

The background of the cover is a long-exposure photograph of a multi-lane highway at night. The road curves into the distance, with red light trails from cars in the left lanes and yellow/white light trails from cars in the right lanes. The sky above is a deep orange and red, suggesting a sunset or sunrise. The overall design is modern and dynamic, with geometric shapes and lines in orange and grey overlaid on the image.

INFRASTRUCTURE PIPELINE REPORT

JUNE 2018



Image courtesy of Department of Transport and Main Roads



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INFRASTRUCTURE PIPELINE REPORT JUNE 2018
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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 nominated statutory authorities, Building Queensland leads the development of detailed business cases for projects with an estimated capital cost of delivery over \$100 million and assists with those between \$50–\$100 million.

All infrastructure proposals led by Building Queensland are developed under our Business Case Development Framework. The framework ensures 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. The Infrastructure Pipeline Report provides transparency of key government proposals under development.



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Foreword

Since the release of our first Infrastructure Pipeline Report in June 2016, the government has allocated funding to 18 priority proposals. Many of these projects are now in the process of being procured and delivered.

In the six months since the December 2017 edition of the Infrastructure Pipeline Report, the Queensland Government has committed funding to nine projects. This investment demonstrates the value of the pipeline in signalling Queensland's infrastructure priorities to all levels of government, and provides industry with visibility of the pipeline of projects which Building Queensland considers to be the state's infrastructure priorities.

The Queensland Government's funding commitment for projects independently assessed by Building Queensland signals to industry and the community that funding decisions are supported by robust analysis.

The state relies on this infrastructure to enhance economic and social development. The government's investment in hospitals will help ensure Queenslanders have access to contemporary medical care. Investment in road and rail infrastructure will help battle congestion and keep our state moving. Schools funding will mean top education facilities are delivered in fast-growing communities, and new water infrastructure will enhance opportunities for economic development in our regions.

The government has also been developing a steady flow of work resulting in seven new proposals added to the pipeline from Transport, Health and Education. With assistance from Building Queensland, these proposals are anticipated to progress for future consideration.

The intention of the Infrastructure Pipeline Report has always been to inform the Queensland Government's decisions on major infrastructure, while also providing industry with visibility of proposals under development. With maturity, the pipeline has in fact emerged as a yardstick for the Queensland Government and is now

also starting to provide early visibility of priorities at a national level as Queensland projects enter Infrastructure Australia's Infrastructure Priority List.

Building Queensland continues to strive for transparency. Having listened to industry feedback we have introduced a new section in the report featuring detailed business cases Building Queensland is leading that have funding commitments from the Queensland Government for delivery. The inclusion of this section provides full disclosure of Building Queensland's work program, with greater transparency also achieved through public release of some of our recent business cases.

As a statutory body focused on enhancing infrastructure outcomes, we are passionate about our work in developing the infrastructure solutions and identifying the projects Queensland needs for the future. We look forward to continuing our partnership with Queensland Government agencies, industry and the community as new projects emerge and progress.



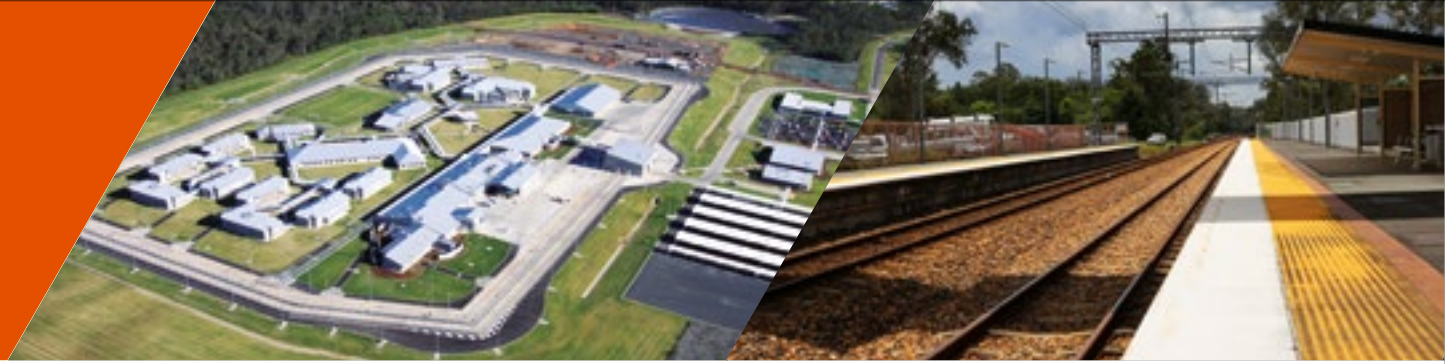
Alan Millhouse
Chair, Building Queensland



Damian Gould
Chief Executive Officer,
Building Queensland

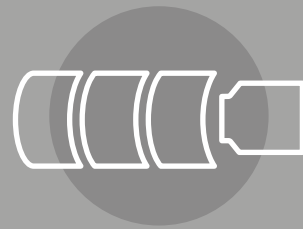


Introduction



Building Queensland is the Queensland Government's independent infrastructure advisor. Our role is to develop a pipeline of proposals considered to be priorities for the state, and to prepare robust business cases to inform investment decisions. The Infrastructure Pipeline Report is presented in two parts:

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. Some of these proposals are being developed by Building Queensland in partnership with the responsible government agency. All are proposals Building Queensland recommends are further analysed, or are ready for consideration by government.



Unfunded
for delivery



\$50M
minimum
capital cost

PART 2 FUNDED PROPOSALS



DETAILED BUSINESS CASES

Part 2 features the detailed business cases Building Queensland is leading that are supported by Queensland Government funding commitments in part or in full. These proposals are estimated to have a minimum capital cost of \$100 million and delivery is subject to detailed analysis confirming the viability of the proposal. These business cases are out of scope for inclusion in the infrastructure pipeline (Part 1—unfunded proposals).



Funded
for delivery



\$100M
minimum
capital cost



The real worth of the infrastructure pipeline lies in the detailed investigation and assessment underpinning the infrastructure proposals identified as priorities for the state. This gives industry and the community greater confidence in the government’s infrastructure decisions.

Since the release of our first Infrastructure Pipeline Report in June 2016, 18 proposals from the pipeline have received funding commitments from the Queensland Government.

Building Queensland’s Infrastructure Pipeline Report is also providing early visibility of Queensland proposals entering Infrastructure Australia’s Infrastructure Priority List. Infrastructure Australia positively assessed Building Queensland’s business case for the Beerburrum to Nambour Rail Upgrade—deeming it a priority project in the March 2018 Infrastructure Priority List. Two M1 Pacific Motorway proposals, Varsity Lakes to Tugun and Eight Mile Plains to Daisy Hill, also made the March 2018 Infrastructure Priority List after appearing in Building Queensland’s Infrastructure Pipeline Report since June 2017. Building Queensland is now leading the development of these M1 Pacific Motorway detailed business cases in partnership with the Department of Transport and Main Roads.

The Beerburrum to Nambour Rail Upgrade and two M1 Pacific Motorway proposals received Australian and Queensland Government funding in the 2018–19 budgets.

