BUILDING QUEENSLAND

INFRASTRUCTURE PIPELINE REPORT

2019

Somerset Dam (Image courtesy of Seqwater)

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INFRASTRUCTURE PIPELINE REPORT AUGUST 2019

OUR MANDATE

Building Queensland is a statutory body providing independent, expert advice on major infrastructure. Established under the *Building Queensland Act 2015*, Building Queensland's vision is to enhance infrastructure outcomes for Queensland.

Working closely with Queensland Government agencies, including departments, government-owned corporations and statutory authorities, Building Queensland leads the development of detailed business cases for projects with an estimated capital cost of $100 million or more and assists with those between $50-$100 million. This threshold is higher for road transport projects that do not incorporate a toll road, with Building Queensland leading detailed business cases for projects over $500 million. Where a toll road is included, Building Queensland's $100 million threshold applies. Working across all asset classes Building Queensland also provides advice in the early stages of proposal development.

All infrastructure proposals led by Building Queensland are developed under our Business Case Development Framework. The framework supports a consistent and rigorous approach to proposal development.

To assist the Queensland Government in determining the projects that will best address the state's infrastructure priorities, Building Queensland develops the Infrastructure Pipeline Report. Our Infrastructure Pipeline Report provides transparency of key government proposals under development.

Cover (left to right): Inner City South State Secondary College, Cairns Convention Centre, Princess Alexandra Hospital, school sports court, Somerset Dam and newly completed state school building (images courtesy of Department of Education, Queensland Health and Seqwater).

Centenary Bridge

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FOREWORD

Significant progress has been made in the development of Queensland infrastructure proposals since our December 2018 report.

Over 70 per cent of proposals have progressed to further stages of development.

The Queensland Government, with the support of Building Queensland, has been busy unpacking service needs across the state and identifying opportunities for economic growth. This analysis has led to the identification of new proposals in the pipeline. The introduction of these proposals has resulted in a greater balance of economic and social infrastructure—both of which are necessary for developing the Queensland economy and enhancing the quality of life for all Queenslanders.

Queensland's growing and ageing population, coupled with ageing infrastructure assets and increased risks of extreme weather are just some of the challenges being addressed by the proposals in this report. Some of the proposals are in the early stages of development, while others are well progressed building on the comprehensive planning undertaken by agencies.

Recognising the need to meet the demands of a larger population, various education and health proposals are in the pipeline. In addition to investigating various hospital expansions, Building Queensland is developing detailed business cases for new greenfield developments for Toowoomba Hospital and Bundaberg Hospital.

Building Queensland is also leading the development of detailed business cases for our critical water supply assets to ensure they continue to function safely during extreme weather events. Engineering standards have changed since many of our dams were built and the detailed business cases for Somerset Dam and Paradise Dam will investigate solutions to meet the latest guidelines on acceptable flood capacity.

With the recent amendments to the *Building Queensland Act 2015,* our Infrastructure Pipeline Report will now transition to an annual cycle. Building Queensland will continue to provide transparency of the state's major infrastructure proposals through our website and we remain firmly focused on achieving our goal of enhancing infrastructure outcomes for the state.

Alan Millhouse
Chair, Building Queensland

Damian Gould
Chief Executive Officer,
Building Queensland

INTRODUCTION

Building Queensland oversees the planning for all major infrastructure proposals in Queensland. From the early stages of proposal development right through to the development of detailed business cases, Building Queensland works closely with agencies to help government determine infrastructure priorities.

Ultimately, Building Queensland's analysis and advice inform the government's final investment decisions for Queensland's major infrastructure projects.

The breadth of our involvement in developing the state's infrastructure proposals is captured in this report. Building Queensland has either led or assisted with the development of many of these proposals. Proposals where Building Queensland has not been involved have been identified through engagement with agencies and assessed for inclusion in this report.

The Infrastructure Pipeline Report has moved to an annual cycle to align with the Queensland Budget. This will ensure budget priorities and developments are captured. This change in frequency has been implemented under amendments to the *Building Queensland Act 2015* which also include a change in responsibilities for business case development. Building Queensland leads the development of detailed business cases for infrastructure projects with an estimated capital cost of $100 million or more. This threshold is now higher for road transport projects that do not incorporate a toll road with Building Queensland leading those with a minimum capital cost of $500 million. Where a toll road is included, Building Queensland's $100 million threshold applies. Building Queensland is also required to assist agencies in developing detailed business cases for infrastructure projects over $50 million.

» BEYOND THE PIPELINE

This Infrastructure Pipeline Report tracks proposals that have progressed out of the infrastructure pipeline. See page 34 for the status of these projects after government consideration.

Influences

The Queensland Government develops the state's infrastructure strategy. The State Infrastructure Plan sets the framework for planning and prioritising projects in Queensland. It influences corridor plans, state strategic infrastructure documents such as strategic assessments for transport, and regional plans—all of which help identify service needs and opportunities.

Agencies identify service needs and opportunities, and engage Building Queensland to assess and develop infrastructure proposals. Building Queensland works collaboratively to develop effective solutions—these are not always new build infrastructure solutions. Building Queensland also considers opportunities to improve service performance through reform, better use and improvement to existing infrastructure. Building Queensland helps ensure the vision for infrastructure is maintained through the planning and development of projects.

Building Queensland provides information to the Department of State Development, Manufacturing, Infrastructure and Planning on the proposals in this report. These are captured in Part B of the State Infrastructure Plan, along with all other infrastructure projects the government is developing across the state (see diagram Relationship to the State Infrastructure Plan on page 4).

Projects considered nationally significant are typically reflected in Infrastructure Australia's Infrastructure Priority List. Our Infrastructure Pipeline Report is providing early visibility of Queensland projects entering the national priority list as evidenced by the M1 Pacific Motorway—Varsity Lakes to Tugun and Eight Mile Plains to Daisy Hill and Gold Coast Rail Line Capacity Improvement—Kuraby to Beenleigh projects.

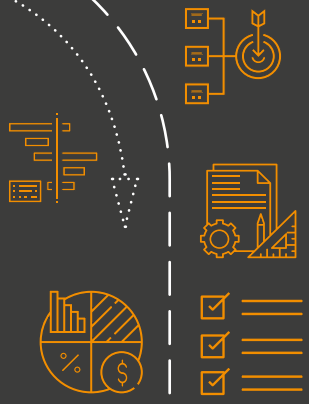
QUEENSLAND GOVERNMENT INFRASTRUCTURE OBJECTIVES

- **improving prosperity and liveability**
- **leading and supporting growth and productivity**
- **connecting our communities and markets**
- **improving sustainability and resilience**

RELATIONSHIP TO THE STATE INFRASTRUCTURE PLAN

The State Infrastructure Plan provides a framework for planning and prioritising infrastructure investment and delivery. It sets out the state's strategic direction for infrastructure by identifying what government ultimately wants from infrastructure.

QUEENSLAND GOVERNMENT



AGENCY INFRASTRUCTURE PROPOSALS

The delivery of new assets can be expensive and takes a long time from planning through to operation. The government needs to ensure that both current and future assets support service delivery objectives in the most effective and financially responsible way.

BUILDING QUEENSLAND

Building Queensland provides early stage advice and formally leads detailed business cases >$100 million (>$500m if a road transport project). Building Queensland's Infrastructure Pipeline Report details priority proposals under development (>$50 million).

Part B of the State Infrastructure Plan details the infrastructure investment strategy and delivery program for the next four years.

QUEENSLAND GOVERNMENT

Submissions from state and territory governments, industry and the community that Infrastructure Australia consider to be nationally significant.

NATIONAL INFRASTRUCTURE PRIORITY LIST

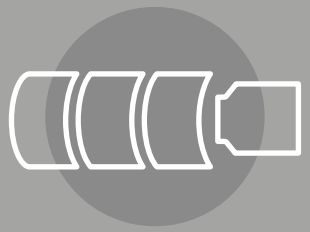
QUEENSLAND GOVERNMENT INFRASTRUCTURE OBJECTIVES:

- » improving prosperity and liveability
- » leading and supporting growth and productivity
- » connecting our communities and markets
- » improving sustainability and resilience

Infrastructure Pipeline Report

The Infrastructure Pipeline Report signals the priority infrastructure proposals under development by the Queensland Government. It is presented in two parts—unfunded and funded proposals. Building Queensland has developed the analysis for many of these proposals, including completion of the six detailed business cases identified below.

PART 1
UNFUNDED PROPOSALS



INFRASTRUCTURE PIPELINE

Part 1 identifies Queensland Government infrastructure proposals that are unfunded for delivery with a minimum capital cost of $50 million. Building Queensland recommends that these proposals are further analysed or are ready for consideration by government.

