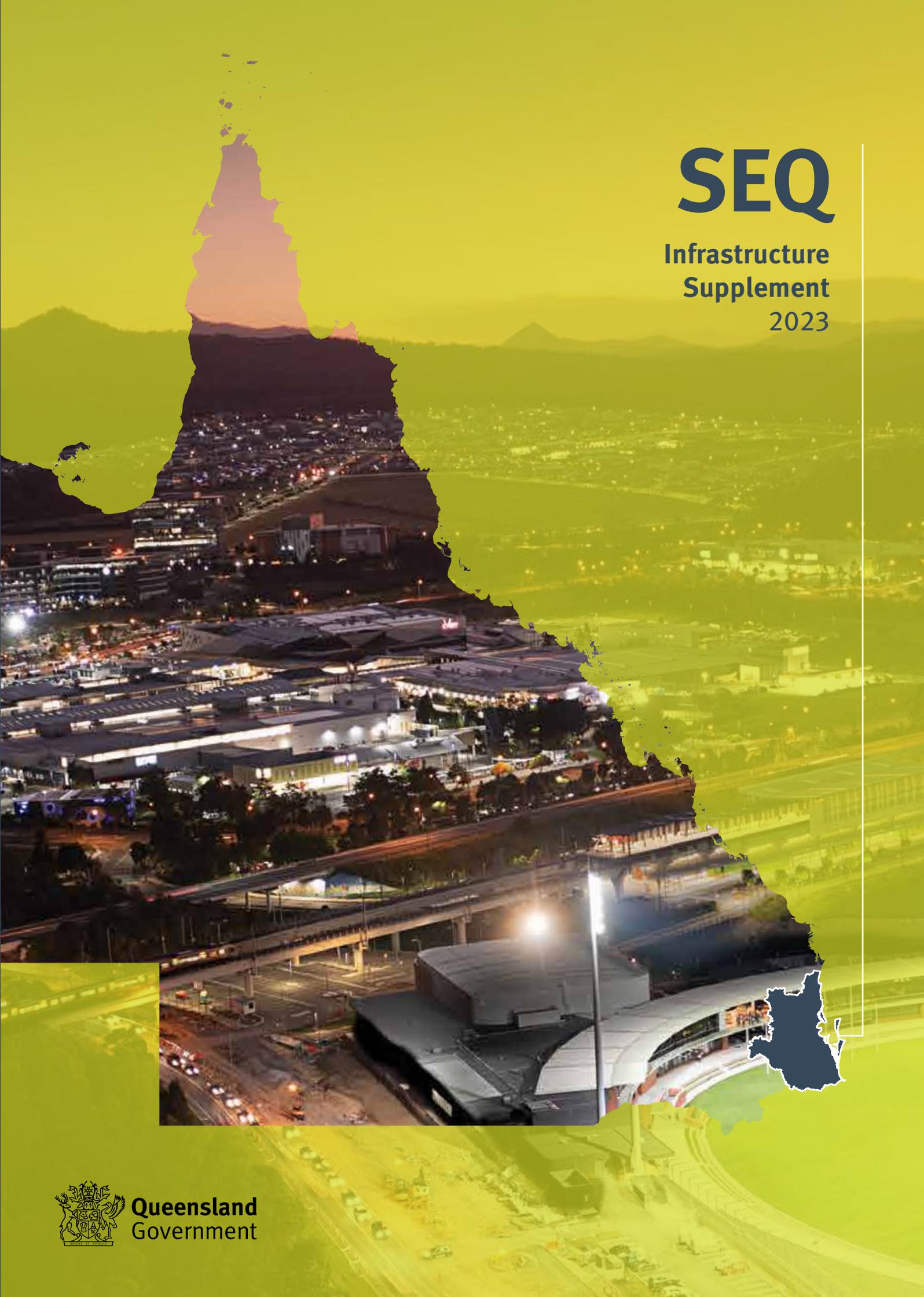


SEQ

Infrastructure
Supplement
2023



Queensland
Government

The Department of State Development, Infrastructure, Local Government and Planning connects industries, businesses, communities and government (at all levels) to leverage regions' strengths to generate sustainable and enduring economic growth that supports well-planned, inclusive and resilient communities.

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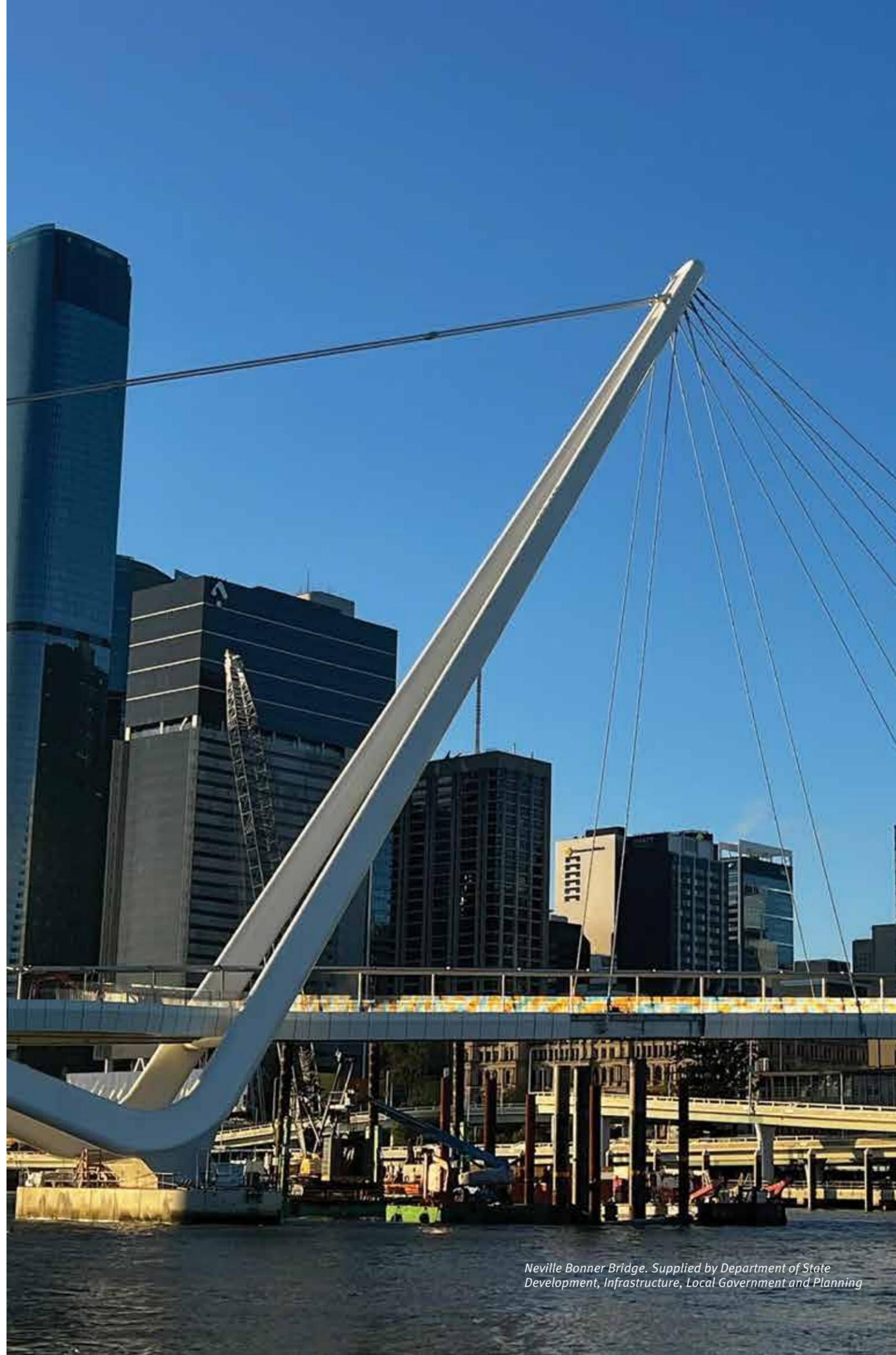
A 1 William Street, Brisbane 4000



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Neville Bonner Bridge. Supplied by Department of State Development, Infrastructure, Local Government and Planning

Acknowledgement of Country

The Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) acknowledges the First Nations peoples in Queensland: Aboriginal and Torres Strait Islander peoples and their connections to the lands, winds and waters we share.

We pay our respect to Elders, past and present. We also acknowledge the deep relationship, connection and responsibility to land, sea, sky and Country as an integral element of First Nations identity and culture.

We acknowledge Country is sacred. Everything on the land has meaning and all people are one with it. We acknowledge First Nations peoples'

sacred connection as central to culture and being. We acknowledge the stories, songlines, traditions and living cultures of First Nations peoples and commit to shaping our state's future together. DSDILGP recognises the contribution of First Nations peoples and communities to the State of Queensland and how this continues to enrich our society more broadly.

Prioritising engagement with First Nations peoples

This South East Queensland Infrastructure Supplement (SEQIS) represents a Queensland Government approach to infrastructure planning and recognises that a first step in planning major state government infrastructure projects is to understand the landscape and interests of the traditional custodians of the land that the infrastructure will be built on.

The Queensland Government acknowledges its obligations to protect the cultural rights of Aboriginal and Torres Strait Islander peoples under s 28 (2) of the Queensland *Human Rights Act 2019*.

The Queensland Government is also bound to native title and cultural heritage under the *Native Title Act 1993 (Commonwealth)*; *Native Title (Queensland) Act 1993*, *Aboriginal Cultural Heritage Act 2003* and the *Torres Strait Islander Cultural Heritage Act 2003*.

It is also committed to upholding the principles of the United Nations Declaration on Rights of Indigenous Peoples by ensuring Aboriginal and Torres Strait Islander peoples are given the opportunity to give free, prior and informed consent to infrastructure projects impacting their country. And it acknowledges that public sector organisations providing public services have a unique role and obligation to reframe relationships and recognise the importance of the right to self-determination for First Nations peoples under the *Public Sector Act 2022*.

To this end, this SEQIS acknowledges the responsibility of all Queensland Government agencies to respectfully engage with traditional custodians at the commencement of all new project planning to acknowledge their lore, custom and connection to the land and ensure the protection of cultural resources as far as possible. Where traditional knowledge is not available, the Queensland Government recognises its responsibility to identify the path to obtaining that knowledge prior to the commencement of any action and the important role this has in addressing the impacts of dispossession and rebuilding traditional lore and custom.

The Yhurri Gurri Framework 2021-2024

A key achievement outlined in the Queensland Government Reconciliation Action Plan is the Yhurri Gurri Framework 2021–2024 (the Framework). The Framework is an integral part of DSDILGP's day-to-day operations and sets out DSDILGP's ongoing commitment to have a positive impact on First Nations businesses, communities and peoples. The Framework outlines DSDILGP's ongoing commitment to grow First Nations participation in its everyday business with initiatives that support First Nations communities, businesses and peoples across Queensland. It is part of DSDILGP's commitment to support the reframed relationship with Aboriginal and Torres Strait Islander peoples through the Statement of Commitment. DSDILGP's Regional Growth Framework under which ShapingSEQ 2023 and this SEQIS have been prepared supports the Framework's 'Structural Reform' initiative which recognises the need to draw on the perspectives and knowledge of First Nations peoples in legislation, policy and program design.

Pumicestone Passage. Supplied by Sunshine Coast Council

Foreword

People are moving to South East Queensland (SEQ) in droves to experience our great Queensland lifestyle and to work in the jobs of the future, all while the Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) is set to put the Sunshine State onto the global stage.

Queensland faces unique circumstances. We are the fastest growing and most decentralised state in Australia, with more interstate migrants than all the states in Australia combined. SEQ alone is set to grow by 2.2 million people by 2046.

We need to ensure growth is well-planned, with associated infrastructure funded and delivered to maintain the characteristics that makes Queensland great.

While growth presents challenges, it also presents opportunities. Brisbane 2032 provides a once in a generation opportunity for accelerated infrastructure connections across the region and enhanced economic growth around the region not just for the 10 years leading up to the Games, but also for the 10+ years beyond.

Leveraging this opportunity requires an infrastructure pipeline that supports SEQ's anticipated growth over the next 25 years to ensure we have the infrastructure we need, where we need it and when we need it.

The Queensland Government is prioritising responding to these challenges, opportunities and the outcomes of the Housing Summit in October 2022. Accordingly, I have fast-tracked this targeted SEQ Infrastructure Supplement (SEQIS) to accompany the updated statutory SEQ regional plan, ShapingSEQ 2023.

The SEQIS is our government's regional infrastructure planning roadmap integrated with the statutory regional land use plan. It clearly outlines the infrastructure required in SEQ to support the growth coming our way.

The SEQIS addresses the regional priorities for SEQ and prioritises actions for how the Queensland Government can adjust business-as-usual practices to better address the region's forecasted growth. By working smarter, we will be able to better service the community's infrastructure needs as SEQ grows and changes.

I want to acknowledge the contribution that all stakeholders have made to the SEQIS, particularly the 12 local governments of SEQ and key stakeholders from industry and the community.

We heard strong support for the integration of land use planning and infrastructure planning, and we heard resounding feedback for the delivery of the required infrastructure to support growth.

Sufficient investment in regionally significant state infrastructure is critical to support growth.