18 PROPOSALS FUNDED FROM THE INFRASTRUCTURE PIPELINE

<div>Operations have commenced</div> <div> <p>Financial System Renewal (Queensland Health)</p> </div>	<div>In delivery – procurement/construction is underway</div> <div> <div> Cross River Rail Laboratory Information System Smithfield Transport Corridor Upgrade </div> <div> European Train Control System—Inner City M1 Pacific Motorway—Mudgeeraba to Varsity Lakes </div> </div>
<div>With other agency for consideration</div> <div> <div> Burdekin Falls Dam—Saddle Dam & Monolith Improvement Project <p><i>SunWater is undertaking a review of the dam’s hydrology which will help inform the proposal design requirements and ultimately the detailed business case.</i></p> </div> <div> Five Schools Package <p><i>With Department of Education for consideration</i></p> </div> </div>	<div>Detailed business case being finalised (refer Part 2)</div> <div> <div> Caboolture Hospital Expansion Stage 1 M1 Pacific Motorway—Eight Mile Plains to Daisy Hill </div> <div> Logan Hospital Expansion M1 Pacific Motorway—Varsity Lakes to Tugun </div> </div>
<div>Planning for implementation underway</div> <div> <div> Beerburrum to Nambour Rail Upgrade Lower Fitzroy River Infrastructure Project </div> <div> Bruce Highway—Caboolture/Bribie Island Road to Steve Irwin Way New Performing Arts Venue </div> <div> Port of Townsville Channel Capacity Upgrade </div> </div>	
<div>Detailed business case to commence</div> <div> Ipswich Hospital Redevelopment </div>	

Part 1 identifies Queensland Government infrastructure proposals that are unfunded for delivery with a minimum capital cost of \$50 million.





PART 1

UNFUNDED PROPOSALS

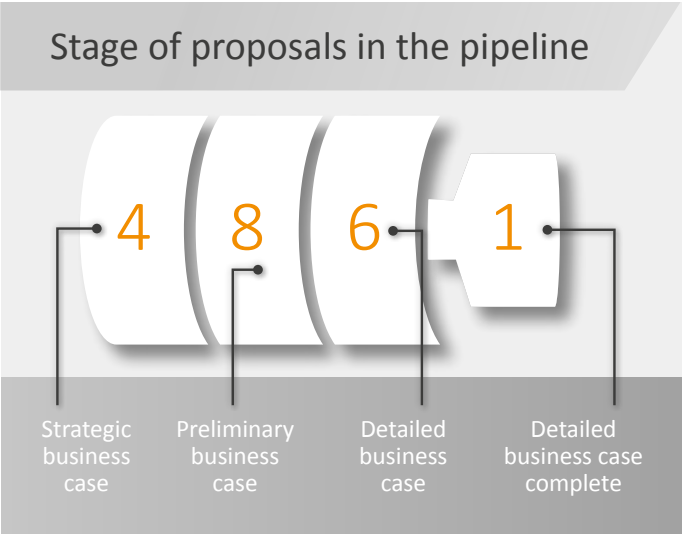
Infrastructure Pipeline

Pictured left to right:
Port of Gladstone, Bruce Highway,
and Kuraby Station

Summary of priority proposals

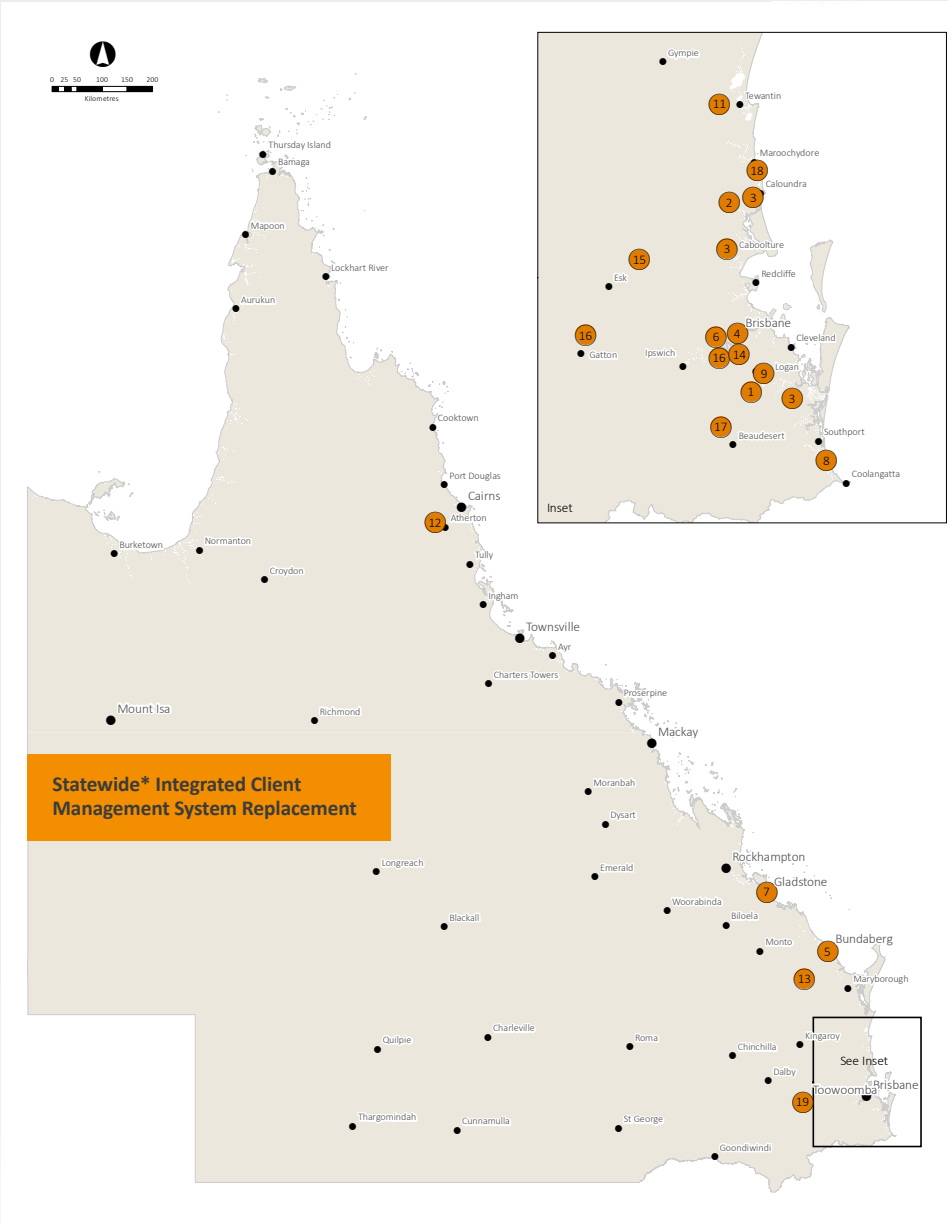
The infrastructure pipeline aims to inform the Queensland Government’s decisions on unfunded infrastructure proposals. These are the proposals which Building Queensland recommends are further developed or are ready for consideration by government. All proposals are estimated to have a minimum capital cost of \$50 million and are unfunded for delivery.