Proposals that have been considered by government and are progressing are reported at the end of this section to provide visibility beyond our pipeline.

Unfunded
for delivery

$50M
minimum
capital cost

Detailed business cases completed by Building Queensland in the last six months

- Centenary Bridge Upgrade
- Nullinga Dam and Mareeba Dimbulah Water Supply Scheme Improvements

PART 2
FUNDED PROPOSALS

DETAILED BUSINESS CASES

Part 2 features the detailed business cases led by Building Queensland that are supported by Queensland Government funding commitments for delivery, in part or in full. The estimated capital cost of delivering these projects is $100 million or more and delivery is subject to detailed analysis confirming the viability of the project. These business cases are out of scope for inclusion in the infrastructure pipeline (Part 1—unfunded proposals).

Funded
for delivery

$100M
minimum
capital cost

Detailed business cases completed by Building Queensland in the last six months

- Cairns Convention Centre
- Inner City South State Secondary College
- Ipswich Hospital Redevelopment Stage 1A
- Logan Hospital Expansion

PART 1: UNFUNDED PROPOSALS

INFRASTRUCTURE PIPELINE

PART 1 IDENTIFIES QUEENSLAND GOVERNMENT INFRASTRUCTURE PROPOSALS THAT ARE UNFUNDED FOR DELIVERY WITH A MINIMUM CAPITAL COST OF $50 MILLION.

$50M
minimum
capital cost

Centenary Bridge

Summary of priority proposals

Credible proposals are moving through the infrastructure pipeline with over 70 per cent advancing since the last report in December 2018. A total of 18 proposals are now reported at various stages of development.

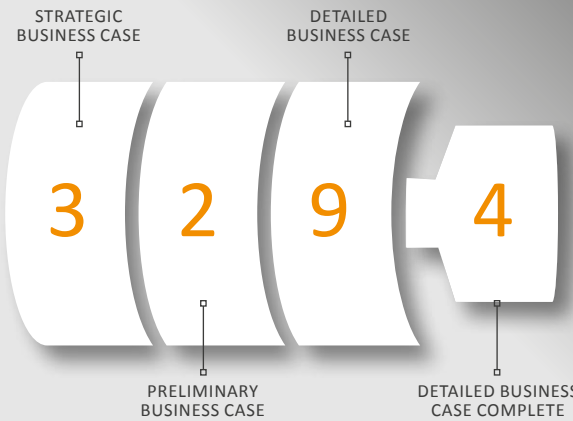
Transport corridors are illustrated in the infrastructure pipeline for the first time. The inclusion of transport corridors provides visibility of the broader planning from which specific proposals are then developed and progressed through the infrastructure pipeline.

Effective corridor planning will reduce the future financial costs of delivering infrastructure, while minimising disruption to communities. Transport corridors are not only for motor vehicles, but may also be for rail, bus, cycling and pedestrians. The corridors identified in this report are aligned with Queensland corridors submitted to Infrastructure Australia for inclusion in the National Infrastructure Priority List.

18

TOTAL NUMBER OF PROPOSALS

STAGE OF PROPOSALS IN THE PIPELINE



M1 PACIFIC MOTORWAY CAPACITY

The M1 Pacific Motorway is one of Australia's busiest roads and is a vital component of the National Land Transport Network. The South East Queensland section of the M1 Pacific Motorway is the primary north-south arterial road that connects Brisbane, Logan and the Gold Coast.

The upgrade and widening of the motorway is being delivered in strategic priority stages as funding becomes available.

Strategic business cases are being developed for the following sections of the motorway:

- M1 Pacific Motorway—Daisy Hill to Loganholme
- M1 Pacific Motorway—Loganholme to Nerang (incl. Coomera Connector)

CENTENARY MOTORWAY CAPACITY

The Centenary Motorway is a principal transport corridor linking high growth areas of Ipswich, Springfield and Ripley Valley in Brisbane's west to Brisbane's inner northern regions and to the central business district. High volumes of traffic use the corridor resulting in congestion and impacting safety.

Despite its progressive development, the Centenary Motorway has not kept pace with rapidly changing land use and demographic changes. Planning for a program of work, broken down into multiple stages, is underway.

A detailed business case has been completed for the following project within the corridor:

- Centenary Bridge Upgrade

WARREGO HIGHWAY EAST CORRIDOR

The Warrego Highway is part of the National Land Transport Network and is Queensland's principal east-west freight route, connecting people and freight from the Darling Downs and south-west Queensland to South East Queensland and the Port of Brisbane.

The Warrego Highway East Corridor (M2/A2) between Ipswich and Toowoomba is impacted by high crash rates, travel delays and low flood immunity.

Corridor master planning activities are being undertaken between Toowoomba and Brisbane. These activities will inform future and current detailed planning to address safety and performance issues. Travel will be safer and more efficient, thereby supporting strong economic growth and network connectivity in the Toowoomba, Lockyer Valley and Ipswich local government areas.

Infrastructure pipeline of priority proposals 2019

What's changed

Major progress in the development of Queensland infrastructure proposals has been made since December 2018 with the majority of proposals progressing to further stages of development.

Six proposals have received funding and progressed out of the pipeline. Two have emerged from the former strategic business case investigating additional education capacity in southern Sunshine Coast. Detailed business cases undertaken by the Department of Education determined the need for an additional primary school in Palmview and secondary school in Caloundra South. Similarly, the strategic business case for additional special education capacity in South East Queensland has led to government investment in special schooling on the Sunshine Coast.

The Queensland Government has committed $351 million to the next stage of the Gold Coast Light Rail—Stage 3A. The project will see the light rail route extend by seven kilometres from Broadbeach South to Burleigh Heads and include eight new stations.

Procurement planning is underway for the construction of a 1000-bed male high-security correctional facility in South East Queensland to increase the state's capacity. Identified as the South Queensland Correctional Facilities Expansion in previous reports, this project has progressed out of the pipeline after government announced funding.

The Integrated Client Management System Replacement project also received funding which will see the rollout of information technology to improve the delivery of frontline child safety and youth justice services for at-risk children and young people living in Queensland.

The Princess Alexandra Hospital Rehabilitation and Subacute Service Renewal has progressed to a preliminary business case. The land use impacts from Cross River Rail are continuing to be explored to improve precinct master planning for this project. Furthermore, the Queensland Government's announcement of a new greenfield site for Bundaberg Hospital has kickstarted the detailed business case for the hospital. Building Queensland is leading this business case in partnership with Queensland Health and Wide Bay Hospital and Health Service.

Strong progress has been made in the water sector with detailed business cases for Paradise Dam and Somerset Dam underway, and the detailed business case for Lake Macdonald Dam complete. As long-life assets requiring continual monitoring, assessment and maintenance, the focus of these proposals is on how to best meet modern dam safety guidelines.

A detailed business case has also been completed for the South West Pipeline—Bulk Water Connection to Beaudesert. The pipeline is expected to meet the near-term demand of Beaudesert and provide water supply security to growth areas in the Logan City Council area.

Building Queensland completed a detailed business case for the Centenary Bridge Upgrade in the first half of 2019 and the proposal has been provided to the Queensland Government for consideration. The business case stemmed from the Centenary Motorway Capacity Corridor and is a component of the former Centenary Motorway—Frederick Street to Sumners Road proposal.

