit to mapping and protecting the Regional Inter-urban Break in the new South East Queensland Regional Plan.**



5. ECONOMIC DEVELOPMENT

5.1 MAJOR INVESTMENT ATTRACTION

The Federal Government has declared Australian 'open for business' and the Queensland Government has also pledged its support for foreign investment in the State.

In 2013, Australia was the 11th largest recipient of Foreign Direct Investment (FDI) in the world (falling from 8th place in 2012). The major country specific factors that influence choices about trade and investment include macroeconomic features, political environment, natural and inherent characteristics and regulatory and policy settings. Australia has several advantages that include close proximity to Southeast Asia, its stable and deregulated financial system, a stable and effective political system, internal security and legal system.

While Australia has a number of advantages that influence investment choices, it is ranked lower on the majority global indices relating to investment attractiveness when compared to neighbouring countries such as Singapore, Hong Kong and New Zealand, implying scope for improvement. A survey completed by the World Bank 2014 Ease of Doing Business Report ranged Australia lower due to higher business and investment costs (e.g. income taxes, stamp duties, customs, registration fees, labour market rigidity, etc.) and more complex and lengthier processes due to its regulations.

In July 2013, the Council of Mayors (SEQ) commenced the Major Economic Development and Investment Attraction project, seeking to gain a better understanding of the impediments to foreign investment in South East Queensland.

KPMG was engaged to carry out research to better understand what legislative and policy considerations are currently impacting on foreign investor appetite in SEQ.

The barriers identified included:

1. Asian investors have a relatively low knowledge of SEQ and its available investment opportunities.
2. Restrictive and costly planning and zoning regulations result in low rates of progression from application to construction.
3. Language barriers can discourage foreign investors from doing business in SEQ.
4. Liquor licensing approvals often involve lengthy delays and onerous processes.
5. The Foreign Investment Review Board (FIRB) approval process can create a perception that Australia is not investor 'friendly'.
6. The Significant Investor Visa process is administratively burdensome and carries low approval rates.
7. Restrictive and costly labour laws reduce the attractiveness of setting up commercial operators in the tourism industry.

8. Australia's tax rates are higher than most countries in the Asia Pacific.

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to collaborating with the Council of Mayors (SEQ) on improving inbound investment attraction and working to reduce the barriers to investment in South East Queensland. More specifically:**
 - **Focus on marketing South East Queensland to foreign investors to improve our visibility for major investment**
 - **Collaborate on environmental and planning issues to improve our speed of approvals**
 - **Take an aggressive approach in getting the Significant Investment Visa applied more widely in the region**
 - **Applying project-specific payroll and land tax concessions to encourage those major projects requiring significant foreign investment**
 - **Work with the Council of Mayors (SEQ) to advocate for the Federal Government to review the Foreign Investment Review Board (FIRB) processes in order to streamline and promote the processes to foreign investors.**

5.2 SMART REGION INITIATIVE

Recently the Council of Mayors (SEQ) and Cisco signed an MOU outlining an agreement to work collaboratively on the world's first *Smart Region Initiative*.