Total number of proposals **19**

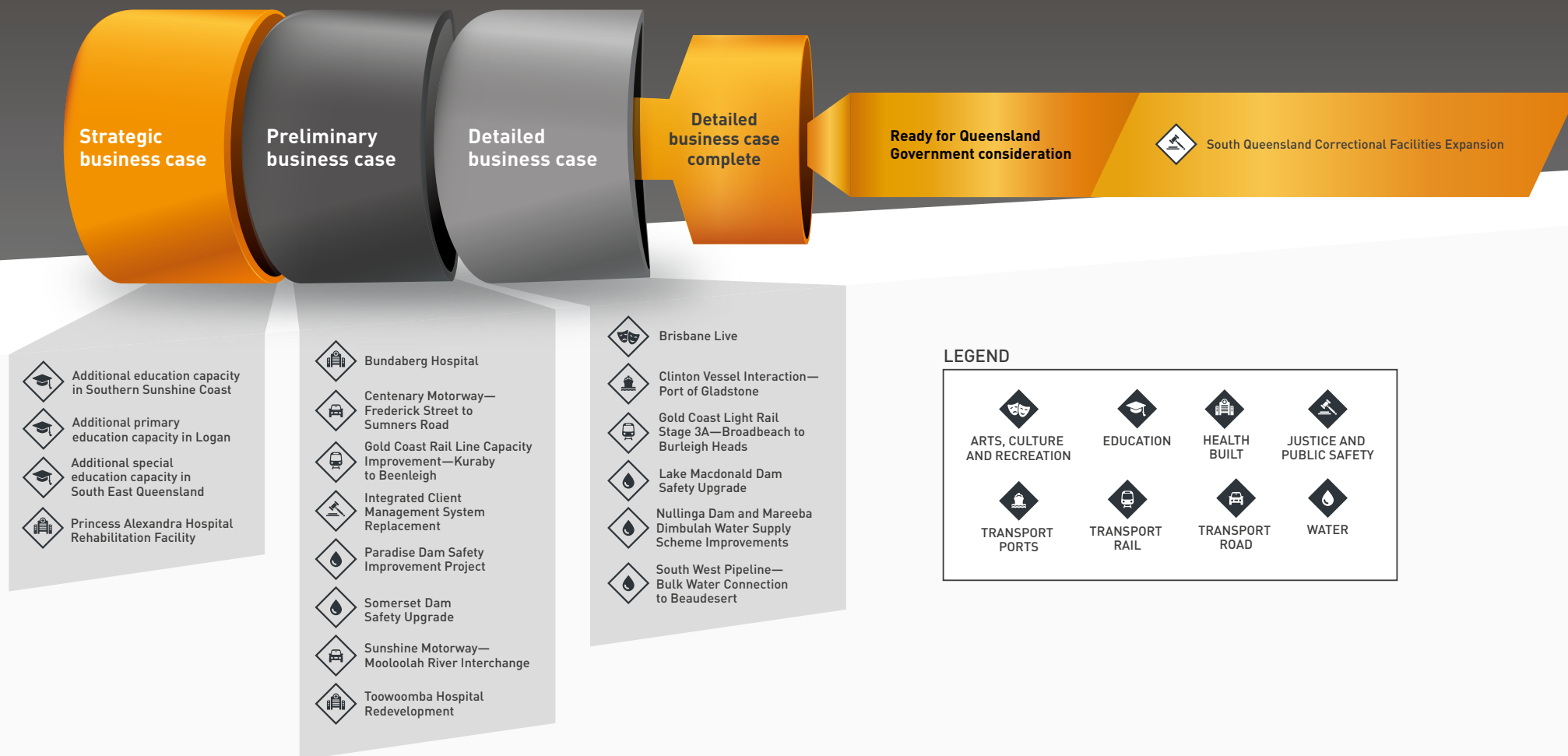


Proposals by location	
1	Additional primary education capacity in Logan
2	Additional education capacity in Southern Sunshine Coast
3	Additional special education capacity in South East Queensland
4	Brisbane Live
5	Bundaberg Hospital
6	Centenary Motorway—Frederick Street to Sumners Road
7	Clinton Vessel Interaction—Port of Gladstone
8	Gold Coast Light Rail Stage 3A—Broadbeach to Burleigh Heads
9	Gold Coast Rail Line Capacity Improvement—Kuraby to Beenleigh
10*	Integrated Client Management System Replacement
11	Lake Macdonald Dam Safety Upgrade
12	Nullinga Dam and Mareeba Dimbulah Water Supply Scheme Improvements
13	Paradise Dam Safety Improvement Project
14	Princess Alexandra Hospital Rehabilitation Facility
15	Somerset Dam Safety Upgrade
16	South Queensland Correctional Facilities Expansion
17	South West Pipeline—Bulk Water Connection to Beaudesert
18	Sunshine Motorway—Mooloolah River Interchange
19	Toowoomba Hospital Redevelopment

Note: Project 10* is statewide and is not mapped.



June 2018 Infrastructure Pipeline of Priority Proposals



What's changed



In the six months from December 2017, nine proposals have received full or partial funding commitments and progressed out of the pipeline. These include upgrades to the Logan, Caboolture and Ipswich hospitals (Ipswich Hospital Detailed Business Case to commence shortly); M1 Pacific Motorway—Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun; New Performing Arts Venue; Lower Fitzroy River Infrastructure Project; Beerburum to Nambour Rail Upgrade; and Five Schools Project.



The Public Safety Regional Radio Communications Project has also progressed out of the pipeline, with the Queensland Government endorsing an option in the detailed business case that will ensure regional public safety radio communication services remain compliant with national regulatory requirements.

The Townsville Eastern Access Rail Corridor has also moved out of the pipeline as preservation of the rail corridor is progressing, consistent with Building Queensland's detailed business case recommendations. This approach will de-risk the delivery of the project when it is to proceed.

The two Bruce Highway proposals have been removed given the \$8.5 billion funding committed to the Bruce Highway Upgrade Program. Funded proposals previously

listed in the pipeline where Building Queensland has a lead role in the detailed business case now appear in Part 2—Funded proposals.

Nullinga Dam and Somerset Dam Safety Upgrade have also progressed to the next stage of development.



The Patient Administration Replacement Program, Wyaralong Water Treatment Plant and Cunningham Highway—Yamanto Interchange to Ebenezer Creek have been removed from the pipeline.

The Patient Administration System Replacement Program has been removed because of a change in scope which has resulted in the capital cost of tranche 1 dropping below the \$50 million threshold for inclusion in the pipeline.

The service need for the Wyaralong Water Treatment Plant has been reviewed and the proposal is no longer required in the near term.

The key project drivers underpinning the 2012 analysis for the Cunningham Highway—Yamanto Interchange to Ebenezer Creek Detailed Business Case have changed. The anticipated level of economic development in the immediate project area around Amberley has not occurred in accordance with the assumptions used in the

detailed business case. This project has been removed from the pipeline and a review of infrastructure priorities in the region is underway to address how expected development in the area is best supported.