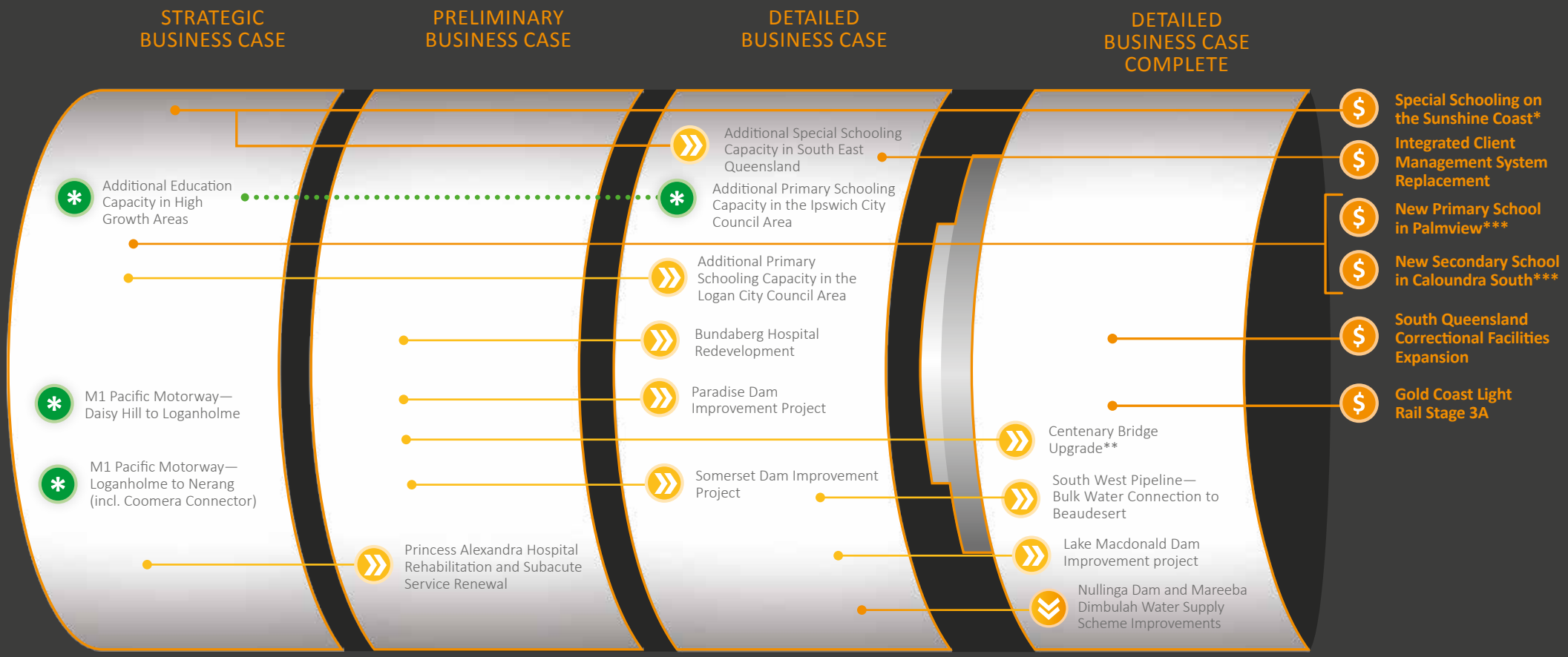
The strategic business cases for Additional Special Schooling Capacity in South East Queensland and Additional Primary Schooling Capacity in the Logan City Council Area have progressed with detailed business cases underway.

Building Queensland has completed the detailed business case for the Nullinga Dam and Mareeba Dimbulah Water Supply Scheme Improvements project. The business case has been considered by government and released on Building Queensland's website. Based on the outcomes of the detailed business case, the Queensland Government will investigate other water supply options to support development in the region.

Four new proposals from the education and transport sectors have been added to the pipeline. A strategic business case is being developed for Additional Education Capacity in High Growth Areas across the state. Analysis is further progressed for Additional Primary Schooling Capacity in the Ipswich City Council Area with a detailed business case underway.

Strategic business cases are underway for two sections of the M1 Pacific Motorway—Daisy Hill to Loganholme and Loganholme to Nerang (incl. Coomera Connector). Both are part of the ongoing Master Plan for the motorway from the Gateway merge to the New South Wales border.

Key changes in the pipeline since December 2018



*Component of the former Additional Special Education Capacity in South East Queensland
**Component of the former Centenary Motorway—Frederick Street to Sumners Road proposal
***Proposal is a component of Additional Education Capacity in Southern Sunshine Coast

Proposal summaries

The following infrastructure proposals are presented in order of their stage of development, with completed detailed business cases appearing first. Proposals are then listed alphabetically within each stage. Proposals are not presented in order of priority. The ultimate decision about the relative priority of proposals rests with the Queensland Government.

Cost estimates are provided by responsible agencies, with the exception of figures for detailed business cases led by Building Queensland. Proposals with a cost range indicate that several options are still being considered. Proposal locations are broadly identified as South East Queensland (SEQ) or regional.

In accordance with the *Building Queensland Act 2015*, Building Queensland may perform a lead or assist role as indicated in the following proposal summaries.

Artist impression of new state high school in Mango Hill (Image courtesy of Department of Education)

Pipeline of priority proposals

PROPOSAL NAME	SECTOR	LOCATION	PAGE
DETAILED BUSINESS CASE			
Paradise Dam Improvement Project	Water	Regional	25
Somerset Dam Improvement Project	Water	SEQ	26
Sunshine Motorway—Mooloolah River Interchange	Transport–Road	SEQ	27
Toowoomba Hospital Redevelopment	Health–Built	SEQ	28
PRELIMINARY BUSINESS CASE			
Gold Coast Rail Line Capacity Improvement—Kuraby to Beenleigh	Transport–Rail	SEQ	29
Princess Alexandra Hospital Rehabilitation and Subacute Service Renewal	Health–Built	SEQ	29
STATEGIC BUSINESS CASE			
Additional Education Capacity in High Growth Areas	Education	Statewide	30
M1 Pacific Motorway—Daisy Hill to Loganholme	Transport–Road	SEQ	31
M1 Pacific Motorway—Loganholme to Nerang (incl. Coomera Connector)	Transport–Road	SEQ	31

LEGEND

M1 PACIFIC MOTORWAY CAPACITY

CENTENARY MOTORWAY CAPACITY

Brisbane Live Entertainment Arena—Roma Street Project

RESPONSIBLE AGENCY

Cross River Rail Delivery Authority

PROPOSAL STAGE OF DEVELOPMENT

Ready for Queensland Government consideration

PLANNED STAGE END DATE

Not applicable

ESTIMATED COST OF DELIVERY

$2.1 billion[1]

BUILDING QUEENSLAND ROLE

Led the detailed business case

NEED

The development of the Cross River Rail station at Roma Street has provided the opportunity to redevelop an underutilised section of the Brisbane central business district and the most connected transport precinct in Brisbane to create a world-class entertainment arena for Queensland.

Capitalising on the existing range of sporting, music and arts events occurring in Brisbane, the Brisbane Live Entertainment Arena, with state-of-the-art facilities and technology, would provide Brisbane and Queensland with a world-class facility for premium live events that is highly accessible and well connected to all transport networks.

PROPOSAL

The proposal is for a new arena of 17,000 to 18,000 seats located on a large deck structure built over railways, roads and property, bounded by Albert Street to the north and Roma Street to the south. The proposal also includes ancillary facilities to support the arena's operation as well as new public spaces and active transport connections with neighbouring central business district locations.

BENEFITS

The project is expected to:

- revitalise an area of the central business district that is underutilised
- deliver a new music and night-time precinct that contributes to economic development outcomes for Brisbane
- provide convenient access to state-of-the-art facilities and employment opportunities, particularly by public transport
- attract significant international entertainment and investment as a result of the proximity of the arena to the city centre and world-class developments such as Queen's Wharf Brisbane
- expand the central business district's appeal as both a business and creative centre through the development of an entertainment hub that is expected to improve opportunities for the surrounding precinct
- improve the pedestrian access and connectivity between precincts, including Suncorp Stadium, Roma Street Parkland, Queen Street Mall, South Bank Parklands and the cultural precinct.

DELIVERY MODEL

Several delivery models were considered in the detailed business case including:

- Public-Private Partnership options—Design, Build, Finance and Design, Build, Finance and Maintain
- Traditional delivery options—Managing Contractor, Design and Construct, and Alliance.

Interface risks were key considerations in the delivery model analysis. Other considerations included the potential for synergies with surrounding infrastructure projects such as Cross River Rail, Brisbane Metro, and other major central business district developments.

The final delivery model/s will be confirmed following government consideration of the detailed business case.

[1] Nominal cost in Australian dollars, Building Queensland detailed business case 2018.

Centenary Bridge Upgrade

RESPONSIBLE AGENCY

Department of Transport and Main Roads

PROPOSAL STAGE OF DEVELOPMENT

Ready for Queensland Government consideration

PLANNED STAGE END DATE

Not applicable

ESTIMATED COST OF DELIVERY

$247 million[2]

BUILDING QUEENSLAND ROLE

Led the detailed business case

NEED

The Centenary Motorway performs a critical role within the broader South East Queensland transport network, providing a key link that connects the western corridor and inner and northern suburbs of Brisbane and the Australia Trade Coast Precinct. An analysis of major Brisbane River crossings revealed that Centenary Bridge has the highest lane utilisation, and traffic congestion is expected to exacerbate over time.

The Centenary Motorway has progressively developed from a two-lane local arterial to an urban motorway; however, it has not kept up with the rapidly changing land use and demographic changes due to its operational and road design limitations. As a result, the strategic network is vulnerable to severe impacts on network performance and flow breakdown in the event of a traffic incident.

PROPOSAL

The detailed business case investigated the construction of a new three-lane northbound bridge and rehabilitation works for the existing bridges. Upgrades to active transport facilities were also examined.