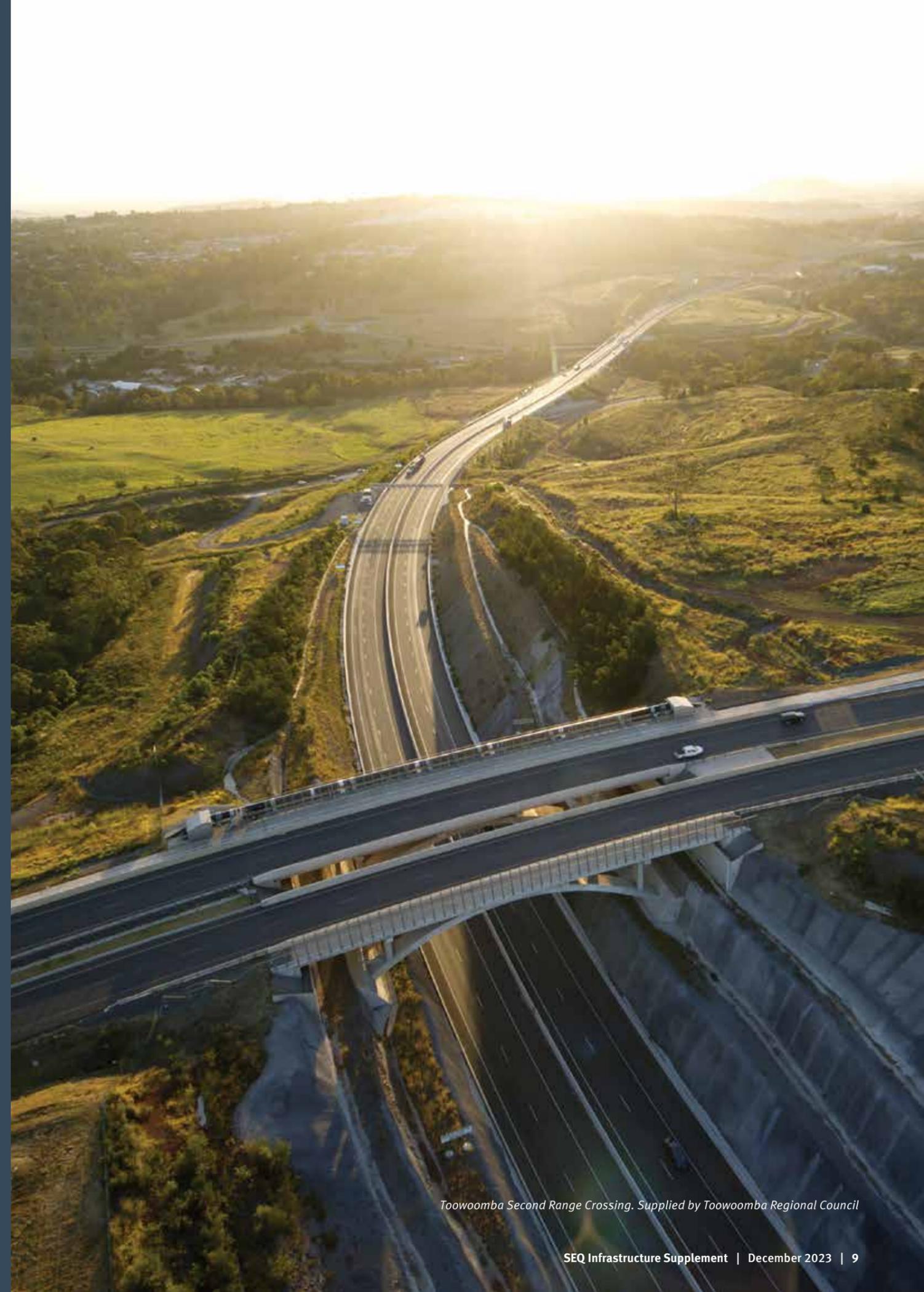
Queensland is in the biggest decade of infrastructure delivery in our history. The Queensland Government has committed \$89 billion over the next four years. It's part of Queensland's Big Build.

Importantly, the SEQIS identifies infrastructure that will be needed to support the growth identified in ShapingSEQ 2023. These infrastructure priorities will ensure that capital investments are contributing to Queensland's productivity, resilience, liveability and sustainability.



The Honourable Steven Miles MP

Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure



Toowoomba Second Range Crossing. Supplied by Toowoomba Regional Council

Introduction

Since the release of the **State Infrastructure Strategy (SIS)** in mid-2022, a **Queensland Housing Summit** was convened in **October 2022** with a subsequent **Outcomes Report** making commitments to:

- » review and amend the South East Queensland Regional Plan 2017, ShapingSEQ, to improve housing supply options
- » develop a new South East Queensland (SEQ) infrastructure plan to manage regional growth and service provision in SEQ.

Due to the urgency of the housing challenges in Queensland, the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) has revised the scope of the SEQ infrastructure plan to fast-track the delivery of this targeted SEQ Infrastructure Supplement (SEQIS) that directly supports ShapingSEQ 2023.

This SEQIS is a plan for coordinating regional infrastructure that catalyses and services the growth and housing supply of the region. It also maximises the opportunity of the Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) infrastructure.

The SEQ region encompasses the 12 local government areas of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent).

This SEQIS aligns to ShapingSEQ 2023, both of which respond specifically to the 2022 Housing Summit action to ‘increase land supply and enable infrastructure growth’.

The purpose of this SEQIS is to:

- » prioritise place-based infrastructure planning to support ShapingSEQ 2023
- » map the alignment of planned and committed projects to both ShapingSEQ 2023 and the SIS
- » identify longer term regional infrastructure planning needs and strategic opportunities.

This SEQIS represents the Queensland Government infrastructure planning response to the growth needs identified in ShapingSEQ 2023.

A full SEQ infrastructure plan is planned to be delivered in 2025.



Wivenhoe Dam. Supplied by Seqwater

SEQ Infrastructure Supplement development

The development of this SEQIS has been undertaken in alignment with ShapingSEQ 2023 and through engagement and consultation with SEQ councils, state agencies, government owned corporations (GOCs) and statutory bodies, industry, First Nations peoples and other stakeholders.

As illustrated in Figure 1, infrastructure planning, assessment, delivery and operation is an ongoing process that responds dynamically to economic needs and statutory settings, and this SEQIS represents the first steps in the regional infrastructure planning development cycle for SEQ.

Like SEQ councils and industry, state government agencies, GOCs and statutory bodies will need time to adequately assess and plan the infrastructure response to the impacts on demand for their services resulting from the population growth identified in ShapingSEQ 2023. Detailed infrastructure planning responses to the growth identified by ShapingSEQ 2023, in consultation with state agencies, will be incorporated into the subsequent regional infrastructure plan development cycle – in the South East Queensland Infrastructure Plan (SEQIP), to be delivered in 2025.

This document outlines the key drivers, opportunities and challenges that will inform infrastructure planning for the region for the next twenty years and responds to the land-use planning priorities in ShapingSEQ 2023.

These key infrastructure planning drivers and challenges for the region include:

- » maximising the Brisbane 2032 opportunity
- » supporting a transforming economy
- » creating connected and accessible centres
- » regional pipeline capacity challenges
- » coordinating capital programming to support land use management policies
- » servicing increasing density.

This SEQIS has been socialised across the region as part of the ShapingSEQ 2023 public notification period. The feedback received from community, industry and government authorities has assisted the refinement of this SEQIS and informed a range of implementation actions and scope of inquiry items for the SEQIP.

These implementation actions aim to address the key planning drivers and challenges and capitalise on the opportunities beyond business-as-usual approaches to agency/provider regional infrastructure planning. This will ensure the region maximises the potential of this exceptional period in infrastructure development. These actions include:

- » digital-driven infrastructure planning
- » infrastructure coordination to support growth
- » facilitating infrastructure to underpin industrial land use
- » improving centre accessibility
- » infrastructure planning and design to ensure density is done well.

It also summarises the planned and committed state infrastructure pipeline as of November 2023 by sub-region and outlines infrastructure priorities raised during development of this SEQIS. This will provide stakeholders with confidence in the significant, committed investment in infrastructure in SEQ to accommodate growth in the short to medium term.

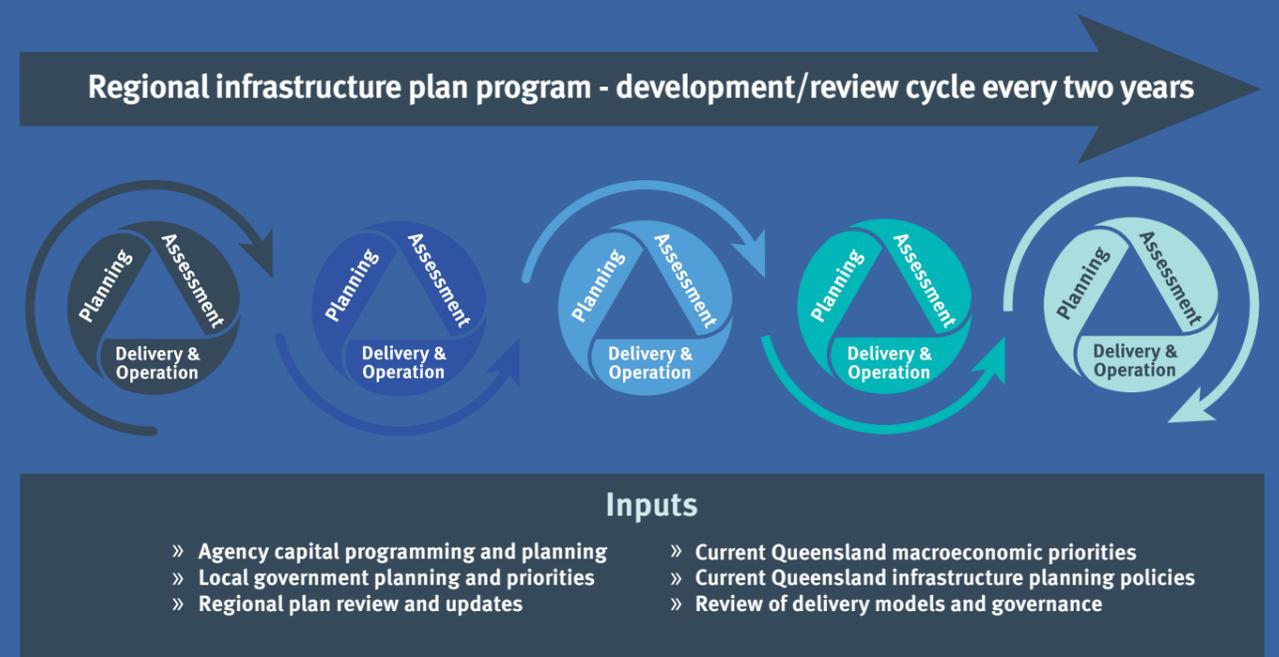


Figure 1: Regional infrastructure plan program development cycle

Development of the 2025 SEQIP

This SEQIS represents an initial Queensland Government infrastructure planning response to the growth needs and land-use amendments of ShapingSEQ 2023. It is a plan for coordinating regional infrastructure that catalyses and services the growth and housing supply of the region as a direct response to the current housing challenges being experienced by Queenslanders.

ShapingSEQ 2023 provides infrastructure delivery agencies with a wide range of new data and assumptions that impact both their service delivery, and also future demand and infrastructure planning activities. State government agencies, SEQ councils and industry will need time to adequately assess and plan the infrastructure response to the impacts on demand for their services resulting from the population growth identified in ShapingSEQ 2023.

The delivery of ShapingSEQ 2023 will be the responsibility of several stakeholders, including all tiers of government, Traditional Owners, the community, and industry. ShapingSEQ 2023 therefore establishes a new implementation assurance framework and process that is:

- » **dynamic** – integrating measures to improve the capacity to adjust and respond to changing priorities, evolving needs or crisis scenarios
- » **accountable** – sharing responsibility and commitment to deliver outcomes, supplemented by ongoing monitoring
- » **transparent** – sharing of evidence and information, access to data and ongoing monitoring and reporting to reflect implementation progress

- » **effective** – assurance that the implementation actions will be delivered by leveraging of a suite of mechanisms available to stakeholders to achieve envisioned outcomes.

The governance framework focuses on joint accountability, strategic alignment across government bodies, greater input from expert advisors, and improved transparency. It provides clarity on roles and responsibilities for all stakeholders and the process and parameters for escalation to decision makers.

Delivery of this SEQIS is the first step in reintegrating regional infrastructure planning with statutory land use planning. Regional authorities, agencies and infrastructure providers have called for greater involvement in regional infrastructure planning as it relates to statutory regional planning in line with this improved governance framework. This SEQIS is a commitment to a regional engagement approach for developing the SEQIP.

Consequently, this SEQIS does not represent a final infrastructure plan responding to ShapingSEQ 2023. Rather it is a foundational process that will set the direction for the SEQIP scheduled for development in 2025.

The SEQIP will therefore seek to:

- » provide a Queensland Government response to the infrastructure required to support ShapingSEQ 2023
- » identify key enabling infrastructure required to support economic growth within the region which may include infrastructure to support port and airports, intermodal terminals, public transport, active transport links, freight linkages, road networks, data and energy, and food production and agriculture
- » highlight key strategic or policy changes that have been implemented following ShapingSEQ 2023 and this SEQIS to support anticipated growth in SEQ

- » provide further detail regarding the progression of the key implementation actions identified within ShapingSEQ 2023 and this SEQIS
- » incorporate key state government agency, local government and industry inputs that may impact infrastructure delivery such as the progression of the SEQ City Deal, the delivery of housing supply statements by local government or local government infrastructure plans.

This approach will ensure that there will be clearly aligned infrastructure planning strategies and priorities to support the urgent and long-term growth needs of the region.

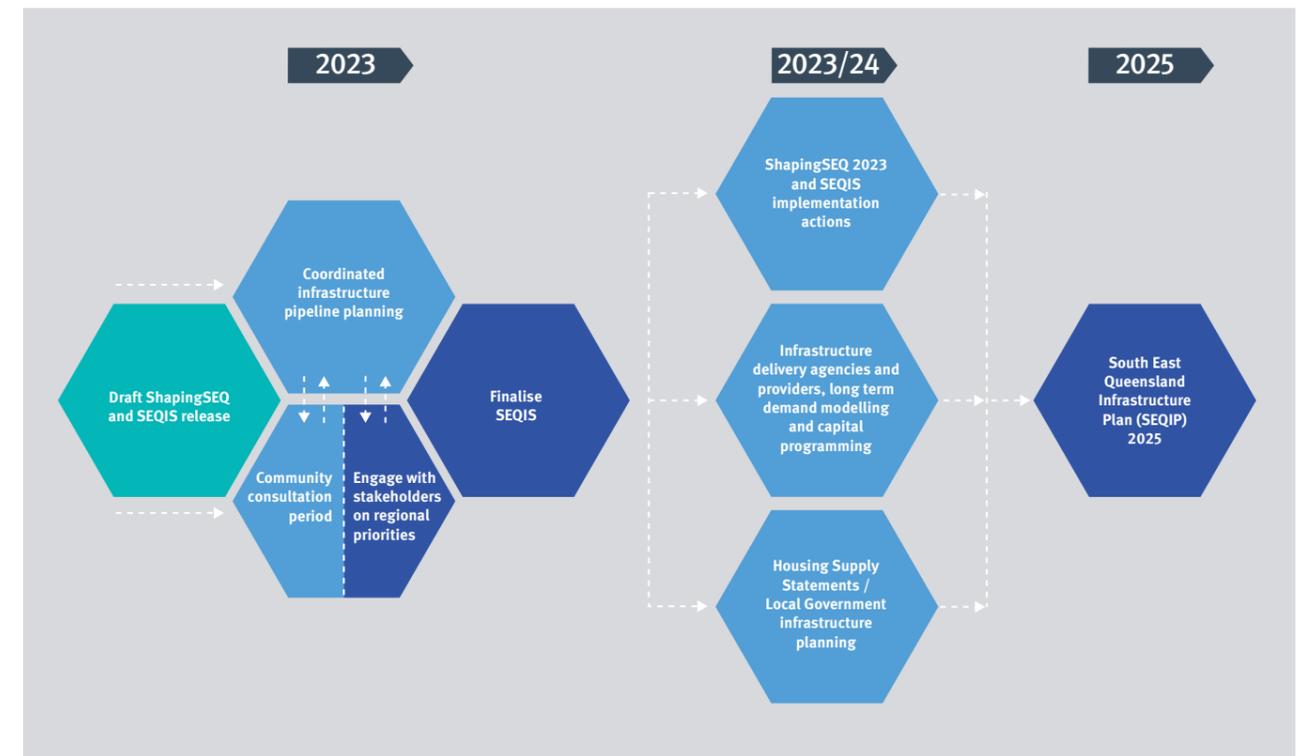


Figure 2: SEQIS finalisation process

PART

1

SEQ CONTEXT AND BACKGROUND



Transmission lines. Supplied by Powerlink Queensland

Infrastructure policy framework

Queensland’s new Regional Growth Framework (RGF) ensures a coordinated approach to the delivery of regional infrastructure plans and regional statutory land use plans, aligned to key industries driving economic and industry growth. This approach will support well-planned and liveable communities. Under the RGF, seven regional infrastructure plans or infrastructure supplements will be delivered between 2022-24. Also delivered under the RGF will be a 'fit for purpose' review of nine of the existing statutory regional plans and the one non-statutory Gulf Regional Development Plan. This review will be completed between 2022 and 2025.