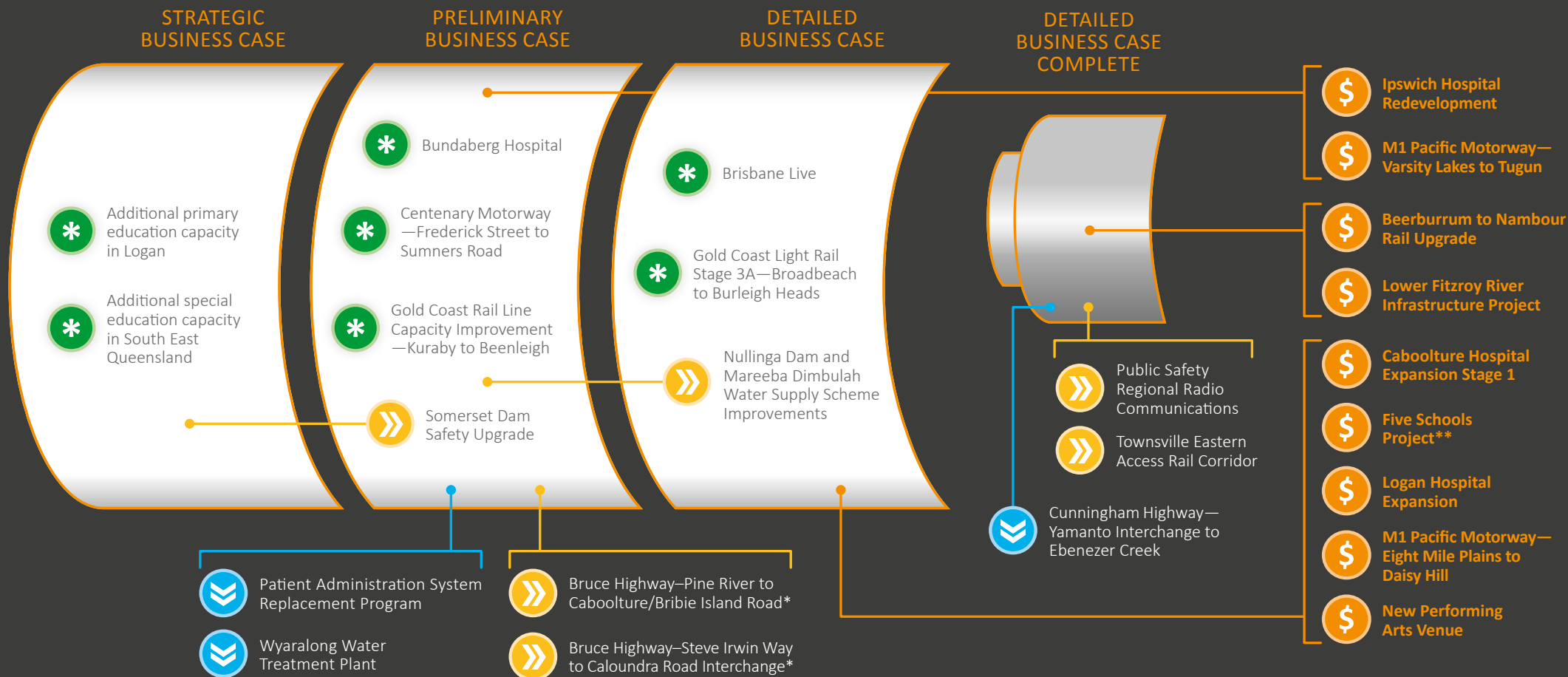


As proposals have left the pipeline, new ones have been added. Almost half of the new proposals are from the transport sector, reflecting the importance of road and rail infrastructure in delivering economic benefits.

One of the new transport proposals is the Gold Coast Light Rail Stage 3A project. This project has entered the pipeline at the detailed business case stage as the preliminary business case was developed by the City of Gold Coast before transitioning to the state. Building Queensland is leading the Gold Coast Light Rail Stage 3A Detailed Business Case in partnership with the Department of Transport and Main Roads.

Social infrastructure proposals from Health and Education have also been added, along with Brisbane Live. Like Gold Coast Light Rail Stage 3A, Brisbane Live has entered the pipeline at the detailed business case stage. This proposal came into government through the Market Led Proposals Framework and is now progressing as a detailed business case led by Building Queensland and the Cross River Rail Delivery Authority.

Key changes in the pipeline since December 2017



* New proposal

\$ Proposal that has received funding

» Proposal that has progressed

≡ Proposal that has been removed

*The preliminary business cases for the Bruce Highway—Pine River to Caboolture/Bribie Island Road and Steve Irwin Way to Caloundra Road Interchange projects are being progressed under the funded Bruce Highway Upgrade Program—refer to Part 2.

**Previously Schools Package Metropolitan and North Coast Regional Growth Corridors, and Additional Schooling Capacity in Northern Gold 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.

All cost estimates are indicative and rounded to the nearest \$10 million. 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), regional or statewide.

In accordance with the *Building Queensland Act 2015*, Building Queensland may perform a lead or assist role as indicated in the following proposal summaries. Where a detailed business case commenced prior to Building Queensland's formal establishment, the responsible agency has continued to lead the development of the proposal to avoid delays or additional costs.

PIPELINE OF PRIORITY PROPOSALS AS AT JUNE 2018

Stage of Development	Proposal Name	Sector	Location	Page
Ready for Queensland Government consideration	South Queensland Correctional Facilities Expansion	 Justice and Public Safety	SEQ	12
Detailed business case	Brisbane Live	 Arts, Culture and Recreation	SEQ	13
	Clinton Vessel Interaction—Port of Gladstone	 Transport—Port	Regional	14
	Gold Coast Light Rail Stage 3A—Broadbeach to Burleigh Heads	 Transport—Rail	SEQ	15
	Lake Macdonald Dam Safety Upgrade	 Water	SEQ	16
	Nullinga Dam and Mareeba Dimbulah Water Supply Scheme Improvements	 Water	Regional	17
	South West Pipeline—Bulk Water Connection to Beaudesert	 Water	SEQ	18
Preliminary business case	Bundaberg Hospital	 Health—Built	Regional	19
	Centenary Motorway—Frederick Street to Sumners Road	 Transport—Road	SEQ	19
	Gold Coast Rail Line Capacity Improvement—Kuraby to Beenleigh	 Transport—Rail	SEQ	20
	Integrated Client Management System Replacement	 Justice and Public Safety	Statewide	20
	Paradise Dam Safety Improvement Project	 Water	Regional	21
	Somerset Dam Safety Upgrade	 Water	SEQ	21
	Sunshine Motorway—Mooloolah River Interchange	 Transport—Road	SEQ	22
	Toowoomba Hospital Redevelopment	 Health—Built	SEQ	22
Strategic business case	Additional education capacity in Southern Sunshine Coast	 Education	SEQ	23
	Additional primary education capacity in Logan	 Education	SEQ	23
	Additional special education capacity in South East Queensland	 Education	SEQ	23
	Princess Alexandra Hospital Rehabilitation Facility	 Health—Built	SEQ	23



South Queensland Correctional Facilities Expansion

Combines the former Arthur Gorrie Correctional Centre and Southern Queensland Correctional Precinct (Gatton) proposals

RESPONSIBLE AGENCY

Queensland
Corrective Services

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case complete

PLANNED STAGE END DATE

Not applicable

NEXT STEPS

Ready for Queensland
Government consideration

ESTIMATED COST OF DELIVERY

\$1.22 billion

BUILDING QUEENSLAND ROLE

Led/assisted detailed business case^{5 6}

NEED

All male high-security facilities in south Queensland are exceeding capacity. Between 2012 and 2017, the total number of prisoners in Queensland grew by 46 per cent and the total number of remand prisoners grew by 86 per cent. Subsequently, built capacity at the Arthur Gorrie Correctional Centre and the Southern Queensland Correctional Precinct (Gatton) has been exceeded. The need for a specific capacity increase for remandees as well as a capacity increase for the overall prison population has been identified.

BENEFITS

The projects are expected to:

- » enhance safety between prisoners, and prisoners and staff
- » deliver more flexibility to manage the allocation of prisoners to the most appropriate facility
- » increase access to remand-specific programs and health services to better prepare remandees for potential release following court proceedings
- » increase access to education programs, and prison employment opportunities to provide employable skills and readiness for community reintegration and to lower rates of recidivism
- » reduce future strain on building facilities with less risk of service failures.

PROPOSAL

The South Queensland Correctional Facilities Expansion takes a system-wide approach to managing the prisoner population and system overcrowding. As such, the proposal investigated

options to relieve capacity constraints at both facilities—the Southern Queensland Correctional Precinct (Gatton) and the Arthur Gorrie Correctional Centre. Several options were explored including:

- » better use of existing infrastructure, including reviewing the roles and functions of southern Queensland correctional centres
- » ways to improve existing infrastructure to expand current capacity, including construction of new cell blocks, and upgraded and expanded prisoner support services facilities
- » construction of cells at a new greenfield site.