BENEFITS

The bridge forms a critical component of the overall corridor upgrade program which is expected to provide the following benefits:

- reduced congestion, improving travel times
- reduced vehicle operating costs
- improved safety outcomes
- improved active transport facilities
- congestion relief on alternative routes, particularly for freight.

DELIVERY MODEL

Several delivery models were considered in the detailed business case, taking into consideration risk, operational impacts and value for money. The models considered were:

- Transport Infrastructure Contract—Construct Only
- Design and Construct
- Alliance Contracting.

The preferred delivery model is a Transport Infrastructure Contract—Construct Only.

[2] Nominal cost in Australian dollars, Building Queensland detailed business case 2019.

Lake Macdonald Dam Improvement Project

RESPONSIBLE AGENCY
Seqwater

PROPOSAL STAGE OF DEVELOPMENT
Ready for Queensland Government consideration

PLANNED STAGE END DATE
Not applicable

ESTIMATED COST OF DELIVERY
$90–$100 million[5]

BUILDING QUEENSLAND ROLE
Assisted with the detailed business case

NEED

Lake Macdonald Dam on Six Mile Creek on the Sunshine Coast is one of several dams identified for an upgrade as part of Seqwater's Dam Improvement Program. The dam now requires upgrading to comply with the provisions of the Australian National Committee for Large Dams (ANCOLD) and Queensland guidelines on acceptable flood capacity. This is in response to updated climate modelling for extreme weather events.

The drivers for the upgrade include:

- population growth downstream of the dam
- advances in dam design and development of consistent methodologies for assessment of dam safety
- latest estimates of extreme rainfall and the application of best practice hydraulic modelling methods
- improved understanding of earthquake probabilities and loads.

PROPOSAL

Lake Macdonald is located approximately four kilometres north-east of the township of Cooroy and has a supply capacity of 8,018 megalitres. Lake Macdonald is one of the primary sources of water to the Noosa Water Treatment Plant. The water treatment plant is an important component of the water supply for the Sunshine Coast region, giving Seqwater the option to source water from the Mary River and Lake Macdonald.

The proposed upgrade will reduce dam safety risks by increasing the spillway capacity of the dam while maintaining water supply security.

BENEFITS

The project will ensure the dam meets the ANCOLD and Queensland guidelines on dam safety standards and continues to function safely during extreme weather events.

DELIVERY MODEL

Several delivery models were considered as part of the detailed business case, including a Design, Novate and Construct approach.

The final delivery model/s will be confirmed following government consideration of the business case.

[5] Nominal cost in Australian dollars 2017, estimate provided by responsible agency. Final cost subject to further design development and market engagement.

South West Pipeline—Bulk Water Connection to Beaudesert

RESPONSIBLE AGENCY
Seqwater

PROPOSAL STAGE OF DEVELOPMENT
Ready for Queensland Government consideration

PLANNED STAGE END DATE
Not applicable

ESTIMATED COST OF DELIVERY
$70 million[7]

BUILDING QUEENSLAND ROLE
Assisted with the detailed business case

NEED

The Beaudesert Water Treatment Plant supplies Beaudesert, the Bromelton Industrial Area and some of Logan City Council area. The plant is a stand-alone water supply that extracts raw water from the Logan River, which has variable water quality. The water treatment plant is not connected to the South East Queensland Water Grid and may have insufficient capacity to meet future demand due to potential growth in the area.

PROPOSAL

This proposal investigated the connection of the Beaudesert water supply zone with the South East Queensland water grid, via Logan City Council infrastructure. The bulk water pipeline is proposed to be approximately 24 kilometres in length, connecting the Beaudesert Water Treatment Plant storage reservoirs to the Flagstone development area and to the Water Grid pipeline network. The project will include provision for the potential connection to a future water treatment plant at Wyaralong.

BENEFITS

The pipeline is expected to meet the potential future increase in water demand in the Beaudesert area and provide water supply security to Logan City Council growth areas. In the longer term, this pipeline connection also has the strategic benefit of connecting Beaudesert and the Scenic Rim region to the South East Queensland Water Grid, increasing bulk water supply reliability.

DELIVERY MODEL

Several delivery models were considered as part of the detailed business case, taking into account ongoing service delivery requirements.

The final delivery model/s will be confirmed following government consideration of the detailed business case.

[7] Nominal cost in Australian dollars 2018, estimate provided by responsible agency. Final cost subject to further design development and market engagement.

Additional Primary Schooling Capacity in the Ipswich City Council Area

RESPONSIBLE AGENCY
Department of Education

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case underway

PLANNED STAGE END DATE
First half of 2020

ESTIMATED COST OF DELIVERY
To be determined[8]

BUILDING QUEENSLAND ROLE
No active role

NEED

Population growth and new residential developments within the Ipswich City Council area are driving demand for additional primary schooling capacity. This demand is predicted to increase significantly within the next five years.

Enrolment forecasts indicate that it is unlikely the schools currently serving the Ipswich City Council area will be able to accommodate future growth or alleviate pressure on the existing state schools.

PROPOSAL

The detailed business case will be developed in accordance with the framework set out in the State Infrastructure Plan. The recommendations to accommodate projected enrolment growth will be investigated and prioritised as follows:

- non-asset strategies to mitigate, in part or in full, the need to expand existing schools or construct new schools
- expansion of schools within the existing school network
- construction of new school(s).

BENEFITS

The detailed business case will assess the need for additional capacity to accommodate enrolment growth across the existing state school network. A detailed investigation of benefits will occur as the detailed business case is developed.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts, environmental requirements and value for money.

[8] An estimate will be provided once the proposal has been developed further.

Additional Primary Schooling Capacity in the Logan City Council Area

RESPONSIBLE AGENCY
Department of Education

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case underway

PLANNED STAGE END DATE
First half of 2020

ESTIMATED COST OF DELIVERY
To be determined[9]

BUILDING QUEENSLAND ROLE
No active role

NEED

Population growth and new residential developments within the Logan City Council area are driving demand for primary schooling capacity. Existing schools in the area are reaching capacity and demand is predicted to increase significantly within the next five years.

PROPOSAL

The detailed business case will be developed in accordance with the framework set out in the State Infrastructure Plan. The recommendations to accommodate projected enrolment growth will be investigated and prioritised as follows:

- non-asset strategies to mitigate, in part or in full, the need to expand existing schools or construct new schools
- expansion of schools within the existing school network
- construction of new school(s).

BENEFITS

The detailed business case will assess the need for additional capacity to accommodate enrolment growth across the existing state school network. A detailed investigation of benefits will occur as the detailed business case is developed.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts, environmental requirements and value for money.

[9] An estimate will be provided once the proposal has been developed further.

Additional Special Schooling Capacity in South East Queensland

RESPONSIBLE AGENCY
Department of Education

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case underway

PLANNED STAGE END DATE
First half of 2020

ESTIMATED COST OF DELIVERY
To be determined[10]

BUILDING QUEENSLAND ROLE
No active role

NEED

The capacity at existing state special school facilities in South East Queensland is unlikely to meet ongoing demand for enrolments and there are limited opportunities to expand on the current sites.

A number of special schools in South East Queensland have experienced significant growth in enrolments over the past five years. Population forecasts indicate that enrolments will likely increase for students with special educational needs within the short to medium term as the population in South East Queensland continues to grow.

PROPOSAL

The detailed business case will be developed to investigate options to expand existing sites as well as considering the option to provide additional special schooling capacity for Prep to year 12 students. The detailed business case will determine the preferred option.

BENEFITS

The detailed business case will assess the need for additional capacity to accommodate enrolment growth in the existing special schools serving the area. A thorough investigation of additional benefits will occur as the detailed business case is developed.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts, environmental requirements and value for money.

[10] An estimate will be provided once the proposal has been developed further.

Bundaberg Hospital Redevelopment

RESPONSIBLE AGENCY

Queensland Health, Wide Bay Hospital and Health Service[11]

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Second half of 2020

ESTIMATED COST OF DELIVERY

To be determined[12]

BUILDING QUEENSLAND ROLE

Leading the detailed business case

NEED

Bundaberg Hospital is experiencing significant service and infrastructure pressures (including space, site and fit-for-purpose infrastructure) impacting the ability to deliver contemporary health services for the Bundaberg region in the long term.

The Wide Bay Hospital and Health Service has employed numerous strategies to relieve the service pressure, including implementation of service optimisation initiatives and leveraging rural facilities.

Despite these strategies, 19.5 per cent of acute inpatient activity is being delivered outside of the Wide Bay Hospital and Health Service with the majority at Metro North Hospital and Health Service, some 350 kilometres away. This outflow of patients results in pressure on Metro North Hospital and Health Service and represents a significant social, economic and financial burden.