Regional infrastructure plans are a new Queensland Government initiative supporting the Queensland Government’s intent for a greater focus on placed-based infrastructure planning. They are a key implementation priority of the SIS which sets policy objectives for infrastructure planning by agencies to ensure that infrastructure delivery meets the changing needs of Queensland’s population, environment and economy.

Regional infrastructure plans have a long-term 20-year outlook identifying strategic economic, social and infrastructure priorities for the region to guide state infrastructure planning and investments, in partnership with other levels of government and industry where possible.

Regional infrastructure plans are intended to influence Queensland Government’s long-term infrastructure planning in response to land use planning considerations and changes in the state’s statutory regional plans developed under the *Planning Act 2016*. While not a full infrastructure plan, Part 2 of this SEQIS addresses the regional priorities for SEQ and provides initial guidance on how the Queensland Government can adjust business-as-usual practices to better address the growth forecasted in ShapingSEQ 2023. Part 2 of this SEQIS also provides initial guidance on the infrastructure priorities of the region, specifically nominating key infrastructure that will be needed to support the growth identified in ShapingSEQ 2023.

Regional plans are a statutory instrument under the *Statutory Instruments Act 1992*. The plans have a direct and an indirect effect through the amendment and alignment of local government planning schemes, state plans and policies. ShapingSEQ 2023 is a state planning instrument which has statutory effect under the *Planning Act 2016*. As a result, relevant local government planning schemes, state plans and policies will be amended to align to ShapingSEQ 2023.

As illustrated in Figure 3, this integrated approach to planning will set the strategic direction for regional growth and provide timely regional responses to economic, social and environmental changes, aligning land use and infrastructure planning. The SEQIS is the infrastructure planning component of DSDILGP’s integrated regional planning program for SEQ. It considers the state-wide infrastructure planning priorities in other Queensland Government policies and initiatives from a SEQ context including, but not limited to:

- » 2022 Queensland Housing Summit
- » Brisbane 2032
- » Queensland Energy and Jobs Plan (QEJP)
- » Communities 2032
- » The Queensland Health and Hospitals Plan
- » Queensland Transport Strategy
- » Queensland Water Strategy
- » Queensland Government Reconciliation Action Plan 2023 and Queensland’s Closing the Gap Implementation Plan 2023
- » ‘Good People. Good Jobs’: Queensland Workforce Strategy 2022-2032
- » Department of Education’s (DoE) Equity and Excellence strategy
- » Queensland Low Emissions Agriculture Roadmap 2022–2032.

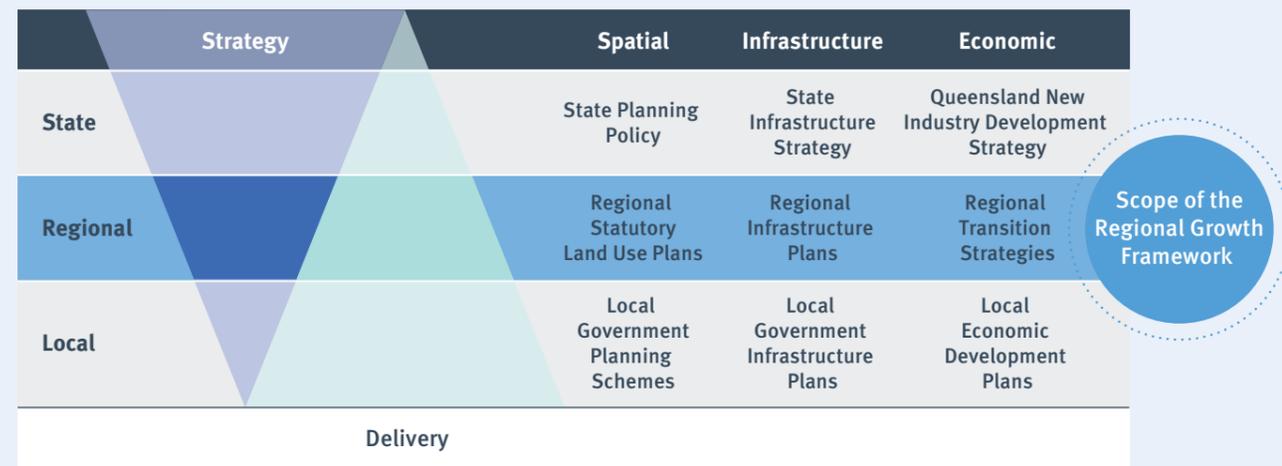
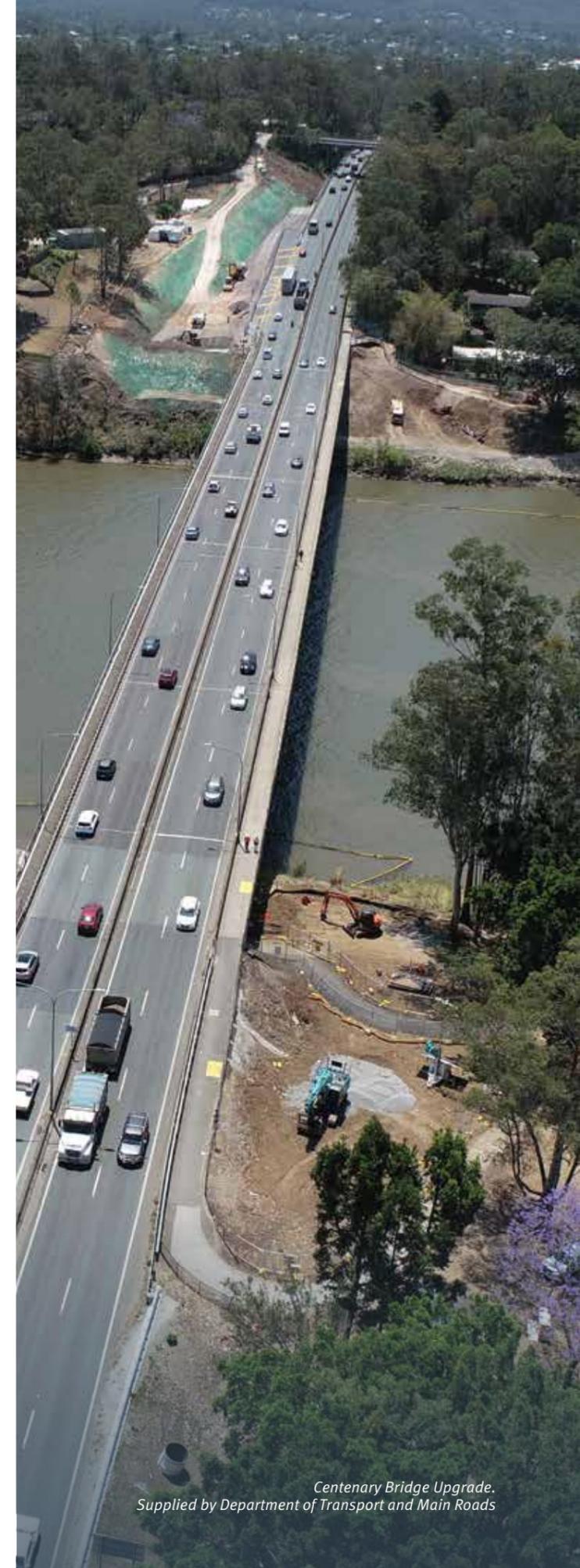


Figure 3: Alignment of SEQIS and ShapingSEQ 2023 (Source: ShapingSEQ 2023)



Centenary Bridge Upgrade. Supplied by Department of Transport and Main Roads

This SEQIS supports the SIS which sets four policy objectives specifically for infrastructure planning by Queensland Government departments to ensure that infrastructure delivery meets the changing needs of Queensland's population and economy. The four objectives for setting state infrastructure planning approaches are:

- » encourage jobs, growth and productivity
- » enhance sustainability and resilience
- » develop regions, places and precincts
- » adopt smarter approaches.

In accordance with these guiding objectives, the SIS also identifies the following five infrastructure focus areas which are relevant to SEQ in its current context and have been identified for response in this SEQIS:

- » realising our future as a renewable energy superpower
- » building a Brisbane 2032 legacy
- » connecting our regions
- » creating liveable communities
- » driving infrastructure performance.

There are a number of priority actions from the SIS reflected in this SEQIS. In particular, it prioritises infrastructure planning for growth areas, including ensuring land and housing supply is matched with commensurate infrastructure to support growth.

It takes into consideration the opportunity to maximise Brisbane 2032's legacy by ensuring coordinated land use and transport planning. It responds to the overarching focus of the SIS to ensure SEQ can support Queensland's potential to become a renewable energy superpower, generate a lasting legacy from Brisbane 2032, connect Queensland's regions, create liveable communities and drive more sustainable infrastructure and improved performance.

It has been prepared in consideration of policy drivers for First Nations peoples including Path to Treaty, *Native Title Act 1993 (Cth)*, *Aboriginal Cultural Heritage Act 2003*, *Torres Strait Islander Cultural Heritage Act 2003*, Closing the Gap and the Queensland Government Reconciliation Action Plan 2023.

By being clear on infrastructure priorities and working closely with state and local government partners, industry, the private sector and SEQ's First Nations peoples, stronger partnerships can be formed to identify where and how SEQ's future infrastructure is delivered.

Figure 4 identifies the key policies and government levers informing this SEQIS. Levers refer to legislative or policy tools that can be used to implement the policy directions in SEQ and deliver on priorities identified in ShapingSEQ 2023 and this SEQIS.



Artist's impression of Veloway 1, South Brisbane. Supplied by the Department of Transport and Main Roads

South East Queensland regional planning directions

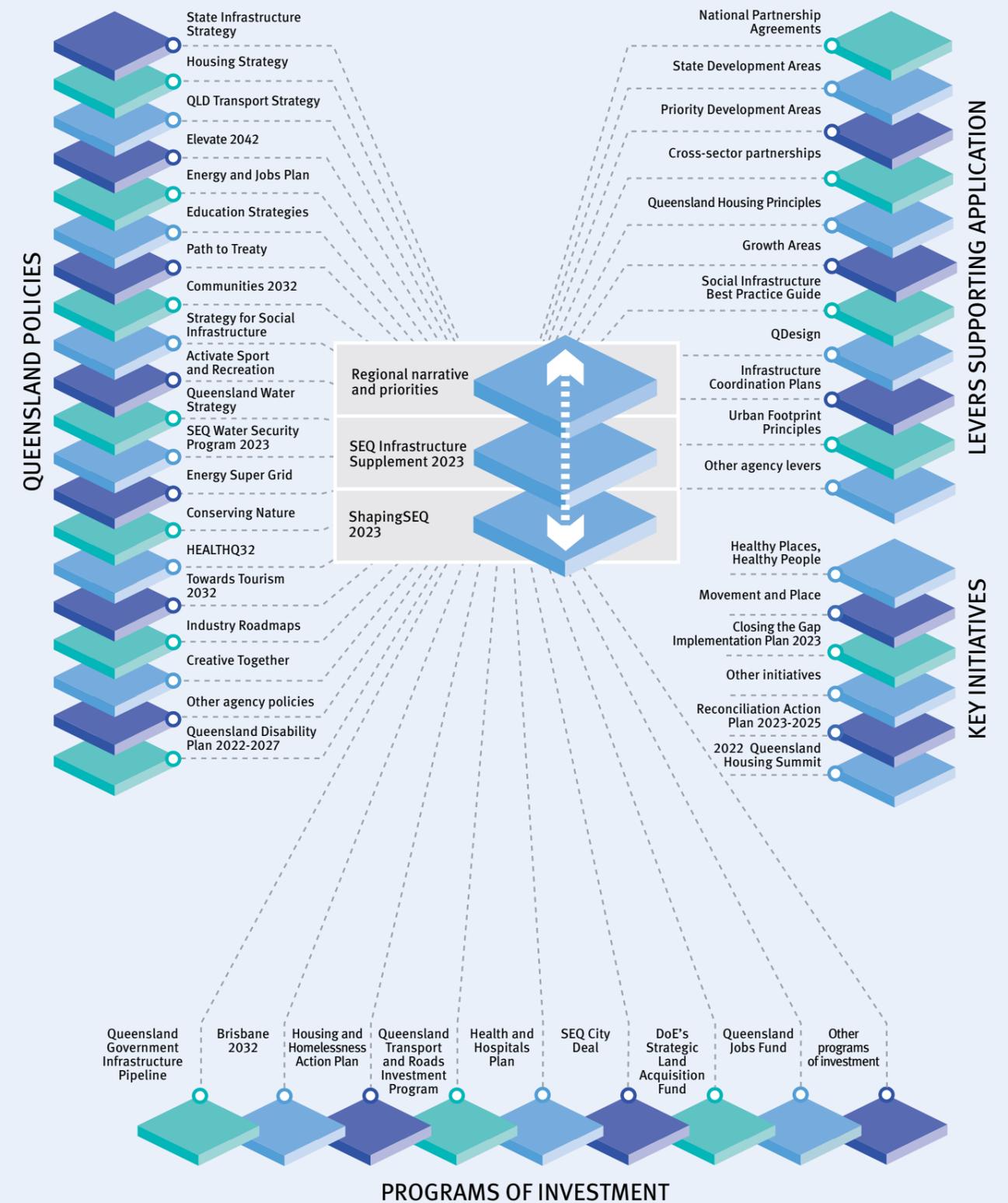


Figure 4: SEQIS application and policy alignment

ShapingSEQ 2023

The population of SEQ continues to grow rapidly. While SEQ's population today is 3.78 million, it is expected to grow to almost 6 million by 2046. To cater for the expected growth, SEQ will need an additional 900,000 homes by 2046.¹

With strong interstate migration, there has been an unprecedented demand for housing within SEQ. This has resulted in a shortfall of homes, pressure on land supply and infrastructure market capacity constraints. This challenge is further contextualised with the approach of Brisbane 2032, which will need to accommodate many athletes, workers and visitors. With the re-opening of Australia's international border post COVID-19, an influx of international students has also created demand for student housing accommodation.

A key action of the 2022 Housing Summit was the review of the SEQ regional plan – ShapingSEQ 2017 – including to ensure land and housing supply settings are fit for purpose and responsive to current growth, and to provide for an enhanced framework to engage with councils to accelerate delivery of more housing.