DELIVERY MODEL

A range of delivery models was considered as part of detailed business case development, including:

- » Public-Private Partnership options—Design, Build, Finance and Maintain; Design, Construct, Maintain and Operate; Design, Build, Finance, Operate and Maintain; and Design, Construct and Maintain
- » Traditional delivery options—Managing Contractor, Design and Construct and Construct Only.

Final delivery model/s will be confirmed following government consideration of detailed business case outcomes.

⁵ Led Arthur Gorrie Correctional Centre Detailed Business Case and assisted with Southern Queensland Correctional Precinct (Gatton) Detailed Business Case.

⁶ No active role during the December 2017 to June 2018 pipeline period.



Brisbane Live

RESPONSIBLE AGENCY

Cross River Rail
Delivery Authority

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Q4 2018

NEXT STEPS

Complete detailed business case

ESTIMATED COST OF DELIVERY

To be determined⁷

BUILDING QUEENSLAND ROLE

Leading 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 Arena, with state-of-the-art facilities and technology, would provide Brisbane and Queensland with a world class facility for premium live events.

BENEFITS

Benefits that have been identified include:

- » enhanced productivity from the co-location of jobs and housing, better utilisation of existing infrastructure and increased retail and entertainment activity
- » greater access to jobs via public transport for residents of Brisbane and surrounding areas
- » attraction of additional international entertainment performances to Brisbane.

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.

DELIVERY MODEL

Further delivery model analysis is a key component of the detailed business case. The final delivery model recommendation will consider risk, operational impacts and value for money.

⁷ An estimate will be provided once the proposal has been developed further.



Clinton Vessel Interaction—Port of Gladstone

(formerly Clinton Bypass Channel—Gladstone Port)

RESPONSIBLE AGENCY

Gladstone Ports Corporation

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Q1 2019

NEXT STEPS

Complete detailed business case

ESTIMATED COST OF DELIVERY

\$65–\$80 million⁸

BUILDING QUEENSLAND ROLE

Assisting with detailed business case⁹

NEED

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

BENEFITS

The project is expected to improve the efficiency of:

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

It is also expected to create a safer environment as these activities will no longer be impacted by the passage of larger vessels.

PROPOSAL

The options being investigated in the proposal include:

- » making better use of existing infrastructure, including controlling transit speed and utilising tugs to control vessels berthed at time of transit, and introducing a new mooring system
- » improving existing infrastructure, such as deepening the Clinton Bypass Channel or widening 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.

⁸ A range is provided by responsible agency as a number of options are still being considered.

⁹ No active role during the December 2017 to June 2018 pipeline period.



Gold Coast Light Rail Stage 3A— Broadbeach to Burleigh Heads

RESPONSIBLE AGENCY

Department of Transport and
Main Roads¹⁰

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Q4 2018

NEXT STEPS

Complete detailed business case

ESTIMATED COST OF DELIVERY

\$670 million¹¹

BUILDING QUEENSLAND ROLE

Leading detailed business case

NEED

The Gold Coast is Australia's largest non-capital city and the second largest city in Queensland, with its population forecast to increase by 61 per cent to 928,000 in 2041. The provision of high-capacity public transport will allow the Gold Coast to accommodate forecast growth while preserving the attractiveness and liveability of the southern Gold Coast.

The identified corridor surrounding Stage 3A of the Gold Coast Light Rail is planned to accommodate a significant portion of the city's new housing through urban renewal and higher levels of amenity and density. Better public transport services in this growth area will reduce car dependency and traffic congestion.

BENEFITS

The project is expected to provide the following benefits:

- » travel time savings
- » reduced vehicle operating costs
- » improved public transport service reliability
- » active transport benefits from improved active transport infrastructure
- » reduced number and severity of vehicle accidents.

PROPOSAL

The extension of light rail to Burleigh Heads (Stage 3A) involves approximately 6.4 kilometres of dedicated dual light rail track from Broadbeach South station to Burleigh Heads including:

- » light rail tracks running in the centre of the Gold Coast Highway to Burleigh Heads
- » up to eight new light rail stations
- » up to five new light rail vehicles and an upgrade to the existing depot facilities
- » a light rail–bus interchange at Burleigh Heads
- » supporting works and improvements, including signalised traffic intersections and upgrades, new signalised pedestrian crossings and upgraded pedestrian and cycle facilities.

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.

¹⁰ Preliminary business case led by the City of Gold Coast.

¹¹ Nominal cost in Australian Dollars 2017, estimate provided by City of Gold Coast.



Lake Macdonald Dam Safety Upgrade

RESPONSIBLE AGENCY

Seqwater

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Q1 2019

NEXT STEPS

Complete detailed business case

ESTIMATED COST OF DELIVERY

\$90–100 million¹²

BUILDING QUEENSLAND ROLE

Assisting with detailed business case¹³

NEED

Lake Macdonald Dam on Six Mile Creek on the Sunshine Coast requires an upgrade to meet modern standards and the performance requirements of the Queensland dam safety regulations. 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.

BENEFITS

The proposal will ensure the dam meets performance standards outlined in the Queensland dam safety regulations.

PROPOSAL

Lake Macdonald is located approximately 4 kilometres northeast 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 proposal is to upgrade the existing dam to meet the requirements of the Queensland dam safety guidelines. The proposed upgrade will reduce dam safety risks by increasing the spillway capacity and the earthquake stability of the dam, while maintaining water supply security.

Studies have considered a range of options including decommissioning of the dam, retrofitting of strengthening works and new build options.

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.

¹² Nominal cost in Australian Dollars 2017, estimate provided by responsible agency.

¹³ No active role during the December 2017 to June 2018 pipeline period.



Nullinga Dam and Mareeba Dimbulah Water Supply Scheme Improvements *(formerly Nullinga Dam and Other Options)*

RESPONSIBLE AGENCY

SunWater¹⁴

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Q2 2019

NEXT STEPS

Complete detailed business case

ESTIMATED COST OF DELIVERY

\$330 million¹⁵

BUILDING QUEENSLAND ROLE

Leading detailed business case

NEED

The limited availability of water allocations for agricultural use in the Mareeba Dimbulah irrigation area is inhibiting the opportunity for economic development in the region.

BENEFITS

The proposal is expected to increase availability of water to meet long-term supply across the region and enhance agricultural development opportunities.

PROPOSAL

The proposed Nullinga Dam site is located on the Walsh River, approximately 55 kilometres south-west of Cairns and 24 kilometres south-south-west of Mareeba. The dam site is within the existing Mareeba Dimbulah Water Supply Scheme, which is currently supplied by Tinaroo Falls Dam.

The proposal is investigating the following options:

- » augmenting/enhancing the existing water supply system
- » optimising water trading within the catchment and 'repurposing' current water allocations

- » converting water losses from existing water transport infrastructure (e.g. transfer channels) to new water allocations
- » constructing Nullinga Dam.

DELIVERY MODEL

The preliminary business case assessed a number of potential delivery models for the delivery of Nullinga Dam. The delivery model assessment concluded that Design and Construct with potential Early Contractor Involvement was the preferred delivery model at this point in time. The preferred delivery model will be investigated further during the development of the detailed business case.

The Nullinga Dam and Other Options Preliminary Business Case is available on the Building Queensland website.

¹⁴ SunWater has assumed responsibility from the former Department of Energy and Water Supply for the delivery of the detailed business case.

¹⁵ Nominal cost in Australian dollars, Building Queensland preliminary business case 2017.