PROPOSAL

The proposal will investigate the construction of a new hospital that will provide fit-for-purpose infrastructure to address the future needs of the Bundaberg region. The proposal includes detailed health service modelling to establish the future health care demand, service capability and staffing requirements to support the growing and ageing population of the Wide Bay Burnett region. Key considerations include: access to clinical services, flood resilience and capacity for future growth and expansion. The proposal will investigate options for the staged relocation of priority services.

BENEFITS

The project is expected to:

- improve community health outcomes
- improve access to specialist services
- reduce travel costs for patients
- increase workforce sustainability
- reduce vulnerability to flooding events.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts and value for money.

[11] Wide Bay Hospital and Health Service is the project owner.

[12] An estimate will be provided once the proposal has been developed further.

Clinton Vessel Interaction—Port of Gladstone

RESPONSIBLE AGENCY
Gladstone Ports Corporation

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case complete[13]

PLANNED STAGE END DATE
Not applicable

ESTIMATED COST OF DELIVERY
$65–$80 million[14]

BUILDING QUEENSLAND ROLE
No active role

NEED

The movement of larger vessels (draft over 14 metres) through the Clinton Channel at the Port of Gladstone is resulting in interaction of water displacement forces between passing vessels and vessels berthed at the RG Tanna Coal Terminal. These forces impact on the safe mooring and operations at the terminal.

PROPOSAL

The proposal is for capital dredging to widen the Clinton Channel. The works will involve dredging, the beneficial reuse of dredged material, changes to navigational aids and environmental monitoring.

BENEFITS

The primary benefit of the proposal is to improve safety by minimising the risk of vessel interaction between passing and moored vessels. The proposal is also expected to improve the efficiency of:

- ship loading
- the allocation of port infrastructure and resources
- vessel passage through the Clinton Channel.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts, environmental requirements and value for money.

[13] Business case activities finalised. Conditions of Australian Government environmental approvals to be assessed prior to Queensland Government consideration.

[14] A range is provided by responsible agency.

Paradise Dam Improvement Project

RESPONSIBLE AGENCY
Sunwater

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case underway

PLANNED STAGE END DATE
Second half of 2020

ESTIMATED COST OF DELIVERY
To be determined[15]

BUILDING QUEENSLAND ROLE
Leading the detailed business case

NEED

Paradise Dam is located approximately 20 kilometres north-west of Biggenden and 80 kilometres south-west of Bundaberg on the Burnett River. It is a key component of the Bundaberg Water Supply Scheme—holding up to 300,000 megalitres of water for the city of Bundaberg and farmland irrigation.

During the 2013 floods, extensive scour occurred downstream of the primary spillway. Sunwater immediately repaired the scour and downstream toe of the dam, and investigated options to prevent scour occurring in future extreme weather events.

This investigation identified necessary improvements to the primary and secondary spillways. Improvement works are being proposed to maintain efficient and safe operation of the primary and secondary spillways during extreme weather events.

PROPOSAL

The proposal is investigating an upgrade of the Paradise Dam to comply with the provisions of the Australian National Committee for Large Dams (ANCOLD) and Queensland guidelines on acceptable flood capacity. This is in response to updated climate modelling for extreme weather events.

The preliminary business case for the project assessed factors including life cycle costs, current and future water demand, and environmental considerations to determine the best construction options to take forward into the assessment of the detailed business case. The options shortlisted for further consideration in the detailed business case include upgrading the existing dam and strengthening and anchoring the primary and secondary spillways.

BENEFITS

The project will ensure the dam meets the ANCOLD and Queensland guidelines on dam safety standards and continues to function safely during extreme weather events.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts and value for money.

[15] *An estimate will be provided once the proposal has been developed further.*

Somerset Dam Improvement Project

RESPONSIBLE AGENCY
Seqwater

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case underway

PLANNED STAGE END DATE
Second half of 2020

ESTIMATED COST OF DELIVERY
To be determined[16]

BUILDING QUEENSLAND ROLE
Leading the detailed business case

NEED

Somerset Dam is one of several dams identified for an upgrade as part of Seqwater's Dam Improvement Program. It is located on the Stanley River and was built between 1937 and 1959 to the engineering standards at that time. The dam now requires upgrading to comply with the provisions of the Australian National Committee for Large Dams (ANCOLD) and Queensland guidelines on acceptable flood capacity. This is in response to updated climate modelling for extreme weather events.

PROPOSAL

The preliminary business case developed a shortlist of options, taking into account factors including life cycle costs, current and future water demand in the Brisbane, Gold Coast and Logan City areas and environmental considerations.

The proposal will incorporate the preliminary business case findings with the detailed geotechnical investigations into the dam's foundations and characterisation. Large-scale physical hydraulic modelling will also be examined to assess the hydraulic performance of the upgrade options in a variety of conditions, including extreme events.

The detailed business case will include the selection of preferred options for which preliminary designs will be undertaken to develop construction cost estimates, a detailed project scope and program.

BENEFITS

The project will ensure the dam meets the ANCOLD and Queensland guidelines on dam safety standards and continues to function safely during extreme weather events.

DELIVERY MODEL

Delivery model analysis will be a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts, environmental requirements and value for money.

[16] *An estimate will be provided once the proposal has been developed further.*

Sunshine Motorway—Mooloolah River Interchange

RESPONSIBLE AGENCY
Department of Transport and Main Roads

PROPOSAL STAGE OF DEVELOPMENT
Detailed business case underway

PLANNED STAGE END DATE
First half of 2020

ESTIMATED COST OF DELIVERY
$430 million[17]

BUILDING QUEENSLAND ROLE
Assisting with the detailed business case[18]

NEED

The existing Sunshine Motorway, Nicklin Way and Kawana Way transport infrastructure is congested and lacks capacity to accommodate forecast travel demand.

PROPOSAL

The proposal is investigating a range of upgrades to the Sunshine Motorway at Mountain Creek to form a new Mooloolah River interchange.

Proposed works include a new direct connection to the Sunshine Coast University Hospital precinct via a new two-lane road connecting Kawana Way at Parrearra and crossing the Mooloolah River to the planned Mooloolah River interchange.

A new direct connection for northbound traffic from Nicklin Way to Brisbane Road and Mooloolaba is also being investigated, along with an upgrade of the east-west section of the Sunshine Motorway from two to four lanes between Kawana Way interchange and the upgraded Mooloolah River interchange.

A new link to accommodate local traffic movements between Brisbane Road and Karawatha Drive is also being investigated.

BENEFITS

The project is expected to deliver:

- improved safety by reducing crashes and weaving behaviour
- better connections between existing and planned future arterial roads
- increased capacity for future traffic demand.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts and value for money.

[17] Nominal cost in Australian dollars 2015, estimate provided by responsible agency based on preliminary business case.

[18] Building Queensland leads the development of business cases for infrastructure projects with an estimated capital cost of $100 million or more. This threshold is higher for road transport projects that do not incorporate a toll road, with Building Queensland leading detailed business cases for projects over $500 million.

Toowoomba Hospital Redevelopment

RESPONSIBLE AGENCY

Queensland Health, Darling Downs Hospital and Health Service[19]

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

First half of 2020

ESTIMATED COST OF DELIVERY

$450–$750 million[20]

BUILDING QUEENSLAND ROLE

Leading the detailed business case

NEED

The infrastructure at Toowoomba Hospital is operating at capacity in a number of areas and the hospital faces long emergency department waiting times and overcrowding. Forecast demand, driven by a growing and ageing population and high levels of chronic disease, is expected to place further pressure on the hospital.

Moreover, the current asset condition and functionality of the hospital is not supporting the efficient and effective delivery of contemporary health services.

PROPOSAL

The proposal is investigating a staged relocation of healthcare services to the Baillie Henderson Hospital site in Cranley Street which is 6.5 kilometres north of the existing hospital.

BENEFITS

The project is expected to:

- improve the infrastructure layout to support contemporary models of care
- increase acute and emergency department bed spaces and thereby efficiency and throughput
- provide additional outpatient services
- expand health services to meet complex conditions such as palliative care, emergency children's services, and cardiac diagnostic and interventional services.

DELIVERY MODEL

Delivery model analysis is a key component of the detailed business case. The selection of the preferred delivery model will take into consideration risk, operational impacts and value for money.

[19] Darling Downs Hospital and Health Service is the project owner.

[20] A range is provided by responsible agency based on preliminary business case.