In SEQ, especially in the context of the 2022 Housing Summit, extraordinary opportunities exist for a collaborative approach to deliver infrastructure for a stronger, more prosperous and liveable region. The Queensland Government and key stakeholders have long recognised the need for coordinated planning across the region to manage growth sustainably and ensure SEQ's prosperity and liveability. This is evident through the regional frameworks for growth management developed in the 1990s, and the statutory SEQ regional plans released in 2005, 2009 and 2017.

ShapingSEQ is the Queensland Government's plan to guide the future of the SEQ region, encompassing the 12 local government areas of Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent). ShapingSEQ provides a framework for delivering consolidated urban and rural residential growth, a more compact urban form, economic agglomeration, and the protection and sustainable use of SEQ's natural assets, landscape and productive rural areas.

ShapingSEQ responds to the region's projected growth, having regard to the opportunities and challenges for maintaining and enhancing the region's sustainability, global competitiveness and high-quality living. It sets the long-term vision for the region which is supported by strategies and actions to deliver on the vision.

ShapingSEQ 2023 includes five themes underpinning the 50-year vision for SEQ: Grow, Prosper, Connect, Sustain and Live. Each theme provides further dimension and clarity on the future sought for SEQ. These five themes are woven through all aspects of the plan as illustrated in Figure 5.

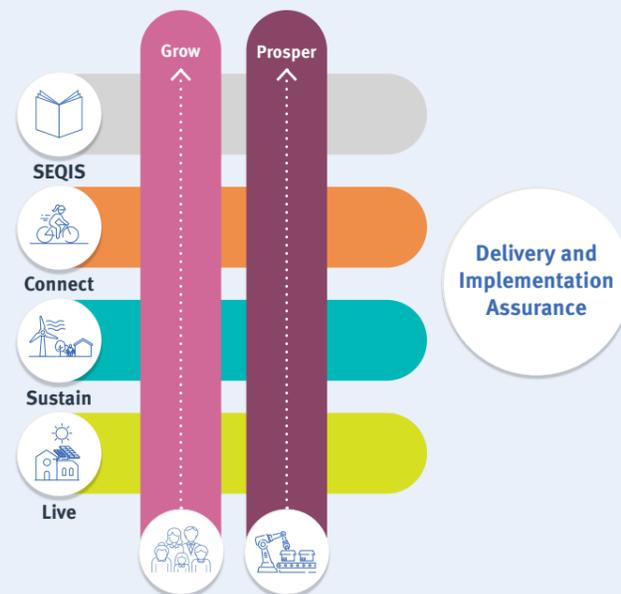
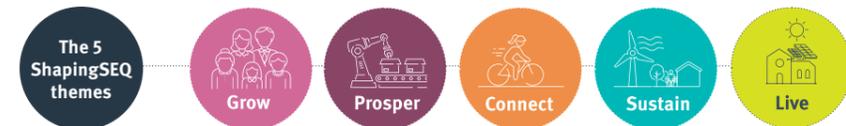
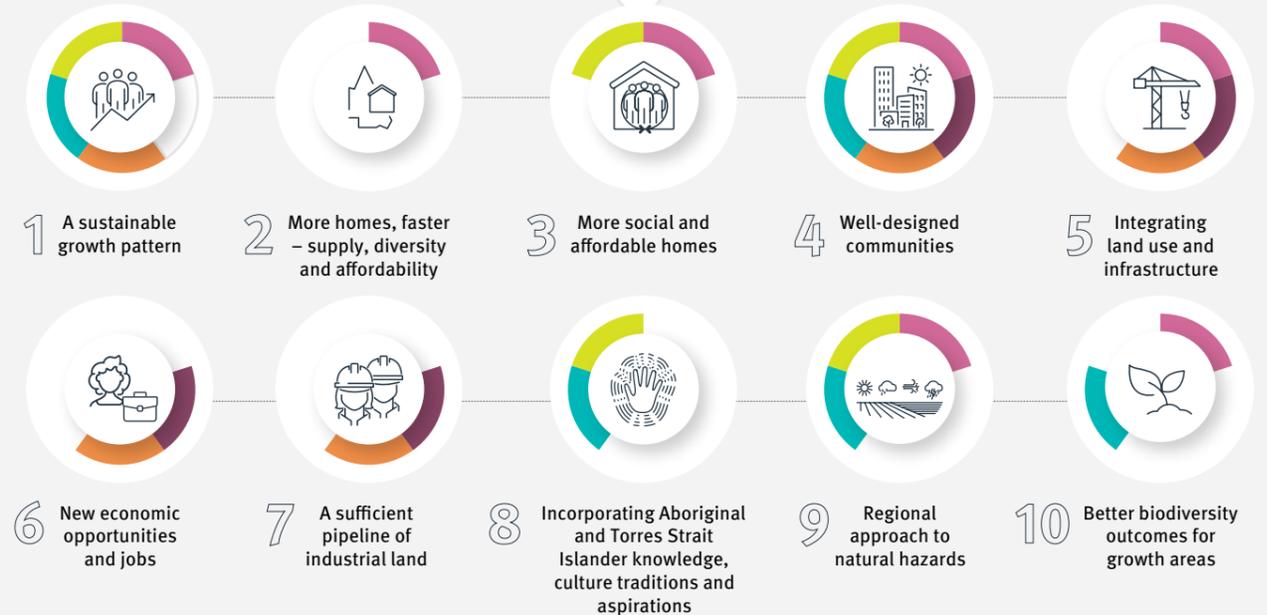


Figure 5: ShapingSEQ 2023 themes

50-year vision

10 regional priorities
ShapingSEQ 2023



Outcomes and strategies

Sub-regional directions

Implementation assurance framework

¹ Department of State Development, Infrastructure, Local Government and Planning (2023) *ShapingSEQ 2023*, Queensland Government.

Access to housing is complex and there are many factors driving the demand and supply of housing. Recent challenges with the COVID-19 pandemic and consecutive disasters with flooding and severe storms have placed further pressure on housing access and affordability. The current challenging conditions of the Queensland construction market have seen extreme building industry supply chain and labour issues which has resulted in significant increase in costs and delays to construction programs.

In the context of the National Housing Accord 2022 and the housing pressures, one of the primary drivers underpinning ShapingSEQ 2023 is to ensure that land and housing supply settings are fit for purpose and responsive to current growth, and to provide an enhanced framework to engage with local governments to accelerate delivery of more housing.

The Queensland Government recognises the importance of integrated planning to connect people, places and employment and to maximise access to, use of and benefits from infrastructure and services. The Department of Housing is implementing the Queensland Housing Strategy 2017-2027 a 10-year framework driving targeted investment and supporting the delivery of more social and affordable housing for the region. This includes delivering a coordinated program of capital works and capital grants that optimise the use of public housing assets, revitalise social housing precincts and work with all levels of government, investors and industry sectors to increase supply.

ShapingSEQ 2023 is supported by this SEQIS. Like ShapingSEQ 2023, it responds to the 2022 Housing Summit whilst considering the Brisbane 2032 infrastructure program. This SEQIS reflects the regional priorities as identified in ShapingSEQ 2023 and is articulated with these priorities in mind.

Figure 6 outlines how these documents should be read together.

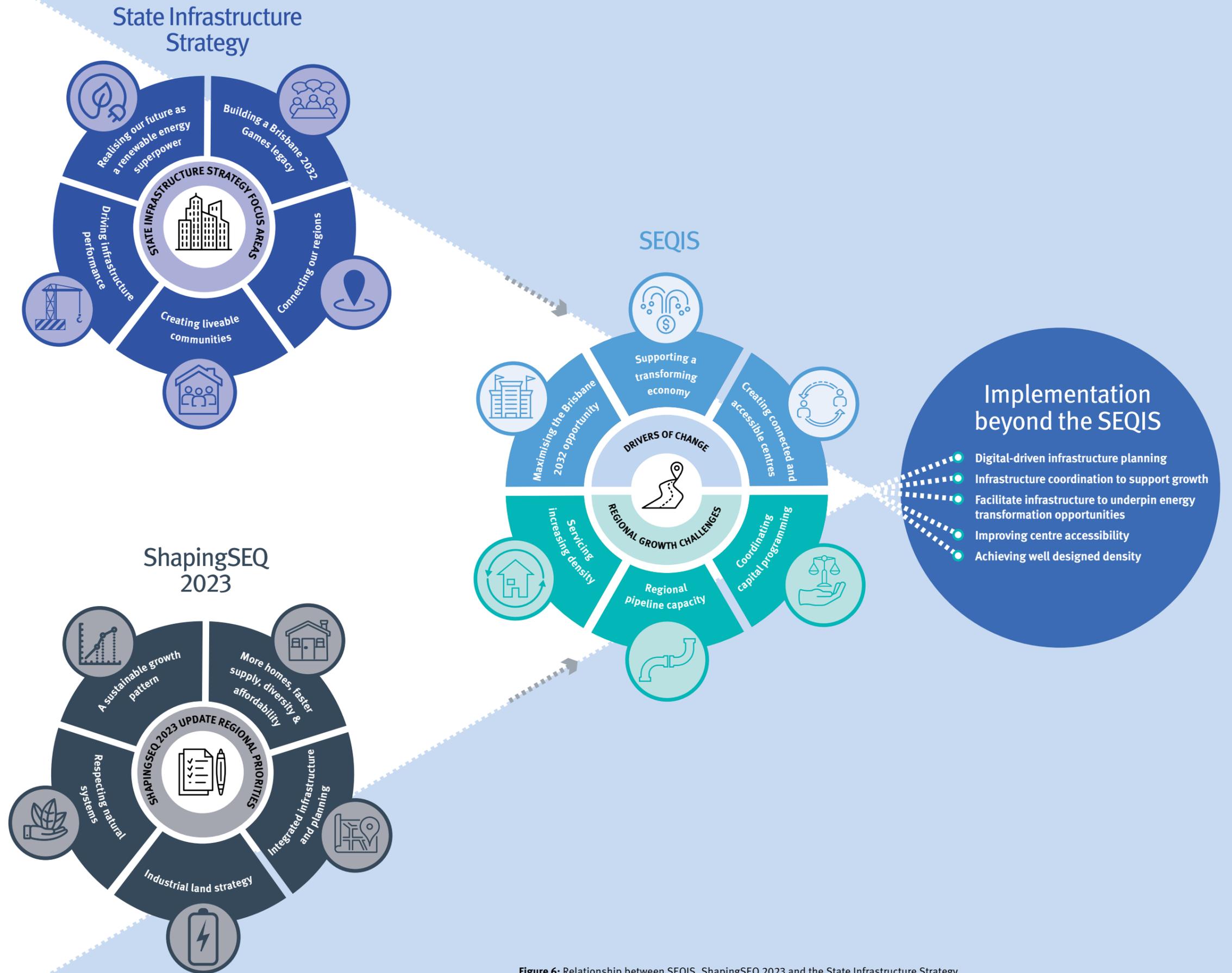


Figure 6: Relationship between SEQIS, ShapingSEQ 2023 and the State Infrastructure Strategy

Economic overview

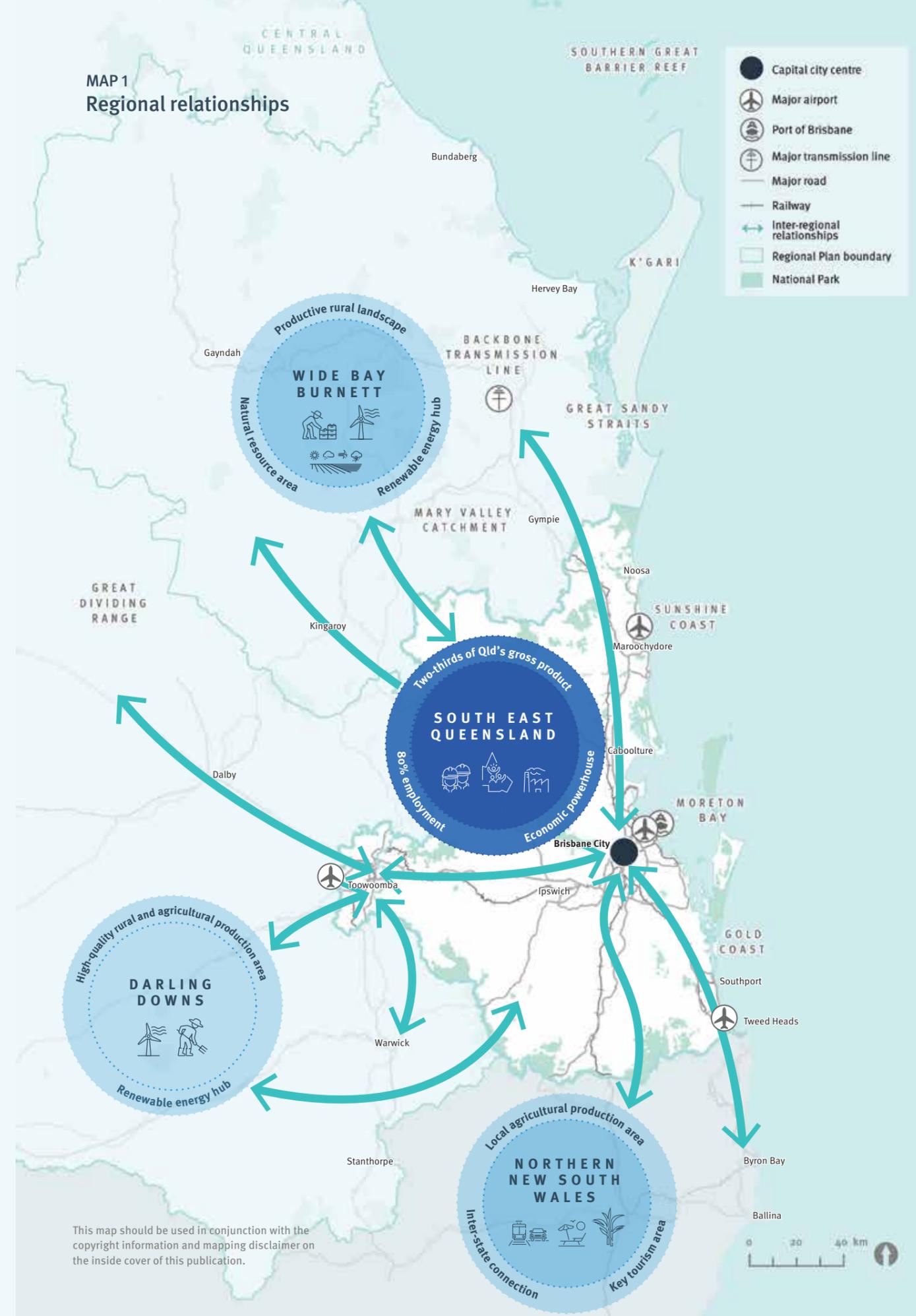
SEQ is Australia's third largest capital city region by population and offers attractive lifestyle options, diverse economies and healthy natural environments, collectively forming one of Australia's most liveable destinations and fastest growing regions.

SEQ's high-performing and diverse economy benefits from economic advantages in key export-oriented industries including knowledge, education and creative industries; food production and agribusiness; energy and resources; tourism; and high-value manufacturing. In 2022, SEQ provided over two million local jobs, supporting more than 80 per cent of Queensland's employment in professional, scientific and technical services, financial and insurance services, and the information, media and telecommunication sectors.