South West Pipeline—Bulk Water Connection to Beaudesert

RESPONSIBLE AGENCY

Seqwater

PROPOSAL STAGE OF DEVELOPMENT

Detailed business case underway

PLANNED STAGE END DATE

Q3 2018

NEXT STEPS

Complete detailed business case

ESTIMATED COST OF DELIVERY

\$70 million¹⁶

BUILDING QUEENSLAND ROLE

Assisting with detailed business case¹⁷

NEED

The projected bulk water peak demand from Beaudesert is expected to begin experiencing capacity constraints by 2021–22 and increase significantly thereafter due to growth in the area, particularly within the Bromelton State Development Area. There is also significant growth predicted in the adjacent Logan City Council area of South Logan (including Yarrabilba and Flagstone).

Water supply to Beaudesert is currently provided by the Beaudesert Water Treatment Plant. The plant is a stand-alone water supply that extracts raw water from the Logan River, which has variable water quality. It is not connected to the South East Queensland Water Grid and will not meet levels of service into the future.

BENEFITS

The pipeline is expected to meet the near-term water demand of Beaudesert and provide water supply security to growth areas in the Logan City Council area. 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.

PROPOSAL

The South West Pipeline will connect the Beaudesert water supply zone to the South East Queensland bulk water supply grid via the Logan City Council water network. The pipeline will pass through the site of the future Wyaralong Water Treatment Plant.

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.

¹⁶ Nominal cost in Australian Dollars 2017, estimate provided by responsible agency.

¹⁷ No active role during the December 2017 to June 2018 pipeline period.



Bundaberg Hospital

RESPONSIBLE AGENCY

Queensland Health,
Wide Bay Hospital and
Health Service

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business
case underway

PLANNED STAGE END DATE

Q4 2018

NEXT STEPS

Complete preliminary
business case

ESTIMATED COST OF DELIVERY

To be determined¹⁸

BUILDING QUEENSLAND ROLE

Assisting with
preliminary
business case

NEED

The current Bundaberg Hospital site is adjacent to the Burnett River and is vulnerable to flooding. During the 2013 flood, electrical switchboards and diesel generators were compromised and patients were evacuated.

There is also an increase in demand for hospital capacity driven by a growing ageing population in the region and high levels of chronic disease.

PROPOSAL

The proposal will develop a plan for future growth of hospital services so it can deliver the appropriate volume and range of inpatient services to the regional population. The preliminary business case is investigating a range of options to meet the service need including flood resilience and capacity improvements at the current Bundaberg Hospital, increased capacity at existing Wide Bay health sites or a new hospital at a new site.

¹⁸ An estimate will be provided once the proposal has been developed further.



Centenary Motorway— Frederick Street to Sumners Road

RESPONSIBLE AGENCY

Department of Transport
and Main Roads

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business
case underway

PLANNED STAGE END DATE

Q3 2018

NEXT STEPS

Complete preliminary
business case

ESTIMATED COST OF DELIVERY

To be determined¹⁹

BUILDING QUEENSLAND ROLE

Assisting with preliminary
business case²⁰

NEED

The Centenary Motorway from Frederick Street to Sumners Road carries a mix of commuter, commercial, freight and public transport traffic.

This section of the motorway currently carries traffic volumes that exceed capacity, resulting in daily periods of congestion which increase travel times, reduce reliability and increase the risk of accidents.

The congestion in this section is forecast to increase because of further traffic demand driven by growth in the western corridor.

PROPOSAL

The proposal is considering a staged approach to upgrading the corridor with the first stage including a three-lane northbound bridge connecting to the existing motorway alignment.

¹⁹ An estimate will be provided once the proposal has been developed further.

²⁰ No active role during the December 2017 to June 2018 pipeline period.



Gold Coast Rail Line Capacity Improvement—Kuraby to Beenleigh

RESPONSIBLE AGENCY

Department of Transport and Main Roads

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business case underway

PLANNED STAGE END DATE

Q2 2019

NEXT STEPS

Complete preliminary business case

ESTIMATED COST OF DELIVERY

To be determined²¹

BUILDING QUEENSLAND ROLE

Assisting with preliminary business case²²

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 services to pass
- » development of a partial or full third track
- » consideration of corridor preservation activities for a fourth track
- » targeted track realignments to improve travel time
- » station upgrades and higher-capacity trains.

The options will be packaged to form a preferred solution which will be developed into a staged implementation plan as part of detailed business case development.

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

²² No active role during the December 2017 to June 2018 pipeline period.



Integrated Client Management System Replacement

RESPONSIBLE AGENCY

Department of Child Safety, Youth and Women

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business case underway

PLANNED STAGE END DATE

Q3 2018

NEXT STEPS

Complete preliminary business case

ESTIMATED COST OF DELIVERY

To be determined²³

BUILDING QUEENSLAND ROLE

Assisting with preliminary business case

NEED

Appropriate management and sharing of information at the right time is critical to the safety and wellbeing of at-risk children and young people. At the same time, confidentiality and privacy are essential requirements for information systems.

Despite significant resources being spent on maintaining and upgrading the current Integrated Client Management System (ICMS), several opportunities for improvement have been identified. The technology is reaching the end of its useful life and integration with new technology (e.g. Windows operating systems and productivity tools) is becoming increasingly complex. Furthermore, there are opportunities to enhance information sharing capacity with other government and non-government organisations.

PROPOSAL

This information technology project is modular and includes investigating sequential tranches of work, each improving the delivery of frontline child safety and youth justice services for at-risk children and young people living in Queensland. In the current stage of development, solutions are being analysed with prototypes from vendors being considered.

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



Paradise Dam Safety Improvement Project

(formerly Paradise Dam – Primary Spillway Improvement Project
and Paradise Dam – Secondary Spillway Improvement Project)

RESPONSIBLE AGENCY

SunWater

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business
case underway

PLANNED STAGE END DATE

Q3 2018

NEXT STEPS

Complete preliminary
business case

ESTIMATED COST OF DELIVERY

To be determined²⁴

BUILDING QUEENSLAND ROLE

Assisting with
preliminary
business case²⁵

NEED

Paradise Dam is located approximately 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 options to maintain the efficiency and further assist the safe operation of Paradise Dam. Improvements to the primary and secondary spillways are proposed to prevent significant scour occurring downstream of the toe of the dam in major flood events. Proposed upgrade options being investigated include improving dam stability, addressing energy dissipation and stability in the primary spillway, and constructing a side channel spillway downstream of the existing secondary spillway to address the potential for scour.

²⁴ An estimate will be provided once the proposal has been developed further.

²⁵ No active role during the December 2017 to June 2018 pipeline period.



Somerset Dam Safety Upgrade

RESPONSIBLE AGENCY

Seqwater

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business
case underway

PLANNED STAGE END DATE

Q4 2018

NEXT STEPS

Complete preliminary
business case

ESTIMATED COST OF DELIVERY

To be determined²⁶

BUILDING QUEENSLAND ROLE

Assisting with
preliminary
business case²⁷

NEED

Somerset Dam, located on the Stanley River, is required to comply with the provisions of the Queensland Guidelines on Acceptable Flood Capacity for Water Dams. In order to comply with these guidelines and other dam safety standards, Somerset Dam requires an upgrade.

PROPOSAL

The proposal includes undertaking an options study to develop a shortlist of potential upgrade options prior to the selection of a preferred option for preliminary design. To inform the development of upgrade options, further geotechnical investigations are required for the dam foundation and its characterisation. Large-scale physical hydraulic modelling is also required to assess the hydraulic performance of both the existing dam and upgrade concept options.

Once a preferred upgrade option has been identified, preliminary design will be undertaken to develop construction cost estimates, a detailed project scope and program, and inform the business case necessary for project approval.

²⁶ An estimate will be provided once the proposal has been developed further.

²⁷ No active role during the December 2017 to June 2018 pipeline period.