Gold Coast Rail Line Capacity Improvement–Kuraby to Beenleigh

RESPONSIBLE AGENCY

Department of Transport and Main Roads

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business case complete

PLANNED STAGE END DATE

Not applicable

ESTIMATED COST OF DELIVERY

To be determined[21]

BUILDING QUEENSLAND ROLE

No active role

NEED

The current track configuration of the Gold Coast Rail Line between Kuraby and Beenleigh is limiting the ability for express trains to effectively pass all stops during peak periods. This is limiting the capacity of the corridor and impacting on service reliability.

PROPOSAL

The proposal is investigating the following options:

- signalling updates to safely increase the number of services and improve reliability
- amendment of stopping patterns to reduce conflicts between different train services
- construction of new passing loops to provide more opportunities for express trains to pass
- development of a full or partial third/fourth track (subject to operational requirements)
- consideration of corridor preservation requirements
- targeted track realignments to improve travel time
- station upgrades and higher-capacity trains.

The options will be packaged to form a preferred solution to meet long-term capacity, reliability and customer objectives. All major components of the preliminary business case are complete. A staging assessment will be completed prior to a detailed business case to inform a future program of potential investments.

[21] An estimate will be provided once the proposal has been developed further.

Princess Alexandra Hospital Rehabilitation and Subacute Service Renewal

RESPONSIBLE AGENCY

Queensland Health, Metro South Hospital and Health Service[22]

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business case underway

PLANNED STAGE END DATE

Second half of 2019

ESTIMATED COST OF DELIVERY

To be determined[23]

BUILDING QUEENSLAND ROLE

Assisting with preliminary business case

NEED

The need for an infrastructure upgrade at the Princess Alexandra Hospital has been identified to provide contemporary fit-for-purpose facilities for statewide spinal cord and brain injury rehabilitation, as well as general rehabilitation services. Flexible health solutions are required to respond to changing models of care and future capacity growth at the hospital, in alignment with planning for the broader precinct.

PROPOSAL

The proposal is investigating opportunities for redevelopment at the current hospital to ensure infrastructure for the provision of statewide services is fit-for-purpose into the future, and can enable delivery of contemporary models of care that will facilitate efficient and cost-effective service delivery.

Land use impacts from Cross River Rail are being explored to improve precinct master planning to optimise the provision of services.

[22] Metro South Hospital and Health Service is the project owner.

[23] An estimate will be provided once the proposal has been developed further.

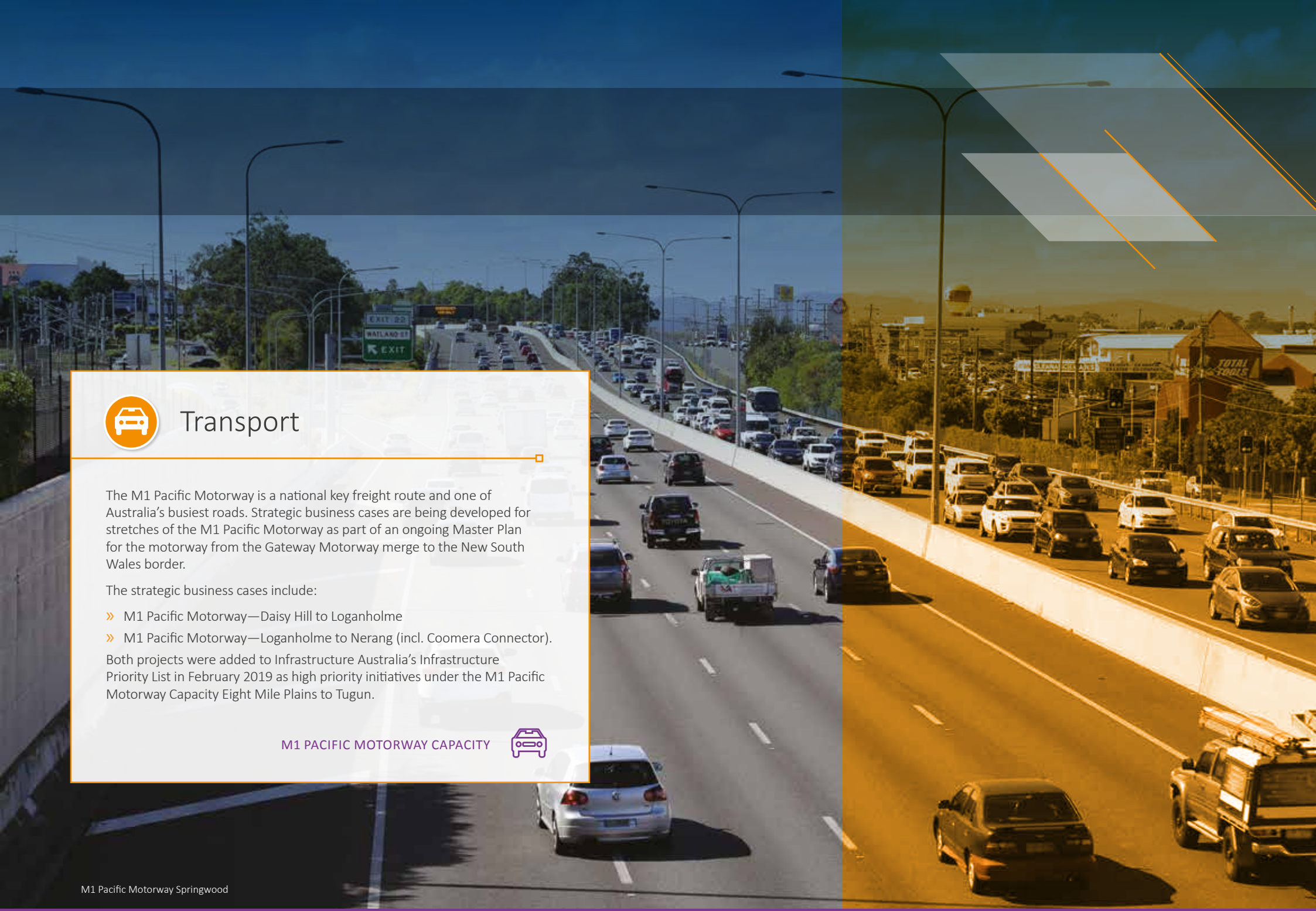
Strategic business cases

The development of a strategic business case is the first step of Building Queensland's business case development process. A strategic business case aims to ensure the service need is substantiated and effectively articulated, and that the benefits sought can be achieved through proposed initiatives. Completing a strategic business case supports the integrity and quality of any subsequent preliminary and/or detailed business case.

Education

The Department of Education develops strategic business cases to investigate and address increased demand for primary, secondary and special education in master planned communities and other high growth areas. This report refers to those with a minimum estimated capital cost of $50 million.

Artist impression of Yarrabilba High School (Image courtesy of Department of Education)



Transport

The M1 Pacific Motorway is a national key freight route and one of Australia's busiest roads. Strategic business cases are being developed for stretches of the M1 Pacific Motorway as part of an ongoing Master Plan for the motorway from the Gateway Motorway merge to the New South Wales border.

The strategic business cases include:

- M1 Pacific Motorway—Daisy Hill to Loganholme
- M1 Pacific Motorway—Loganholme to Nerang (incl. Coomera Connector).

Both projects were added to Infrastructure Australia's Infrastructure Priority List in February 2019 as high priority initiatives under the M1 Pacific Motorway Capacity Eight Mile Plains to Tugun.

M1 PACIFIC MOTORWAY CAPACITY

M1 Pacific Motorway Springwood

Beyond the pipeline

The infrastructure pipeline is informing Queensland Government investment decisions with 23 proposals funded since our first report in June 2016. These proposals were unfunded when they entered the pipeline and, having been recognised by the Queensland Government as infrastructure priorities, have received funding commitments for delivery.