Over the course of the next 50 years, SEQ will be an innovative, economic powerhouse that is globally competitive. SEQ will continue to provide diverse employment opportunities and attract high-value economic activities and investment to support its regional growth and infrastructure investment. More broadly, the Queensland Government's commitment to the QEJP will catalyse Queensland's transformation into a leading renewables-based economy leveraging the \$62 billion investment over the next ten years. Within SEQ, there has been almost \$500 million in investment in more than 200 megawatts (MW) of large-scale renewable energy, creating around 500 construction jobs.² The QEJP estimates an additional \$1.6 billion investment in electricity infrastructure in SEQ by 2040.

SEQ is also the key transport hub for Queensland, including four international airports, two major freight corridors (east-west and north-south) and the Port of Brisbane. As illustrated in Map 1, SEQ's interconnectedness across a number of networks to the rest of Queensland as well as remote areas of the country means that it has become a key export hub for Queensland.

Secure water resources are essential to the region's growth. The SEQ Water Grid is critical infrastructure that enables the movement of treated drinking water around the region. This is especially important when patchy rainfall leaves some areas with full dams and other parts of the region with lower dam levels. The Water Grid can supplement but not completely replace local water supplies.



² Department of State Development, Infrastructure, Local Government and Planning (2023) *ShapingSEQ 2023*, Queensland Government.

Population growth

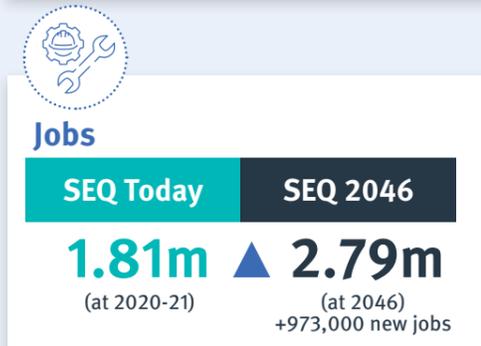
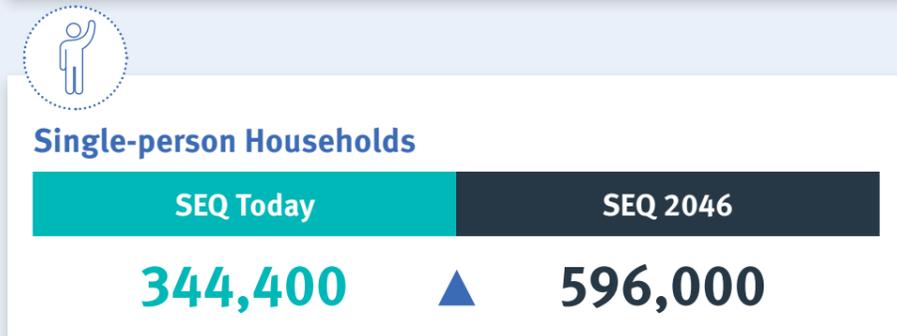
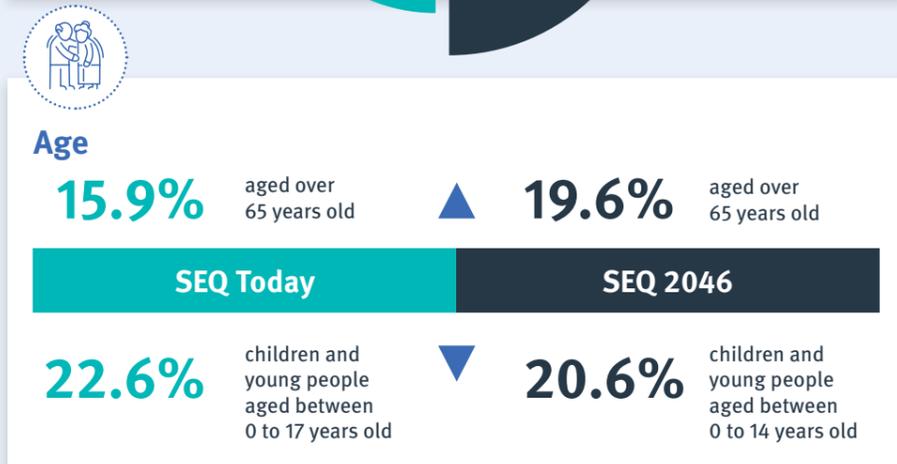
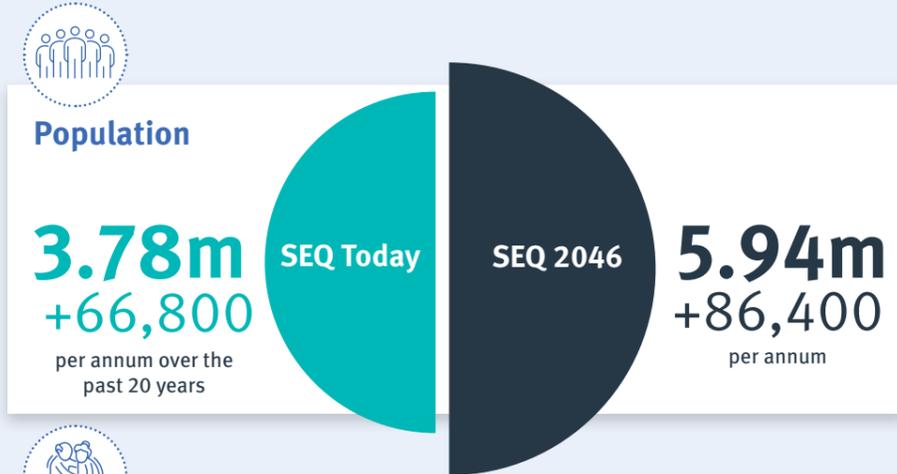


Figure 7: SEQ Today (Source: ShapingSEQ 2023)
 *Source: Queensland Government Statisticians Office. Population estimates and projections, Aboriginal and Torres Strait Islander Queenslanders, 2006 to 2031. Indigenous regions are large geographical units loosely based on the former Aboriginal and Torres Strait Islander Commission boundaries. They are created by aggregating one or more Indigenous areas.



SEQ's population growth has recovered strongly post the COVID-19 pandemic, driven by record levels of net interstate migration. The population is expected to reach almost six million people by 2046 which represents an increase of over 2.2 million people from 2021.

The projected growth will be driven by international migration and, to a lesser extent, internal migration from other states and territories. SEQ's average family size and household sizes will become smaller. The changing nature of SEQ's growing population demands new policies and integrated responses across government, industry and community.

In 2021-22, Queensland's growth rate was the highest nationally at 2.1 per cent, with SEQ accommodating for almost 80 per cent of this growth. Figure 8 details Queensland's population components since 1984, including the recent impacts of COVID-19.

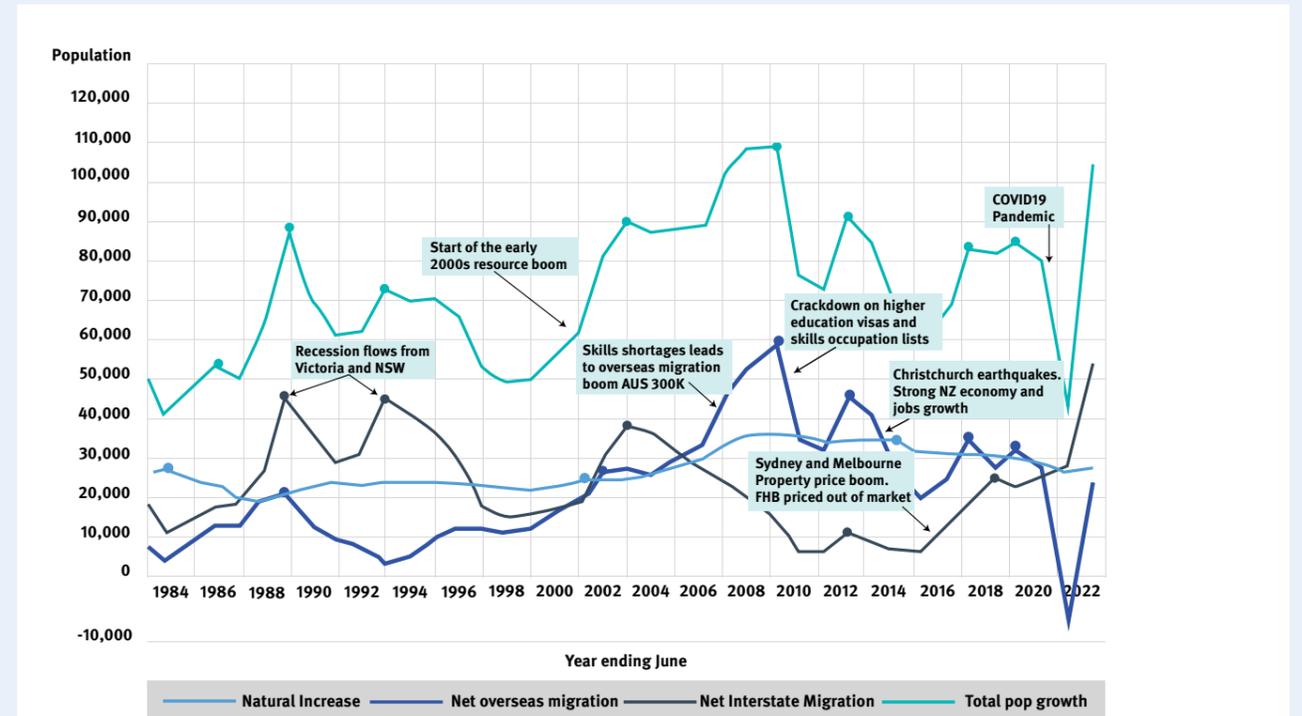


Figure 8: Queensland population change 1984-2022 (Source: Australian Bureau of Statistics, ABS. Cat. No. 3101.0)

The ShapingSEQ 2023 population projections take into account this growth in interstate migration derived from the Australian Bureau of Statistics Regional Population components and trends at June 2022, as well as the Queensland Government Statistician's Office (QGSO) 2023 medium edition population projections and the Australian Government budget announcements relating to increased immigration (2022/23 and 2023/24).³

The policy direction provided in ShapingSEQ 2023 has been developed having regard to several growth assumptions and plausible futures in terms of the potential scale of new housing development that could be realised across the region and the number of people this new development could accommodate.

Consideration of this 'plan-enabled' high growth scenario modelling will inform infrastructure planning responses for the region's future-state networks (10-20 years). Additionally, this SEQIS outlines an imperative for sequencing and timing of infrastructure planning and deliver for the region's medium term growth management needs (0-10 years).

³ The Commonwealth of Australia (2023) Budget 2023-24: Federal Financial Relations, Budget Paper No. 3, The Commonwealth of Australia, https://budget.gov.au/content/bp3/download/bp3_2023-24.pdf, accessed 1 June 2023.

PART

2

SEQ INFRASTRUCTURE PRIORITIES

Bruce Highway Cooroy to Curra Section A. Supplied by DSDILGP

Drivers of change in SEQ

SEQ is currently undergoing a once-in-a-generation transition into a high amenity region of record growth anchored by Brisbane as an Olympics host city.

Nationally significant mega-infrastructure projects such as Queen’s Wharf Brisbane coupled with regional connectivity infrastructure like Cross River Rail have paved the way for unprecedented cross-government investment in Brisbane 2032 infrastructure.

In addition, the Queensland Government’s commitment to energy transformation will provide new economic development opportunities for SEQ’s existing and mature industries as well as new knowledge and resource recovery industries.

These major drivers for economic development have been identified as key focus areas for this SEQIS that warrant proactive infrastructure planning strategies and responses to maximise the benefits associated with these catalyst opportunities. Importantly, the themes identified in ShapingSEQ 2023 support these drivers, as shown in Figure 9.

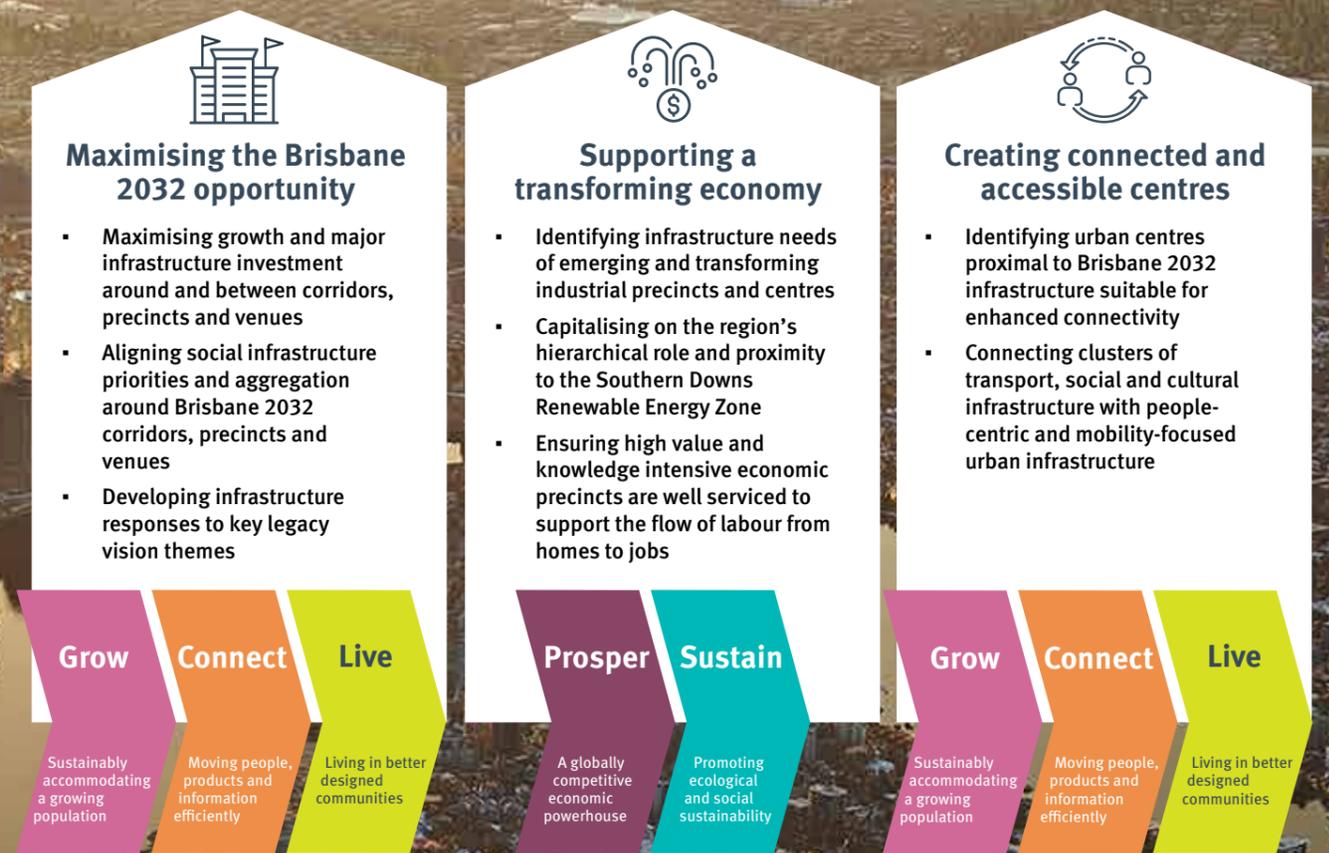


Figure 9: Drivers of change in SEQ

Artist’s impression of The Gabba rebuild. Supplied by Queensland Government

Maximising the Brisbane 2032 opportunity



Hosting Brisbane 2032 presents an opportunity to catalyse long-term, sustainable growth for Queensland's cities and regions by bringing forward infrastructure and urban development plans. A significant 10-year pipeline of development and construction is being accelerated to deliver venues and infrastructure to support the growth in SEQ and the state more broadly. All new and upgraded venue projects were pre-planned to meet the needs of growing regions and brought forward to be built in time for the Games, not built for the Games.