Sunshine Motorway— Mooloolah River Interchange

RESPONSIBLE AGENCY

Department of Transport
and Main Roads

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business
case complete

PLANNED STAGE END DATE

Not applicable

NEXT STEPS

Commence detailed
business case

ESTIMATED COST OF DELIVERY

\$430 million²⁸

BUILDING QUEENSLAND ROLE

Not applicable²⁹

NEED

The existing Sunshine Motorway, Nicklin Way and Kawana Way are congested and lack capacity to accommodate forecast travel demand.

PROPOSAL

The proposal investigated a range of upgrades to the Sunshine Motorway at Mountain Creek to improve safety and provide better connections between existing and planned future arterial roads 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 was also 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 was also investigated.

²⁸ Nominal cost in Australian dollars 2015, estimate provided by responsible agency based on preliminary business case.

²⁹ No active role during the December 2017 to June 2018 pipeline period. The preliminary business case was completed prior to the establishment of Building Queensland. Building Queensland will lead the development of the detailed business case.



Toowoomba Hospital Redevelopment

RESPONSIBLE AGENCY

Queensland Health,
Darling Downs Hospital
and Health Service

PROPOSAL STAGE OF DEVELOPMENT

Preliminary business
case complete

PLANNED STAGE END DATE

Not applicable

NEXT STEPS

Commence detailed
business case

ESTIMATED COST OF DELIVERY

\$450–\$750 million³⁰

BUILDING QUEENSLAND ROLE

Assisted with preliminary
business case³¹

NEED

The infrastructure at Toowoomba Hospital is operating at capacity in a number of areas and the hospital currently 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.

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

PROPOSAL

The proposal is investigating two options:

- » the redevelopment of the existing Toowoomba Hospital site at Pechey Street in the Toowoomba central business district
- » a staged relocation to the Baillie Henderson Hospital site in Cranley Street which is 6.5 kilometres north of the existing hospital.

³⁰ Cost to be determined following further scoping analysis.

³¹ No active role during the December 2017 to June 2018 pipeline period. Building Queensland will lead the development of the detailed business case.

Strategic business cases

Development of a strategic business case is the first stage of the 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 business case and/or detailed business case.



Education

The Department of Education has recently completed a number of strategic business cases to investigate either an identified regional demand for additional educational capacity or to address a specific educational need.

The strategic business cases address:

- » additional education capacity in Southern Sunshine Coast
- » additional primary education capacity in Logan
- » additional special education capacity in South East Queensland.

These strategic business cases have demonstrated a clear and compelling need to increase education services in relevant areas. The Department of Education is continuing to develop these proposals and it is anticipated that these education facilities will open in the early 2020s.



Health

A strategic business case for the Princess Alexandra Hospital Rehabilitation Facility is being developed by the Metro South Hospital and Health Service to provide statewide spinal cord and brain injury rehabilitation services. Land use impacts from Cross River Rail are being explored to improve precinct master planning to optimise the provision of services.

Part 2 features the detailed business cases Building Queensland is leading that are supported by Queensland Government funding commitments.





PART 2

FUNDED PROPOSALS

Detailed business cases

Pictured left to right:
Plenary Schools, Logan Hospital,
M1 Motorway Springwood

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 is developing detailed business cases that, when complete, will enable government to make informed investment decisions regarding the timing of delivery, and procurement and delivery models.

Transport – Road



Bruce Highway Upgrade Program

M1 Upgrades—Varsity Lakes to Tugun
and Eight Mile Plains to Daisy Hill

Education



Inner City South State
Secondary College

Five Schools Project

Energy



Burdekin Falls Hydro-
electric Power Station

Transport – Port



Cairns Shipping
Development Project

Health – Built



Caboolture Hospital
Expansion Stage 1

Logan Hospital
Expansion



Bruce Highway Upgrade Program

Detailed Business Cases

The 10-year Bruce Highway Upgrade Program is Queensland's largest road infrastructure program. Jointly funded by the Australian and Queensland governments (2013–14 to 2022–23), this \$8.5 billion program (\$6.7 billion in federal funding and \$1.8 billion in state funding)³² aims to improve safety, flood resilience and capacity on the Bruce Highway between Brisbane and Cairns.

All detailed business cases developed under the program with an estimated capital cost of delivery over \$100 million are led by Building Queensland in partnership with the Department of Transport and Main Roads.

At present, Building Queensland is leading the detailed business case for Deception Bay Road Interchange Stage 1 (Package 3).

The following detailed business cases were completed by Building Queensland under the program:

- » Cairns Southern Access Corridor Stage 3 (Edmonton to Gordonvale)
- » Cairns Southern Access Corridor Stage 4 (Kate Street to Aumuller Street)

- » Caboolture/Bribie Island Road to Steve Irwin Way
- » Maroochydore Road Interchange Upgrade Stage 1.

Building Queensland will lead the development of detailed business cases for the following proposals once they reach the detailed business case stage:

- » Pine River to Caboolture/Bribie Island Road
- » Steve Irwin Way to Caloundra Road Interchange.

Building Queensland's Business Case Development Framework is being applied to help improve outcomes for the Bruce Highway Upgrade Program. Building Queensland, in partnership

with the Department of Transport and Main Roads, balances benefits, costs and risks to deliver optimal value-for-money outcomes for the state. Building Queensland also oversees a robust assurance process, ensuring the detailed business cases are developed in a transparent and rigorous manner.

This approach allows the Bruce Highway Upgrade Program investment to reach further and to bring forward investment in other proposals on the Bruce Highway.

³² The Queensland Government has announced additional funding of \$200 million per annum on a 80 federal: 20 state funding split upon completion of the existing Bruce Highway Upgrade Program. The Australian Government has announced funding of \$3.3 billion beyond 2022–23.



Burdekin Falls Hydro-electric Power Station

Detailed Business Case

Burdekin Falls Dam is located 210 kilometres south west 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.

On 30 April 2017, the Premier, the Honourable Anastacia Palaszczuk announced the government's commitment to develop a detailed business case for a hydro-electric power station at Burdekin Falls Dam.

Subsequently, on 2 June 2017, the Queensland Government released the Powering North Queensland Plan, a \$386 million investment to unlock energy proposals to power the North Queensland economy and support jobs. The plan included a \$100 million reinvestment of Stanwell dividends to help fund the proposed hydro-electric power station at Burdekin Falls Dam.

Building Queensland, in partnership with the Queensland Government-owned generator Stanwell Corporation, is developing the detailed business case for the Burdekin Falls Hydro-electric Power Station. The detailed business case will build on a prefeasibility study undertaken by Stanwell in 2017. It will refine the proposal design and further develop the proposal's cost estimation and constructability analysis. The detailed business case will also undertake detailed economic and financial analysis to inform final recommendations to government. The timing of potential future construction works is subject to the outcomes of the detailed business case and other dam construction works.

OTHER BURDEKIN DAM INVESTIGATIONS

In addition to the hydro-electric power station proposal, the following studies into other works on the Burdekin Falls Dam are progressing:

- » Burdekin Falls Dam–Saddle Dam and Monolith Improvement Project: Investigations to improve the risk profile of the dam for the impact of increased weather events.
- » Burdekin Falls Dam Raising: Investigations into the long-term water supply requirements and options for raising the Burdekin Falls Dam wall.

While these are separate proposals not included in the scope of the Burdekin Falls Hydro-electric Power Station, coordination and regular consultation between the proposals is being undertaken to ensure optimal long-term outcomes are achieved for the Burdekin Falls Dam.



Caboolture Hospital Expansion Stage 1

Detailed Business Case

The Queensland Government has committed to expand the number of beds at Caboolture Hospital from 260 to 390, as part of a broader funding package totalling \$679 million for South East Queensland hospitals in growth corridors.