EDUCATION

SPECIAL SCHOOLING ON THE SUNSHINE COAST
Department of Education
STATUS » Detailed design phase underway

FIVE SCHOOLS PROJECT
Department of Education
STATUS » Construction underway on all sites

PRIMARY SCHOOLING IN PALMVIEW
Department of Education
STATUS » Detailed design phase underway

SECONDARY SCHOOLING IN CALOUNDRA SOUTH
Department of Education
STATUS » Detailed design phase underway

HEALTH

CABOOLTURE HOSPITAL EXPANSION
Queensland Health
STATUS » Delivery underway

IPSWICH HOSPITAL REDEVELOPMENT STAGE 1A
Queensland Health
STATUS » Transitioning to delivery

FINANCIAL SYSTEM RENEWAL
Queensland Health
STATUS » Delivery underway

LABORATORY INFORMATION SYSTEMS
Queensland Health
STATUS » Delivery underway

LOGAN HOSPITAL EXPANSION
Queensland Health
STATUS » Detailed design phase underway

WATER

LOWER FITZROY RIVER INFRASTRUCTURE PROJECT
Sunwater
STATUS » North Queensland Water Infrastructure Authority established to implement the project

JUSTICE AND PUBLIC SAFETY

INTEGRATED CLIENT MANAGEMENT SYSTEM
Department of Child Safety, Youth and Women
STATUS » Procurement underway

SOUTH QUEENSLAND CORRECTIONAL FACILITIES EXPANSION
Queensland Corrective Services
STATUS » Procurement planning underway

TRANSPORT

BEERBURRUM TO NAMBOUR RAIL UPGRADE
Department of Transport and Main Roads
Status » Detailed design phase underway

BRUCE HIGHWAY—CABOOLTURE/BRIBIE ISLAND ROAD TO STEVE IRWIN WAY
Department of Transport and Main Roads
STATUS » Detailed design phase underway

SMITHFIELD TRANSPORT CORRIDOR
Department of Transport and Main Roads
STATUS » Contracts awarded, early works commenced

CROSS RIVER RAIL
Cross River Rail Delivery Authority
STATUS » Tunnel, Stations and Development public-private partnership awarded

M1 PACIFIC MOTORWAY—EIGHT MILE PLAINS TO DAISY HILL
Department of Transport and Main Roads
STATUS » Detailed design phase underway

PORT OF TOWNSVILLE—CHANNEL CAPACITY UPGRADE
Port of Townsville
STATUS » Delivery underway

EUROPEAN TRAIN CONTROL SYSTEM (ETCS)—INNER CITY
Cross River Rail Delivery Authority / Department of Transport and Main Roads
Status » Procurement underway

M1 PACIFIC MOTORWAY—MUDGEERABA TO VARSITY LAKES
Department of Transport and Main Roads
STATUS » Construction underway

ARTS, CULTURE AND RECREATION

NEW PERFORMING ARTS VENUE
Arts Queensland
STATUS » Procurement underway

GOLD COAST LIGHT RAIL STAGE 3A
Department of Transport and Main Roads
STATUS » Infrastructure Australia assessment pending

M1 PACIFIC MOTORWAY—VARSITY LAKES TO TUGUN
Department of Transport and Main Roads
STATUS » Detailed design phase underway

 STATE AND FEDERAL FUNDING

 STATE FUNDING

Image courtesy of Cairns Convention Centre

PART 2: FUNDED PROPOSALS

DETAILED BUSINESS CASES

PART 2 FEATURES THE DETAILED BUSINESS CASES LED BY BUILDING QUEENSLAND THAT ARE SUPPORTED BY QUEENSLAND GOVERNMENT FUNDING COMMITMENTS FOR DELIVERY.

$100M
minimum capital cost

Detailed business cases

Part 2 of the Infrastructure Pipeline Report contains proposals that have received full or partial funding commitments from the state government. Building Queensland has led the development of these proposals in partnership with the responsible agencies.

		BUSINESS CASE COMPLETION
WATER	Burdekin Falls Dam—Saddle Dam and Monolith Improvement Project	LATE 2020
JUSTICE AND PUBLIC SAFETY	New Youth Detention Centre	LATE 2019
TRANSPORT—ROAD	Bruce Highway Upgrade Program	PROGRESSING
ARTS, CULTURE AND RECREATION	Cairns Convention Centre	COMPLETE
HEALTH—BUILT	Ipswich Hospital Redevelopment Stage 1A	COMPLETE
	Logan Hospital Expansion	COMPLETE
EDUCATION	Inner City South State Secondary College	COMPLETE

Burdekin Falls Dam—Saddle Dam and Monolith Improvement Project

FUNDING COMMITMENT: $136M

Burdekin Falls Dam is located south of Townsville on the Burdekin River. The dam is owned and operated by Sunwater and comprises a mass gravity main dam and three earth and rock-fill saddle dams.

Building Queensland is leading the detailed business case for the Burdekin Falls Dam—Saddle Dam and Monolith Improvement Project in partnership with Sunwater. The business case is investigating options for improvement works to ensure the dam continues to meet best practice standards, including protection from severe weather events in the future.

Proposed improvement works include raising saddle dams and spillway abutments, installing post-tensioned anchors to the dam's main spillway and abutments, and installing anchor bars at the downstream end of the spillway.

An interdependent proposal underway for the Burdekin Falls Dam is the Burdekin Falls Dam Raising project. Long-term water supply requirements and options for raising the Burdekin Falls Dam wall are under investigation by Sunwater. While this is a separate proposal and not included in the scope of the Burdekin Falls Dam—Saddle Dam and Monolith Improvement Project, coordination and regular consultation between the proposals is underway to ensure the optimal long-term plan is achieved for the Burdekin Falls Dam.

The $100 million previously allocated to the Burdekin Falls Hydroelectric Power Station has been reallocated to CleanCo pending further consideration of the project.

New Youth Detention Centre

FUNDING COMMITMENT: $150M

The Queensland Government has committed more than $320 million to expanding, building and staffing new youth detention centres, as well as a range of initiatives across the sector.

Providing a new youth justice facility is part of the government's Youth Justice Strategy. The facility will relieve pressure on current youth detention centre capacity and respond more effectively to the changing profile of young offenders.

Building Queensland is leading the development of a detailed business case, in partnership with the Department of Youth Justice, for the construction of a new 32-bed youth justice centre at Wacol in Brisbane's west. The business case is assessing options to improve conditions for young people in detention and youth detention centre staff, as well as reduce the number of young people held on remand in police watch houses.

The business case is expected to be completed in the second half of 2019. The detailed analysis will lead to better outcomes for the community by ensuring fit-for-purpose infrastructure is delivered.

Bruce Highway Upgrade Program

FUNDING COMMITMENT: $12.6B

The 15-year Bruce Highway Upgrade Program is Queensland's largest road infrastructure program.

The Bruce Highway is Queensland's major north–south freight and commuter corridor, connecting coastal population centres from Brisbane to Cairns. The highway is part of Queensland's priority freight network and forms part of the National Land Transport Network.

Jointly funded by the Australian and Queensland Governments on an 80:20 basis, the 15-year (2013-14 to 2027-28) $12.6 billion Bruce Highway Upgrade Program is the largest road infrastructure program Queensland has ever seen. It is aimed at improving safety, flood resilience and capacity along the length of the Bruce Highway between Brisbane and Cairns.

Detailed business cases developed under the program with an estimated capital cost of delivery over $500 million will be led by Building Queensland, in partnership with the Department of Transport and Main Roads. Building Queensland is currently assisting with the development of a preliminary business case for the Rockhampton Ring Road, and will lead the development of this and other proposals over $500 million at the detailed business case stage.

Cairns Convention Centre

FUNDING COMMITMENT: $176M

An upgrade and expansion of the Cairns Convention Centre, along with essential maintenance works, is proposed to meet potential unmet demand for national and international conventions in Cairns.

The Cairns Convention Centre is owned by the state and managed by commercial operator AEG Ogden under a management agreement. In June 2016, the operator proposed an expansion and refurbishment of the centre to maintain market position and meet potential demand. It was proposed that this would coincide with planned essential maintenance works during the temporary closure period between May and October 2020.

The 2016-17 State Budget allocated $176 million over two years from 2018-19 to extend the existing Cairns Convention Centre, following consideration of a business case. Building Queensland assisted the Department of Housing and Public Works in developing a preliminary business case for the project which concluded in mid-2018. Building Queensland later partnered with the department to lead the development of the detailed business case which was completed in mid-2019. The detailed business case investigated:

- essential maintenance works, including partial replacement of roofing materials, replacement of the lifts, upgraded air-conditioning, upgraded disability access, and improved computer and audio systems
- refurbishment works
- expansion works to facilitate additional space for convention, plenary, meeting and support spaces.

Ipswich Hospital Redevelopment Stage 1A

FUNDING COMMITMENT: $127.5M

Ipswich Hospital is the primary hospital for the West Moreton Health catchment—the state's fastest growing hospital and health service.

The region is experiencing rapid growth with the population forecast to more than double from 286,000 to 587,600 by 2036. The community is culturally, economically and geographically diverse, with lower social determinants of health than the Queensland average, resulting in proportionately higher acuity, burden of disease and health care demand. In addition to the high incidence of chronic disease, the region has an ageing population.