The Brisbane 2032 Master Plan outlines six new venues and eight upgraded venues that align with the region's long-term development plans and anticipated growth patterns. These new and upgraded venues provide a once-in-a-lifetime opportunity to create a lasting community legacy, with world-class sporting facilities that will attract major events and increase opportunities to participate in sports, recreation and volunteering. The Athlete Villages in Brisbane, Gold Coast and Sunshine Coast will also provide new housing options and increase diversity in growth areas.

Brisbane 2032 is crucial for SEQ's service-based and tourism sectors, which are essential for driving the region's economy. Delivering and maintaining the supporting enabling infrastructure including digital, water, transport and other freight infrastructure and social infrastructure is required to ensure SEQ can realise the opportunities to strengthen and grow these sectors.

SEQ can strengthen its global connections further by hosting international events such as sporting events, conventions and international political forums. Identifying, delivering and maintaining enabling infrastructure (such as transport, world-class education and training facilities, event and accommodation facilities) will support SEQ's international profile as a trade partner and tourist destination.

Underpinning this, is the opportunity to reframe relationships with First Nations people in a way that ensures Queensland is a global leader that recognises the connection to their lands, incorporates their knowledge, elevates their role in the region's identity and empowers them in decisions that will help to Close the Gap.

Legacy

The Queensland Government has released *Elevate 2042: Brisbane 2032 Olympic and Paralympic Games Legacy Strategy* which outlines a vision, mission, themes and focus areas to deliver a positive meaningful legacy before, during and after the Games. It defines how Queensland takes advantage of Brisbane 2032 over a '10 +10 year' period to drive economic, social and environmental outcomes that ensure lasting benefits before, during and after the Games.

Brisbane 2032 is expected to accelerate major transport infrastructure projects across SEQ. Not only will Brisbane 2032 generate significant tourism visitation during the event, but it is likely this will continue after the Games. Both mass transport and active transport infrastructure is required to support the movement in between precincts that will be critical to support Brisbane 2032 in the short term, and SEQ's growing population in the longer term. The strategy seeks to advance liveability and accessibility for all through incorporation of universal design principles in the development of Games-related infrastructure.

Brisbane 2032 is an opportunity to honour, embrace and showcase the unique and ancient history of the world's oldest living cultures.

First Nations peoples will play an important role in planning and delivering Brisbane 2032, including in the design of the venues and spaces.

DSDILGP and the Office of the Queensland Government Architect are working to develop a design strategy to ensure Brisbane 2032 venues and villages are designed with Queensland First Nations groups.



Artist's impression of The Gabba rebuild. Supplied by Queensland Government

Supporting a transforming economy



Queensland is preparing for a new wave of economic growth, emerging from global demand for more sustainable and low emissions products and supply chains. The

Queensland Government has committed to a 70 per cent renewables target by 2032 and 80 per cent by 2035, in order to meet the Australian Government's target of net zero emissions by 2050. Queensland, with its abundance of natural resources and land, has a unique opportunity to lead the way in the nation's energy transformation agenda and become a world leader in renewable energy. This includes significant opportunities for renewable energy to power and replace traditional carbon intensive energy used heavily in sectors such as manufacturing.

To achieve this, SEQ needs smarter, better integrated energy networks, and new employment opportunities to help decarbonise existing industries.

This includes applying circular economy principles, investment in more renewable energy sources and leveraging renewable energy investments in nearby regions, as described in the Queensland Climate Action Plan. SEQ is proximately located to the Southern Queensland Renewable Energy Zone (REZ) region, set to boost renewable generation to SEQ by 12,200MW by 2035, with the Southern Downs REZ and Western Downs REZ already spearheading the transition.

Decarbonising the infrastructure supply chain contributes to broader reduced emissions from the sector. In May 2023, the Queensland Government released its Queensland New-Industry Development Strategy (QNIDS) – a strategy for new industry in a decarbonising global economy. The QNIDS will guide industry and infrastructure investment to support regional economic transition that aligns with the Government's decarbonisation agenda, the QEJP and other economic development strategies.

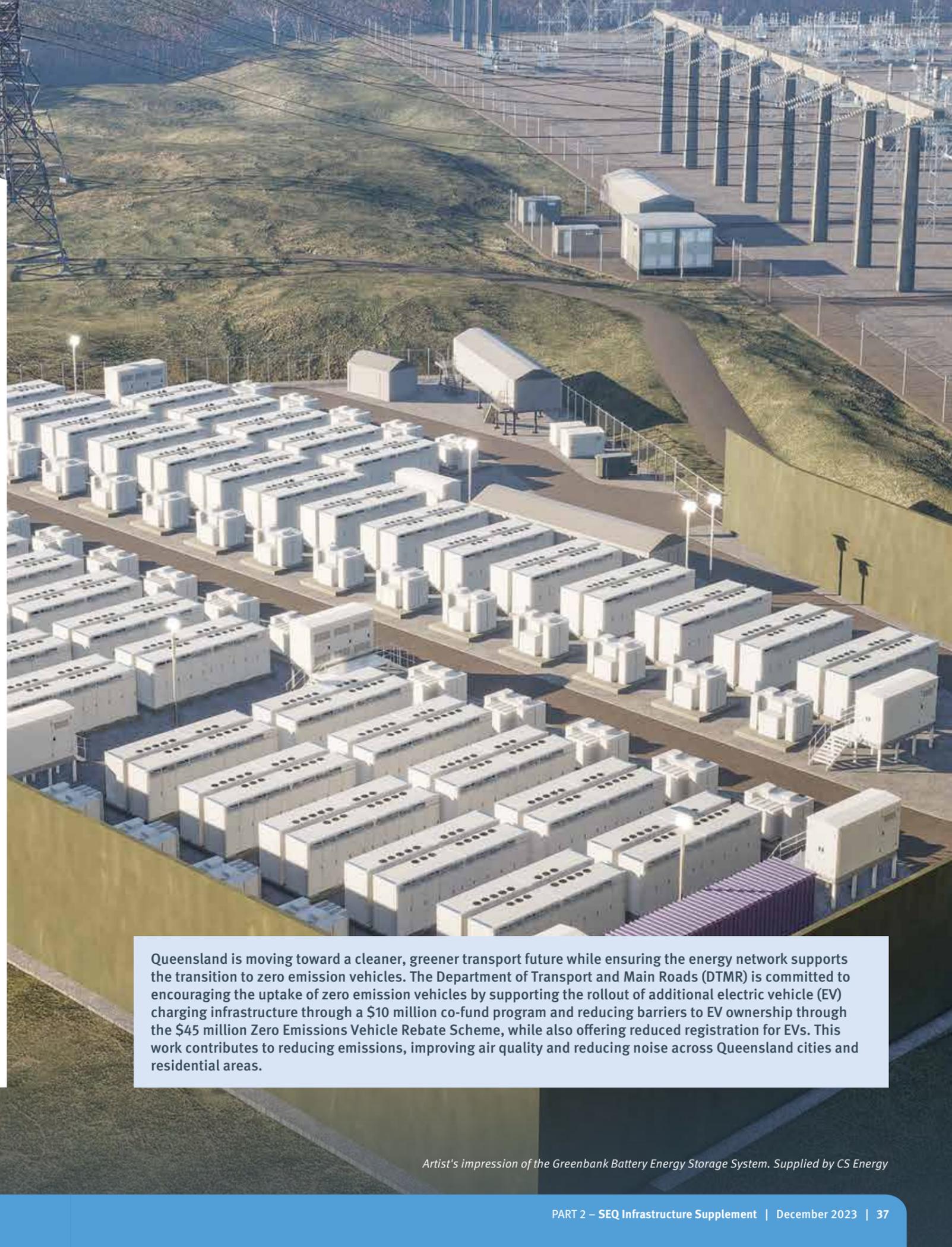
The QNIDS specifically has outlined the following priority areas for industrial development:

- » renewable energy manufacturing and infrastructure development
- » critical mineral processing, manufacturing and product development
- » battery industry development
- » green hydrogen
- » circular economy including resource recovery and recycling
- » bioeconomy including biofuels and sustainable aviation fuel.

The QNIDS identifies infrastructure delivery, including common use infrastructure funding and integrated planning and delivery across all asset classes, from water and electricity to ports and road networks as a critical industry development lever to support the attractiveness of the industry in the region.

Capitalising on SEQ's industrial land and precincts supports Queensland's transformation task. These include Recycling Enterprise Precincts (REPs), Regional Economic Clusters (RECs), Major Enterprise and Industrial Areas (MEIAs) and State Development Areas (SDAs). When considered as part of a broader economic system they can support the region to decarbonise and enable continued growth of the SEQ economy.

In supporting SEQ to achieve its ambitious targets under the Queensland Waste Management and Resource Recovery Strategy, REPs will play an increasingly important role. They are places that transform and remanufacture recovered materials into new products with a commercial value. For these precincts to generate new jobs, increase investment in research and development, encourage positive environmental outcomes, support a transition to a low carbon future, and support the creation of sustainable markets for remanufactured end products, infrastructure is needed including opportunities for industry, such as through delivering common user infrastructure.



Queensland is moving toward a cleaner, greener transport future while ensuring the energy network supports the transition to zero emission vehicles. The Department of Transport and Main Roads (DTMR) is committed to encouraging the uptake of zero emission vehicles by supporting the rollout of additional electric vehicle (EV) charging infrastructure through a \$10 million co-fund program and reducing barriers to EV ownership through the \$45 million Zero Emissions Vehicle Rebate Scheme, while also offering reduced registration for EVs. This work contributes to reducing emissions, improving air quality and reducing noise across Queensland cities and residential areas.

Artist's impression of the Greenbank Battery Energy Storage System. Supplied by CS Energy

Creating connected and accessible centres



As SEQ's population grows, there is a need to ensure communities are sustainable and liveable. Prioritising infrastructure around key urban precincts is required to meet the expected increased demand. Well-connected and accessible transport and social infrastructure is required to service the region's key economic, lifestyle and destination precincts and the corridors of activity between them.

The liveability of centres, including connections and access to community services and amenity, supports economic and population growth and is critical to the region's success. Equitable distribution of social infrastructure supports liveability, and co-located and integrated infrastructure, such as health and medical, education and recreation, reduces travel times and costs to access these services.⁴ However, at the core of this, is a need for safe, accessible, liveable, interconnected communities with access to an integrated regional transport system, with high frequency public transport and active transport connections, and access to high value green spaces and natural areas, such as biodiverse parks and recreation reserves.

The 'in between' spaces are critical to maximise the value of investment and activities within defined precincts. Providing high-frequency public transport and active transport infrastructure will offer movement choice.

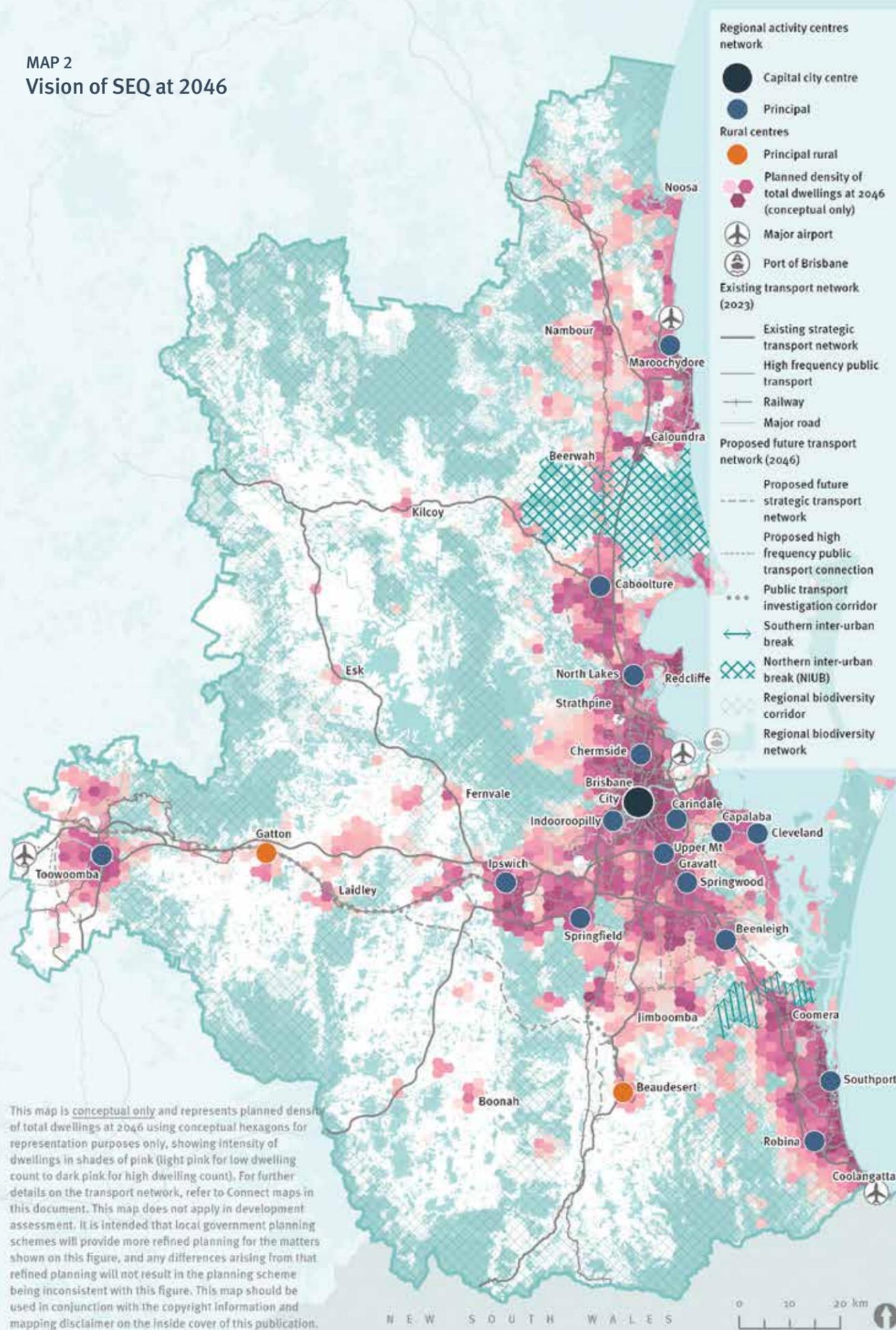
Highly connected places result in centres that can be easily reached by different modes of transportation, including active transport, such as walking, cycling, and other forms of mobility, as well as rapid public transport and transport hubs, and vehicle access, including availability of electric vehicle charging. The integration and coordination of transportation networks, alongside green and blue infrastructure, and social and cultural infrastructure, within proximity to jobs and access to diverse housing concentration is critical in realising this opportunity.