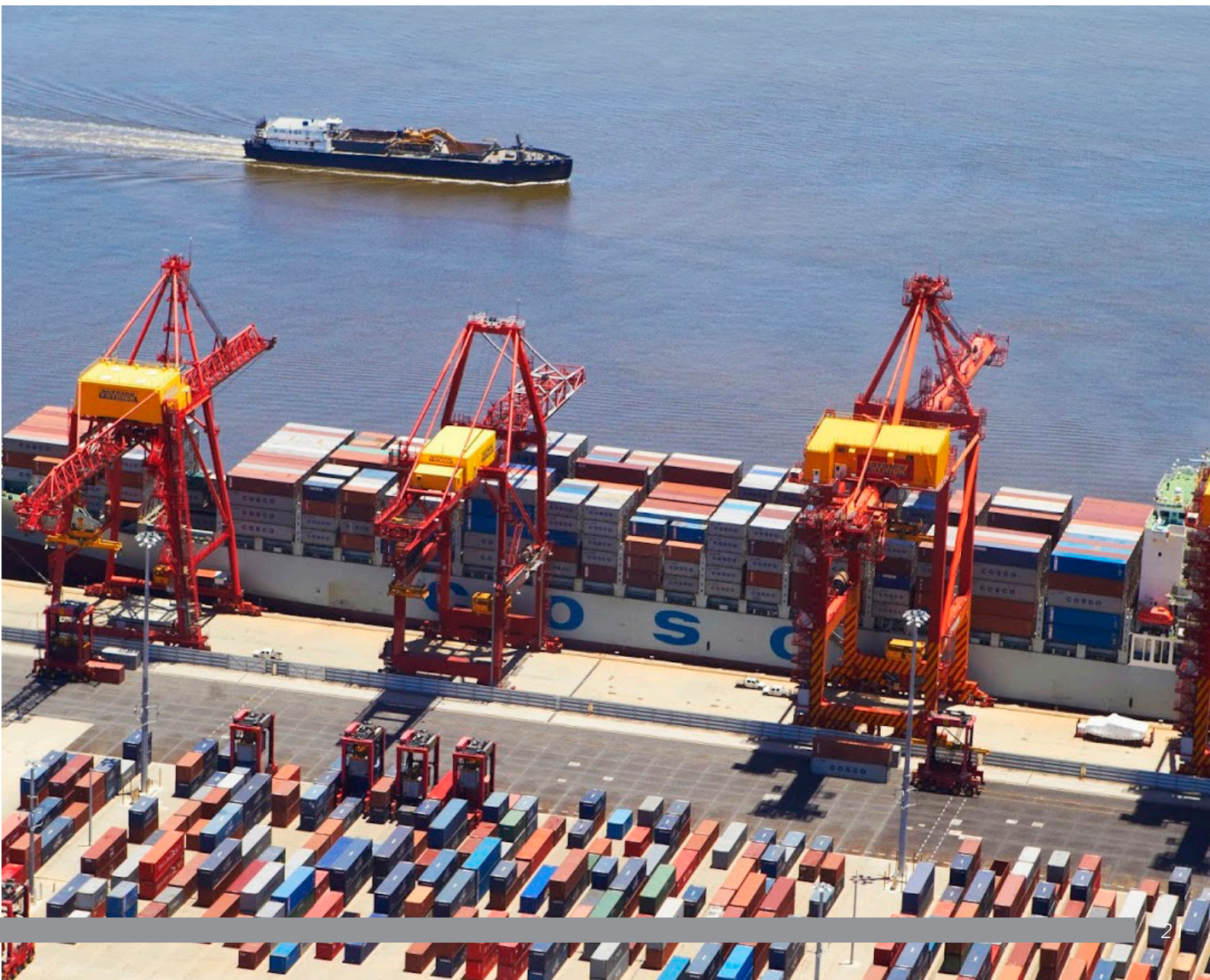
Cisco has a strong track record of delivering a number of 'Smart Cities' initiatives around the world, most notably in Barcelona, Spain and most recently an announcement to work with Adelaide City Council and the SA State Government. Their focus in these initiatives is to partner with cities and their universities to pilot and test varying technologies and solutions focussed on city services and connected devices in a concept coined 'The Internet of Things'. The primary focus for Cisco is investing in these initiatives to provide a test bed and case studies for technologies, some of which are Cisco, but many of which involve partner technologies.

The opportunity in SEQ is to work with Cisco and local universities to pilot new technologies and solutions that deliver a smarter region with a more connected approach to the delivery of services. Cisco has already commenced a partnership with Griffith University in Brisbane to pilot Smart Metering that is currently outside this initiative. Cisco see this as a unique opportunity to work across a region that is as diverse as ours, but with a small number of Councils covering a large area and large population and having a strong level of regional collaboration.

The primary driver for the Council of Mayors (SEQ) to be involved in this initiative is to help drive economic growth to the region. This growth will benefit all tiers of Government and the Council of Mayors (SEQ) seeks input and participation by the State Government to ensure strong outcomes can be achieved.

The Council of Mayors (SEQ) seeks:

- i. The State Government to commit to support the implementation of the *Smart Region Initiative* and to work with the Council of Mayors (SEQ), Cisco and other partners to identify opportunities and to assist in the implementation of projects under this initiative.**





Council of Mayors

South East Queensland

ONE REGION, ONE VOICE

The Council of Mayors (SEQ) is Australia's largest regional Local Government advocacy organisation, representing the South East Queensland region which is home to one in seven Australians, generates one fifth of the nation's economic growth and remains a powerhouse of Australia's future.

The Council of Mayors (SEQ) actively pursues opportunities of regional benefit and works with all levels of government and stakeholders to remove significant barriers to the economic growth of the region.

The Council of Mayors (SEQ) does this by supporting:

- local councils and businesses who want to build and strengthen trade connections with key decision makers and businesses in international markets
- the attraction of foreign direct investment
- a strategic economic growth focus for the development of South East Queensland
- the promotion of South East Queensland's competitive strengths including location, lifestyle and opportunities.





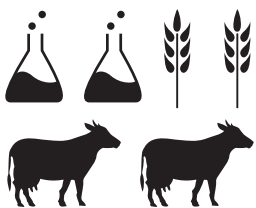
QUEENSLAND'S CORE GROWTH REGION



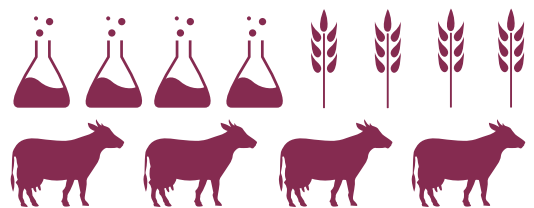
**POPULATION
GROWTH**
50% OVER 25 YEARS

20% OF   **ECONOMIC
GROWTH**

  **1 IN 7**  **LIVE HERE**



**DOUBLE
REGIONAL
PRODUCT**

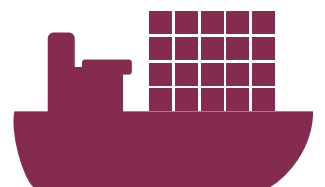
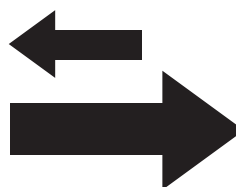


2013 |

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**DOUBLE
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