In support of this commitment, Building Queensland is finalising a detailed business case for the Caboolture Hospital Expansion Stage 1—the next stage of work beyond the \$19.6 million allocated to expand the emergency department in mid-2017.

Building Queensland is working closely with the Department of Health and Metro North Hospital and Health Service to develop the detailed business case in accordance with the Business Case Development Framework. Key areas of focus for the Building Queensland-led detailed business case include detailed stakeholder engagement, options analysis, social impact and economic analysis. This detailed analysis is leading to better outcomes for the community by ensuring that fit-for-purpose infrastructure will be delivered.

Furthermore, the proposal is being considered at a system-wide level, particularly in respect to planning, operational and capital funding, financial sustainability and integration with eHealth initiatives.

The estimated cost of the Caboolture Hospital Expansion Stage 1 is \$250 million.³³ It is the first stage of a planned multi-staged expansion of Caboolture Hospital.

³³ Nominal cost in Australian dollars, Queensland Health preliminary business case 2016.



Cairns Shipping Development Project

Detailed Business Case

The Cairns Shipping Development Project proposes widening and deepening the Trinity Inlet navigation channel at the Port of Cairns to allow cruise ships up to 300 metres long to berth at the Cairns Cruise Liner Terminal. The infrastructure proposal includes an upgrade of the wharf infrastructure in Trinity Inlet to cater for the larger vessels.

The proposed works are to accommodate the forecast increased demand for larger cruise ships up to 300 metres in length through to the Port of Cairns. Deeper channel access will also enable growth at the HMAS Cairns naval base.

As part of the 2017–18 Queensland Budget, the government committed a contribution of \$60 million over the next two years from 2018–19 towards the Cairns Shipping Development Project, subject to Environmental Impact Statement and business case approval.

On 28 February 2018, the Coordinator-General released the evaluation report on the Environmental Impact Statement for the Cairns Shipping Development Project. The evaluation report recommended the proposal proceed, subject to a number of conditions and proponent commitments.

Building Queensland is finalising the detailed business case for the Cairns Shipping Development Project.

The detailed business case includes:

- » review and update of the cost estimate
- » technical and social impact analysis review

- » update of the demand and economic analysis undertaken by Ports North as part of the Environmental Impact Statement
- » financial and commercial analysis.

The detailed business case is scheduled to be completed in Q2 2018 and will then be considered by the Queensland Government.

Subject to Australian Government environmental approval, detailed business case recommendations and funding approval, dredging is planned to commence by Q3 2019. If the proposal proceeds, the wharf upgrade is expected to be completed by Q4 2020.



Five Schools Project

Detailed Business Case

Building Queensland led the development of the Five Schools Project Detailed Business Case in partnership with the Department of Education.

The detailed business case investigated the delivery of new schools in the following high growth areas:

- » Ripley Valley – primary and secondary schools
- » Mango Hill – secondary school
- » Coomera – secondary school
- » Yarrabilba – secondary school.

The detailed business case re-confirmed that growing education demand in Ripley Valley, Yarrabilba, Mango Hill and Coomera cannot be adequately accommodated by the existing local schooling networks.

Existing schools in the Ripley primary, Ripley secondary and Yarrabilba secondary networks are distant from the emerging population growth. This distance would impose extended travel time and costs on new residents accessing the schools. The scale and location of the unmet demand supports the case for the five proposed schools.

Funding for the construction of the five schools was announced as part of the Building Future Schools Fund. Procurement and construction of the five schools is expected to commence in Q3 2018, with the schools opening in 2020.



Inner City South State Secondary College

Detailed Business Case

The Inner City South State Secondary College will service the educational needs of the growing local community in and around south Brisbane and is designed to relieve enrolment pressure on Brisbane State High School. Funding for the development of the Inner City South State Secondary College was announced as part of the Queensland Government's Building Future Schools Fund.

The Department of Education is collaborating with The University of Queensland to consider opportunities for educational pathways, research and joint programs.

Building Queensland assisted the Department of Education in developing a precinct selection process for the college. The outcomes from this process provided input into the comprehensive community consultation program undertaken by the Department of Education.

The college is expected to adopt a vertical design. This concept has been successfully implemented around Australia and overseas to provide 21st century learning environments within developed communities. The vertical design will be confirmed during the development of the detailed business case.

Building Queensland will lead the development of a detailed business case for the Inner City South State Secondary College in partnership with the Department of Education. The business case is expected to commence in mid-2018.

Once approved, construction is expected to commence on the Inner City South State Secondary College in mid-2019, with the doors opening for Term 1, 2021.



Logan Hospital Expansion

Detailed Business Case

The Logan Hospital was officially opened in February 1990 on what was formerly a vacant site with no previous infrastructure. The hospital was designed as a low-dependency facility with a focus on Health Village/Community Health Service for the developing Logan area.

Since then the catchment area has experienced rapid growth. At present, Logan Hospital is providing a similar number of services as larger and more specialised hospitals without key physical infrastructure to support this activity. For example, in the last quarter of 2017, there were approximately 50,000 hospital admissions, not far below the 65,000 hospital admissions at the larger Princess Alexandra Hospital.

The Queensland Government has committed to expanding Logan Hospital from 448 to 640 beds, as part of a broader funding package totalling

\$679 million for South East Queensland hospitals in growth corridors. The planned expansion of the Logan Hospital will bring bed numbers into better alignment with the population in the catchment area.

Building Queensland is finalising the detailed business case for the Logan Hospital Expansion. The estimated cost of Logan Hospital Expansion is \$280 million.³⁴ To develop the detailed business case, Building Queensland is working closely with the Department of Health and Metro South Hospital and Health Service to ensure the detailed business case meets all relevant requirements under the Business Case Development Framework.

Key areas of focus for the Building Queensland detailed business case include detailed stakeholder engagement, options analysis, and social impact and economic analysis. This detailed analysis is leading to better outcomes for the community by ensuring that fit-for-purpose infrastructure will be delivered. Furthermore, the proposal is being considered at a system-wide level, particularly in respect to planning, operational and capital funding, financial sustainability and integration with eHealth initiatives.

³⁴ Nominal cost in Australian dollars, Queensland Health preliminary business case 2016.



M1 upgrades—Varsity Lakes to Tugun and Eight Mile Plains to Daisy Hill

Detailed Business Cases

The M1 Motorway is Queensland's busiest road, with traffic volumes exceeding capacity causing extended delays daily. Forecast increases in travel demand will further exacerbate delays, increasing travel times, decreasing reliability and risking road safety.

Building Queensland is working with the Department of Transport and Main Roads to develop detailed business cases for the Varsity Lakes to Tugun and Eight Mile Plains to Daisy Hill sections of the M1, in accordance with the Business Case Development Framework.

The detailed business cases are investigating road widening and the implementation of managed motorways technology. The Eight Mile Plains to Daisy Hill Detailed Business

Case is also investigating the expansion of the South East Busway to Springwood, including a new busway station and park and ride at Rochedale, and new dedicated cycling infrastructure.

An independent analysis of the economic and financial aspects of the proposals will be undertaken to ensure the final projects provide the optimal solution. Building Queensland will also undertake a robust assurance process, including consideration and endorsement of the business cases by the Building Queensland Board. An updated cost estimate

for each project will be produced by Building Queensland as an output of the detailed business cases.

Based on 50:50 funding arrangements, the Australian Government has committed up to \$1 billion towards these two M1 Pacific Motorway upgrades. The Queensland Government has provided \$897.5 million towards the estimated cost of these projects.





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