Active transport and mobility focussed strategies such as those identified in the SIS, Queensland Cycling Strategy 2017-2027 (re-released 2023) and Queensland Walking Strategy 2019-2029 are mechanisms for the Queensland Government to integrate health outcomes, alongside economic, social and behaviour aspirations for places, into investment decisions regarding community-based infrastructure planning. Good design for movement can encourage people to socialise, meet and connect, benefitting wellbeing and local economies. In particular, adopting universal design principles enables everyone, regardless of age or ability, to use buildings, transport and parks, without the need for specialised or adapted features, and to participate easily in work, education, social and cultural life. Furthermore, investing in the value of placemaking in the planning, design and operation of SEQ's transport network will further aspirations for a more welcoming, connected region for visitors and locals alike.



⁴ Australian Housing and Urban Research Institute (AHURI) (2020) *What has COVID-19 revealed about liveability, our homes and neighbourhoods?*, AHURI, <https://www.ahuri.edu.au/analysis/brief/what-has-covid-19-revealed-about-liveability-our-homes-and-neighbourhoods>, accessed 1 June 2023.

Artist's impression of Northshore Brisbane. Supplied by Economic Development Queensland



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

SEQ regional growth challenges

As illustrated in Map 2, population growth in SEQ will have significant influence on regional planning and remains a challenge and opportunity to 2046.

Throughout development of ShapingSEQ 2023, the Queensland Government has identified a number of considerable challenges influencing SEQ's future prosperity, identified in Figure 10. They reflect SEQ's complex policy environment and the regional priorities identified throughout the development of ShapingSEQ 2023 and SEQIS.

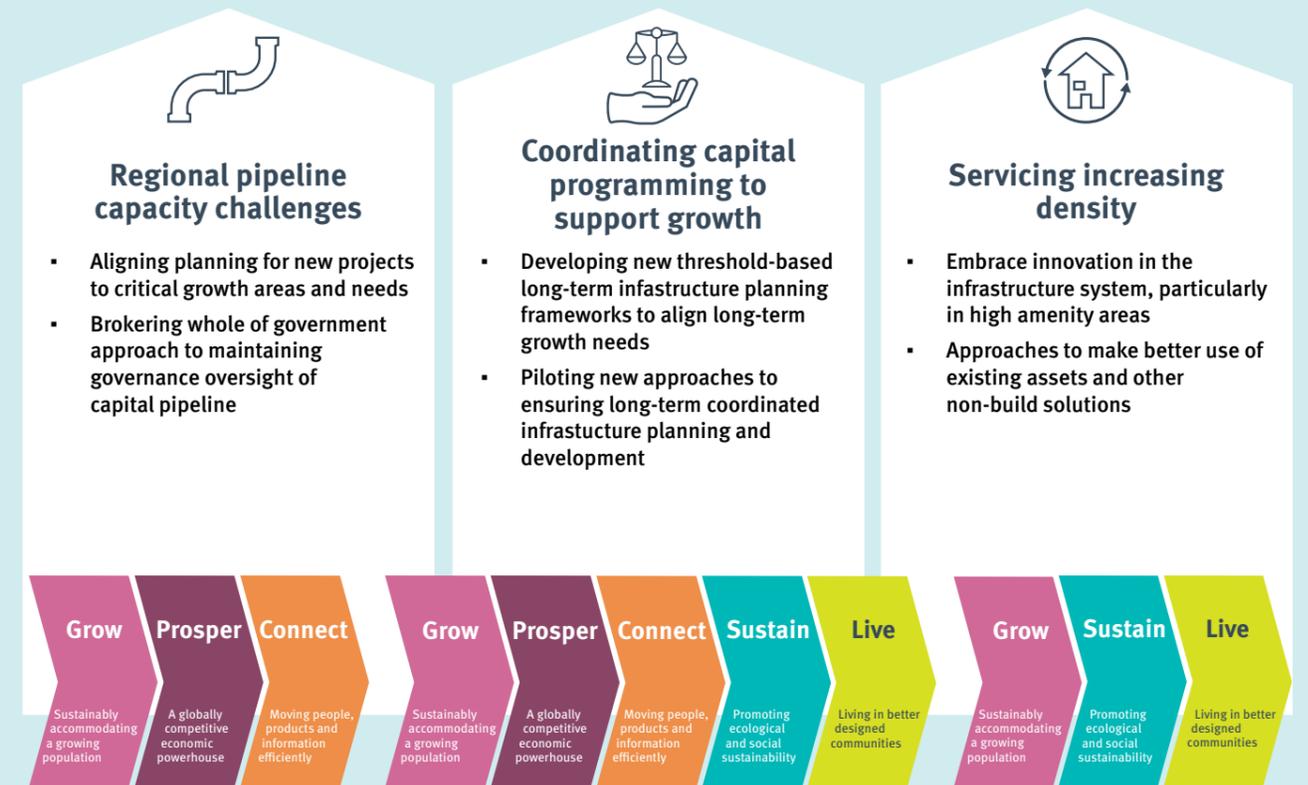


Figure 10: SEQ regional growth challenges

Regional pipeline capacity challenges



A record capital program of \$88.729 billion is to be directed toward building, improving and maintaining Queensland's infrastructure assets over the four-year forward estimates from financial year 2023-24. Market capacity constraints are affecting infrastructure delivery, with demand for plant, labour, equipment and materials being two thirds higher than in previous years.⁵ This is further impacted by the scale, duration and frequency of natural disasters, placing pressure on building and construction. Compounding these challenges is the increased demand for new infrastructure to provide services to support increased density and the associated innovative planning and delivery mechanisms.

Cost increases associated with access to labour and materials have increased considerably since the Queensland Housing Summit Outcomes Report was published. Without intervention, this challenge and pressure will continue to magnify as the infrastructure requirements for SEQ grows. Cross-agency alignment of capital planning and funding processes will be critical to realise the benefits of government investment in the delivery of significant infrastructure assets in challenging circumstances. This applies to the whole of SEQ, particularly infill or greenfield growth areas.

Strategic investment in SEQ's infrastructure pipeline

To address these challenges, it is essential to prioritise across the forward pipeline and invest in critical infrastructure projects strategically. This can involve identifying key projects that will have the most significant impact on the community and deliver the appropriate services and outcomes required for the region. While effort has been made to manage impacts, such as prioritising infrastructure project delivery timelines, further work is required to ensure targeted infrastructure investment is able to be delivered within SEQ.

Beyond consideration of the infrastructure pipeline to ensure alignment with SEQ's growth needs, the implementation of alternative financing and partnership solutions can alleviate capital challenges. Alternative (joint) infrastructure funding models have traditionally proven to be prudent mechanisms to finance large-scale infrastructure projects in fiscally constrained environments. The benefits of collaboration between private and public sectors during all economic periods are understood. However, there remains opportunities for improved partnership approaches to make better use of land and scarce funds to secure liveable communities.

⁵ Infrastructure Australia (IA) 2020, *First Infrastructure Market Capacity report reveals surge in demand for skills, labour, plant and materials*, Infrastructure Australia, <https://www.infrastructureaustralia.gov.au/listing/media-release/first-infrastructure-market-capacity-report-reveals-surge-demand-skills-labour-plant-and-materials>, accessed 1 June 2023.

⁶ ABS Labour Force Survey Data, Table 1: EQ03 - Employed persons by Greater Capital City and Rest of State (ASGS), Industry division of main job (ANZSIC) and Sex, November 1984 onwards. Accessed 11 September 2023: <https://www.abs.gov.au/statistics/labour/employment-and-unemployment/labour-force-australia-detailed/latest-release#data-download>

Infrastructure productivity and workforce

The infrastructure industry is one of the largest employers in Queensland. There are around 237,300 people employed full-time in the construction sector (May 2023), representing around eight percent of total full-time employment. This is an increase of around 18 percent over the last five years.⁶

Queensland is reliant on this industry to deliver the record infrastructure program that will underpin economic growth, communities and quality of life but a range of challenges are adversely affecting the productivity and resilience of the infrastructure industry, including:

- » supply side constraints, both in terms of inputs and workforce
- » a lack of standardisation in construction methods and materials
- » low levels of vertical integration in the industry
- » low levels of investment in research and development, limited innovation and digitisation.

Infrastructure workforce challenges such as low retention rates and culture and wellbeing issues are also impacting the prosperity and sustainability of Queensland's infrastructure industry.

Across the sector it is widely understood that benefits can be realised from:

- » **risk allocation** – better understanding of project risks and more appropriate risk sharing
- » **early engagement** – cross-agency and cross-sector collaboration in the early planning of projects
- » **pipeline transparency** – increased project and pipeline transparency and visibility to facilitate private sector planning
- » **collaboration** – the importance of strong partnerships to quality project and service delivery outcomes.

Queensland Government addressing market capacity and infrastructure productivity challenges

The Queensland Government has a number of programs and initiatives in place to support and facilitate productivity and workforce diversity in the infrastructure industry, including the *One Government Contract Management Framework*, the *Business Case Development Framework*, the *Good people. Good jobs: Queensland Workforce Strategy 2022-2032* and consideration through the forthcoming Queensland Vocational Education and Training (VET) Strategy.

In acknowledging the importance of the infrastructure industry and seeking to address the challenges it is facing, the Queensland Government committed to developing the Infrastructure Productivity and Workforce Roadmap and Action Plan (Roadmap and Action Plan) in collaboration with a range of industry representatives as a priority action of the SIS.

Improved productivity through enhanced workforce practices and government and industry collaboration are important components in responding to market capacity constraints and achieving better outcomes in the infrastructure industry.

To ensure Queensland's infrastructure industry remains competitive and an attractive place to invest, the Roadmap and Action Plan will guide government and industry efforts to enhance productivity and improve workforce outcomes in the infrastructure industry, including enhancing efficiency, promoting innovation, attracting and retaining talent and promoting a positive workplace culture.

The Roadmap and Action Plan will guide government and industry actions across five areas to improve productivity and workforce outcomes:

- » commercial approaches (procurement, contracting and delivery models)
- » governance and frameworks
- » digital and data
- » skills and training
- » workforce wellbeing and diversity.

Collaboration and coordinated long term planning and partnerships across all levels of government, as well as private sector investors, can also help increase the availability of capital for infrastructure projects.

Overall, delivering an unprecedented capital program within SEQ in the current capacity-constrained economic climate requires careful planning and strategic investments to ensure that critical infrastructure needs are met.



South West Pipeline. Supplied by Seqwater

Coordinating capital programming to support growth



The SIS sets aspirations for improved infrastructure coordination to optimise investment across portfolios and asset classes. Barriers to coordination and collaboration include inconsistencies

in data, inputs and priorities; capital sequencing and planning; and specific state agency processes. To deliver on the required outcomes identified in ShapingSEQ 2023, there is an opportunity to consider new approaches to enable the coordinated delivery of:

- » land use planning and sequencing with associated capital programming
- » multi-asset state infrastructure demand analysis and planning with associated capital planning
- » governance and funding arrangements to support land use outcomes and infrastructure needs.

Historically, there have been challenges in the alignment of land use planning with the sequencing of infrastructure delivery to support the growth of communities and economies.

In addition, the construction (and reconstruction in infill areas) and maintenance of infrastructure has become increasingly expensive, particularly for transport, trunk water and sewerage. This often results in a dispersed, low density urban form that is less serviced by infrastructure (in comparison to higher density areas).

To appropriately service increasing population growth, it is critical for longer term, commensurate infrastructure planning to be undertaken. As infrastructure delivery is the responsibility of multiple providers with differing local, regional and state-wide service delivery planning imperatives, catchments and funding sources, this does not always align in sequence with localised growth – either in advance or as and when needed.

There is an opportunity in SEQ to develop and implement a model that leverages existing frameworks to deliver improved integration of longer-term land use and infrastructure planning to support growth.

There is a need for better coordination of activities of infrastructure providers to avoid the delivery of intensified land uses without commensurate supporting infrastructure. Increased coordination can also support a more aligned capital budget planning process. In a fiscally constrained environment, strong land use signals for growth management provide a coordination signal for prioritisation and sequencing of infrastructure. This SEQIS is the first stage of coordinating a whole of government approach to integrating infrastructure delivery programs. However, additional efforts should be applied to coordinate place-based responses where strategic opportunities or challenges are present.

Given the current fiscal and labour challenges, there is a need to think differently about how providers and stakeholders can align planning to better sequence and coordinate the delivery of infrastructure. SEQ's growth drivers and Brisbane 2032 present opportunities to consider improved infrastructure planning and coordination models.



Queensland Academy for Science Mathematics and Technology. Supplied by the Department of Education

Servicing increasing density



ShapingSEQ 2023 identifies significant population growth and the need for increased diversity and density to deliver sufficient housing to support growth in SEQ. Encouraging increased residential density in key locations

with supporting infrastructure, including suitable access to employment, will strengthen the economy and sustainably accommodate the expected population growth in SEQ while maintaining the region's vibrancy.

Increasing densities will result in an increase in demand for essential services such as healthcare, education, high-frequency public transport, water, food production and distribution supply chains, freight network capacity, and waste management. Service planning is essential to ensure safe, efficient and effective responses to community needs, including identifying new, sustainable and more compact forms to deliver infrastructure. This includes consideration of the timing and location of investment in state infrastructure to service increased density aligned to population indicators.

The growth of SEQ calls for innovation in the infrastructure system, including developing new service delivery models and forms of infrastructure, considering alternative infrastructure prioritisation approaches and collaborating with key stakeholders to identify and address emerging needs. Environmental and economically sustainable approaches to infrastructure should be considered, such as use of existing assets, adaptive reuse and co-location of shared infrastructure. Making better use of existing assets and non-build solutions, as well as improved design and location of built assets can protect environmental values.

Recognising the high biodiversity values of SEQ's urban areas, these approaches should consider impacts on biodiversity associated with increasing density and infrastructure provision. ShapingSEQ 2023's Sustain chapter includes further guidance around how biodiversity and bioregional planning will be considered in SEQ. To achieve these outcomes, it is critical to ensure that increased density is supported with the provision of high value green spaces to deliver well-being benefits and ensure that biodiversity values that exist within the urban footprint include intrinsic value and provide ecosystem services.

To overcome challenges associated with historical design, catchment determination and service delivery standards, there is a need to embrace innovation and explore opportunities for co-location, partnerships, and adaptive reuse. Consideration for SEQ should be given to improved efficiency in use of existing assets, through 'sweating the assets' or flexible uses within existing and new buildings.