The West Moreton Health Master Plan identifies a preferred configuration of facilities to support future service need, and proposes a staged redevelopment of West Moreton Health facilities across the entire catchment over 15 years. A preliminary business case developed in 2017 documented a strategic, phased approach to respond to demand pressures and emerging issues, and proposed a number of developments to ensure long-term effectiveness, efficiency and sustainability of the health service. Commencing with Stage 1A of the Ipswich Hospital Redevelopment, the phased approach facilitates a measured strategy to build capability and capacity to address current and future shortfalls in service provision while ensuring future flexibility to respond to emerging issues.

A detailed business case for Stage 1A of the Ipswich Hospital Redevelopment was completed by Building Queensland in Q2 2019. Developed in partnership with Queensland Health, the business case investigated:

- a new mental health facility with 50 beds for adult acute and older persons
- a magnetic resonance imaging (MRI) suite
- purchase and refurbishment of Ipswich City Council facilities to provide new facilities for community health and administration functions
- upgrades to the existing at-grade car parks on the Ipswich City Council site and development of additional at-grade car parking.

Logan Hospital Expansion

FUNDING COMMITMENT: $461M

The catchment area for the Logan Hospital has experienced rapid growth and the hospital is providing a similar number of services as larger and more specialised hospitals without key physical infrastructure to support this activity.

Logan is one of the fastest growing regions in the state and a major growth corridor for South East Queensland with an estimated population of 1.2 million. The Logan Hospital is the main acute facility for the region and has grown from a 48-bed community hospital in 1990 to more than 400 beds and bed alternatives as at 2018. Despite significant capital investment over the last 10 years, and changes in models of care, the existing facility no longer has adequate capacity to meet service demand.

The hospital operates under a networked approach with other Metro South Hospital and Health Service facilities including the Princess Alexandra Hospital, Queen Elizabeth II Hospital, Redland Hospital and Beaudesert Hospital. There is opportunity for Logan Hospital to support a system-wide approach to service delivery through providing additional capacity locally, thereby releasing capacity constraints at other Metro South Hospital and Health Service facilities.

The Queensland Government has committed to expanding Logan Hospital as part of a broader program for South East Queensland hospitals in growth corridors. The planned expansion of the Logan Hospital will deliver an additional 206 beds, bringing bed numbers into better alignment with the population in the catchment area.

Building Queensland led the development of a detailed business case for the project in partnership with Queensland Health. Completed in Q1 2019, the business case investigated a vertical and floorplate expansion of one of the buildings. This expansion is a critical enabler to improving emergency department efficiency and performance. The refurbishment of a further two buildings was investigated to increase capacity of the pharmacy, intensive care unit, mental health services and endoscopy unit. Metro South Hospital and Health Service is also implementing a number of non-infrastructure solutions, such as hospital avoidance and substitution strategies to minimise the impact on existing infrastructure.

Inner City South State Secondary College

FUNDING COMMITMENT: BUILDING FUTURE SCHOOLS FUND

The Queensland Government is investing $1.3 billion in the Building Future Schools Fund to support growing communities and assist in managing enrolment growth in state schools.

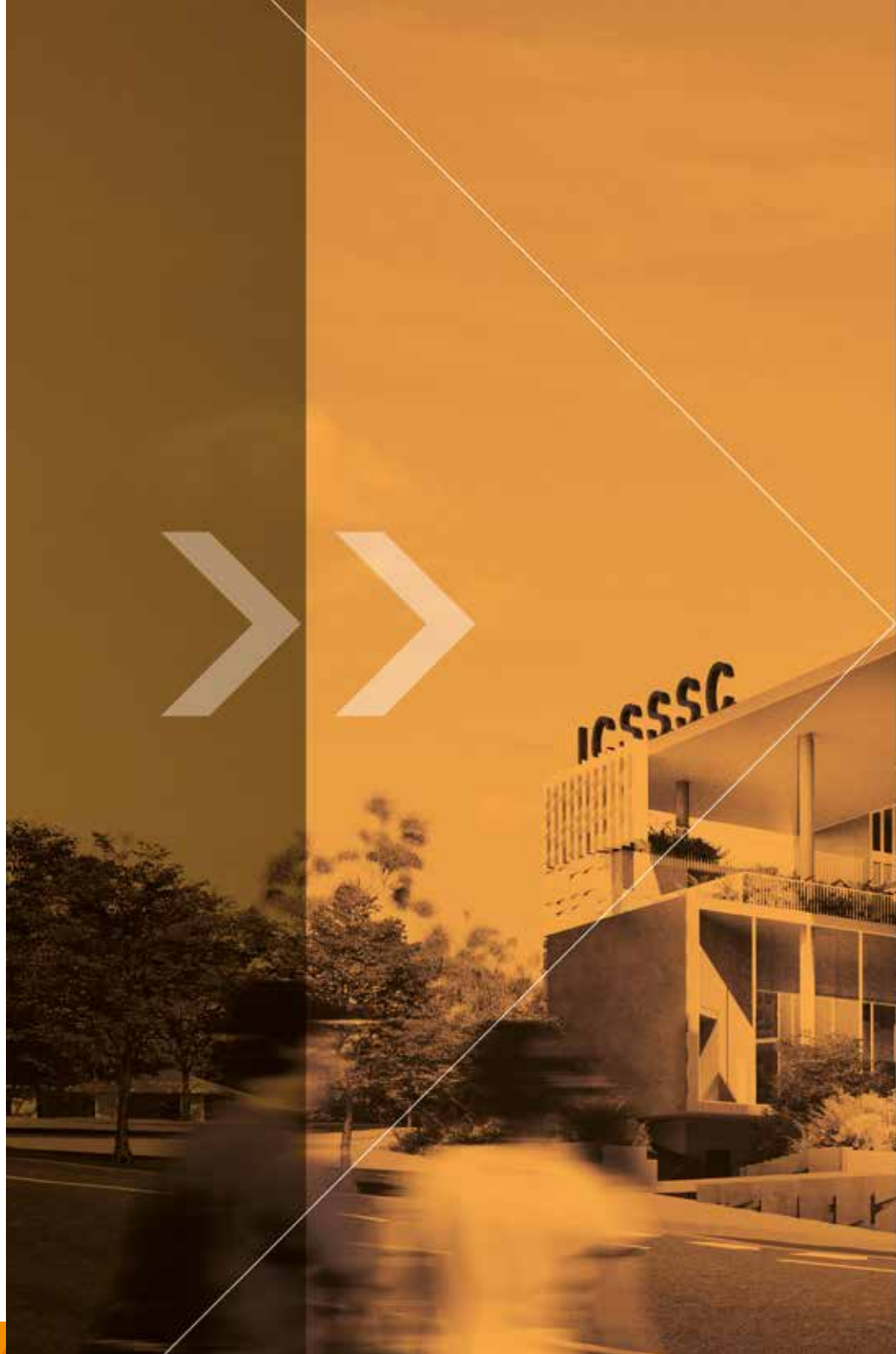
South East Queensland has experienced sustained levels of high population growth in recent decades, with growth forecast to continue at moderate levels. South East Queensland will experience the bulk of Queensland's expected population growth over the foreseeable future, with a forecast population growth rate of 75,000 each year, and an expected overall population of 5.3 million in 25 years. This level of growth requires robust planning for infrastructure to ensure that the population has local access to essential services.

Within South East Queensland, changing lifestyles in Brisbane have resulted in families starting to embrace inner-city living. Growth has been primarily concentrated in the Brisbane central business district and suburbs along the Brisbane River. Within the inner-south school network area, significant growth has occurred in West End and South Brisbane.

Under the Building Future Schools Fund, the Inner City South State Secondary College project was identified as a possible solution to relieve enrolment pressures on key schools in inner Brisbane, and address emerging pressures across the network of inner-city schools.

Building Queensland partnered with the Department of Education to develop a detailed business case for the project. Completed in Q1 2019, the Inner City South State Secondary College Detailed Business Case investigated a proposed year 7–12 secondary school located in the inner-south Brisbane suburb of Dutton Park. The Inner City South State Secondary College will encompass a number of multi-storey, campus-style buildings including a multi-purpose hall, learning hub, creative hub, and administration/ staff centre. The vision for the school is to be recognised nationally and internationally as innovative, inclusive and engaged in providing a high-quality, holistic learning environment for all students, where students are prepared with the skills and capabilities to thrive in a rapidly changing and inter-connected world. It will encompass modern education and collaboration with The University of Queensland.

Construction of the Inner City South State Secondary College is expected to start in the second half of 2019, and the school scheduled to commence operation with year 7 at the start of the 2021 school year.



Artist impression of Inner City South State Secondary College (Image courtesy of Department of Education)


Broadbeach South
BOMBARDIER
G:link
TRANSLink


Kuraby


PRINCESS ALEXANDRA HOSPITAL
PA Princess Alexandra HOSPITAL

buildingqueensland.qld.gov.au

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