The Queensland Government's new Local Government Sustainability Framework enables the sustainability of councils to be assessed against a tailored framework that more appropriately reflects the diverse nature of Queensland councils. Principles of the framework for local government cover: doing the basics well across finances, governance and service delivery; delivering infrastructure that the community needs, wants and can afford; and investing in ideas that are right for the future community. Implementation of the framework provides greater insight into the sector's challenges and supports development of more tailored infrastructure solutions to councils.



Caboolture Satellite Hospital. Supplied by Queensland Health

Implementation actions

SEQ is currently undergoing a once-in-a-generation transformation. This transformation is catalysed by substantial planned growth and an unprecedented level of cross-government investment in infrastructure. Strategies employed by infrastructure delivery agencies in planning, designing and delivering projects will have a profound influence on how the region responds to these challenges and seizes the opportunities presented.

That is why this SEQIS identifies a range of implementation actions which directly address these challenges and capitalises on the opportunities, ensuring that the region maximises the potential of this exceptional period of growth and infrastructure investment. These actions encompass the entire infrastructure lifecycle and represent the Queensland Government's commitment to continuous improvement in approaches to infrastructure planning and delivery.

This commitment signifies a progressive shift towards place-based infrastructure planning, optimising the use of existing assets and ensuring that the forecast growth in SEQ is thoughtfully supported by infrastructure, preserving the unique characteristics and liveability of SEQ.

Figure 11 illustrates how the implementation actions address the drivers of change in SEQ and the SEQ regional growth challenges outlined earlier in Part 2. Figure 12 illustrates how the implementation actions will improve Queensland Government infrastructure planning by:

- » facilitating an open data platform to enable better state government infrastructure agency pipeline visibility and collaboration, ensuring Queensland's infrastructure investments are aligned with regional priorities and based on robust evidence

- » facilitating improved infrastructure pipeline sequencing and timing, ensuring Queensland's infrastructure investments are aligned across agencies, infrastructure providers and local councils to jointly deliver infrastructure when needed to support sustainable growth
- » providing prioritisation guidance to leverage planned major capital investments, ensuring Queensland's infrastructure investments are prioritised to best support the needs of the region
- » encouraging best practices for infrastructure planning, design and delivery that supports regional density, ensuring Queensland's infrastructure investments are integrated with regional land use planning priorities.

Together, the implementation actions will ensure SEQ benefits from well-managed growth, with capital investments contributing to the region's productivity, resilience, liveability and sustainability.

Implementation actions	Drivers of change			SEQ regional growth challenges	SEQ regional growth challenges		
	Maximise the Brisbane 2032 Opportunity	Supporting a transforming economy	Creating connected and accessible centres		Regional pipeline capacity challenges	Coordinating capital programming to support growth	Servicing increasing density
Digital driven infrastructure planning	●			●	●	●	
Infrastructure coordination to support growth	●	●	●	●	●	●	
Facilitate infrastructure to underpin industrial land use		●			●		
Improving centre accessibility	●		●		●		
Achieving well designed density			●			●	

Figure 11: Relationship of the Implementation Actions with the Drivers of change in SEQ and the SEQ regional growth challenges

SEQ Infrastructure Supplement implementation

SEQ Regional Infrastructure Priorities

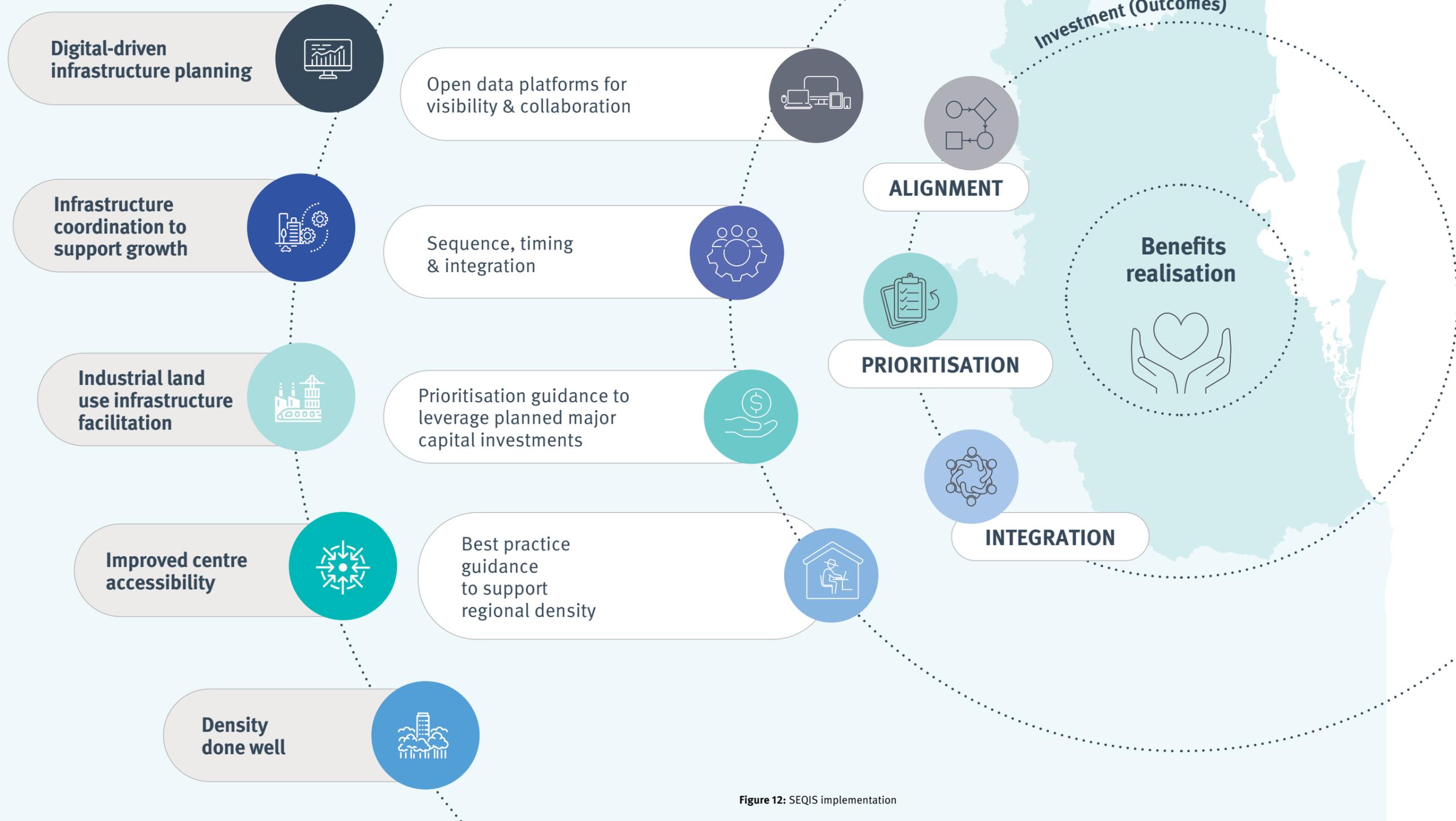


Figure 12: SEQIS implementation

Digital-driven infrastructure planning



SEQ is facing the substantial task of delivering approximately 900,000 additional homes over the next 25 years. Furthermore,

ShapingSEQ 2023 aspires for the majority of this growth to transpire within infill consolidation areas, while moving towards a 70/30 ratio of consolidation to expansion in dwelling growth across the region.

As the region transitions to higher density living in established areas, it brings its own unique set of challenges, discussed in detail in the previous section. Notably, higher density leads to a corresponding surge in demand for essential services such as healthcare, education, public transport, water, and waste management. This task requires a dedicated, cross-government approach for successful execution.

Ten regional priorities have been identified in ShapingSEQ 2023 to address this task:

- 1 A sustainable growth pattern 
- 2 More homes, faster – supply, diversity and affordability 
- 3 More social and affordable homes 
- 4 Well-designed communities 
- 5 Integrating land use and infrastructure 
- 6 New economic opportunities and jobs 
- 7 A sufficient pipeline of industrial land 
- 8 Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations 
- 9 Regional approach to natural hazards 
- 10 Better biodiversity outcomes for growth areas 

To realise these priorities, it is imperative to change the way authorities plan for, deliver, and integrate infrastructure seamlessly with land use planning. Plan makers must embrace the priority actions outlined in the SIS and continue to drive improvements in infrastructure performance by taking a ‘digital by default’ approach. Embracing and championing the development and implementation of digital infrastructure planning tools to support the response to the anticipated growth is a fundamental change proposed to support this action.

This SEQIS outlines three distinct digital approaches under development by the Queensland Government to infrastructure planning. Table 1 provides an overview of these approaches, with more detailed information available in the following pages.

Infrastructure baseline

Infrastructure plays a pivotal role in driving economic growth, enhancing resilience and improving overall quality of life. To support strategic infill development and enhance infrastructure planning practices across Queensland, it is essential to establish a comprehensive evidence base of existing infrastructure assets, their performance, and drivers of future demand. This is particularly crucial in response to the ongoing growth in SEQ.

For infrastructure within strategic infill areas, providing essential services, understanding their capacity and overall condition helps to identify opportunities to maximise the utilisation of these existing investments. Overlying this with future demand expectations helps to also understand the comparative needs and thresholds for future investments. Presently, the Queensland Government is conducting a comprehensive data stocktake of Queensland's infrastructure within SEQ as an initial step toward piloting an 'Infrastructure Baseline'. Building upon this data the Infrastructure Baseline will serve as a data-driven evidence base to enable strategic infrastructure planning, highlighting comparative infrastructure needs across Queensland's regions and infrastructure portfolios. The SIS described this as a priority action to drive ‘data-driven

Infrastructure Baseline



The baseline aims to provide a reliable data-driven evidence-base for state-owned infrastructure, to inform strategic infrastructure planning and highlight comparative infrastructure needs across regions and infrastructure portfolios, guiding investment. It will draw on data for infrastructure assets related to capacity, condition, utilisation along with future drivers of demand.

Model for Urban Land Use and Transport Interaction (MULTI)



A nation leading tool for integrating land use and transport planning in Queensland. MULTI provides accurate projections for housing demand, location choice, and their interactions with available housing supply, while also emphasising the role of transport infrastructure in catalysing growth. ShapingSEQ 2023 heavily relies on MULTI to project future land use in SEQ.

Digital Twin



A Digital Twin is an exact digital replica of physical assets or networks, offering a reliable basis for critical decision-making. The Digital Twin's accuracy relies on a highly precise data layer, which is where the Infrastructure Baseline comes into play. The Digital Twin is the key mechanism that combines the data sourced within the Infrastructure Baseline and the outcomes modelled in the MULTI to simulate the impact on the infrastructure network.

Table 1: Digital inputs to future infrastructure planning

infrastructure planning for regions'. At its core, the infrastructure baseline will provide a reliable data-driven evidence-base for state-owned infrastructure decision making. It will act as a resource that informs priorities and strategies for improving infrastructure into the future. It will play a pivotal role in supporting DSDILGP's RGF and will be the foundation for the implementation of the SEQ Infrastructure Plan. The Infrastructure Baseline will also:

- » enhance understanding of the available data collected and maintained by state agencies and other data custodians
- » promote a 'digital by default' and evidence-based approach to infrastructure planning and investment
- » inform comparative statewide and regional priorities based on areas of need now and into the future
- » improve asset utilisation and provide a solid evidentiary basis for capital and maintenance budgeting
- » underpin the ongoing delivery and implementation of regional infrastructure plans
- » enhance data availability forming a critical input to a potential SEQ Digital Twin
- » form a critical input into the MULTI.

Model for Urban Land Use and Transport Interaction

ShapingSEQ 2023 is built upon a thorough and comprehensive analysis conducted using updated regional planning modelling capabilities. Informed by regional population projections, the MULTI explores the impact of alternative policy options (scenarios), with the preferred option expressed as dwelling supply and diversity targets in ShapingSEQ 2023.

The need for improved integrated land use and transport modelling was first identified in 2017 and it has been realised through a genuine partnership between DTMR and DSDILGP. MULTI dynamically integrates economics, transport modelling, demographics, and land use planning to test growth scenarios across SEQ, facilitating planning and decision-making. MULTI represents a significant advancement in the integration of land use and transport planning in Queensland and will continue to evolve by incorporating additional datasets to further enhance the evidence base used for future growth planning in Queensland.

For ShapingSEQ 2023, MULTI offers the following capabilities. It:

- » models housing demand, location choice and interactions with available housing supply, considering infrastructure servicing across SEQ
- » provides a better understanding of supply pressures to inform decision-making and policy actions bringing supply to market
- » reflects the land use benefits unlocked from major future planned transport infrastructure investment projects such as Cross River Rail, Coomera Connector and Brisbane Metro, which will be used to support preliminary evaluations and business cases through Infrastructure Australia
- » reflects an improved understanding of the dynamics of the housing market across the region in response to changes in accessibility, land use policy and transport outcomes
- » informs the suitability, sizing and potential future growth requirements for the urban footprint and dwelling supply targets
- » accounts for key transport connections needed to support growth across SEQ.

Beyond 2023, the MULTI may be further enhanced to assist with infrastructure planning beyond transportation, potentially including capabilities such as:

- » evaluating service capacity for police, fire, and emergency services based on growth scenarios to aid agencies in future planning activities
- » modelling school and other educational facility capacity and utilisation to accommodate greater density
- » demographic modelling to determine health service requirements
- » expanding social infrastructure capacity modelling.

The Queensland Government leads the nation in integrated land use and transport planning modelling and remains committed to continuously improving and refining its practices to ensure that Queensland's growth is well-planned, with associated infrastructure delivered to maintain the characteristics that makes Queensland great.

Digital Twin

As time progresses, solving the increasingly complex challenges outlined in this SEQIS will continue to warrant new ways of working. In other jurisdictions and globally, digital twins have been emerging as a leading way of solving complex problems in the real world. The SIS recognised the opportunity for a digital twin to help plan, predict, and understand Queensland's infrastructure, and to improve decision-making through more effective use of data.

An SEQ Digital Twin could help address some of the challenges facing the region, de-risk infrastructure planning, delivery and operations within the context of Queensland's Big Build, help identify ongoing market capacity constraints, and support the successful delivery of Brisbane 2032 and a games legacy.

Digital Twins go beyond conventional information technology systems and visualisation tools, facilitating a new approach that capitalises on emerging technologies and underscores the value of data. They can virtually replicate the built environment as an interconnected systems of systems facilitating more coordinated land-use and infrastructure planning. Doing this enables us to visualise, analyse, understand, simulate and predict the real world, testing ways to ease housing supply

pressures, increase infrastructure resilience, develop more connected precincts, and better engage with the community.

An SEQ Digital Twin could serve as a digital ecosystem accessible to governments, Brisbane 2032 delivery partners and industry stakeholders. It aims to enhance the utility of data, allowing for more efficient discovery and analysis. Leveraging data from existing systems, including other bespoke digital twins, can reveal new insights previously concealed to isolated groups. Our systems will need to ensure cross-government data integrity and integration, and data quality will need to be enhanced.

The 2023-24 State Budget committed an initial \$5 million to develop an implementation plan for the SEQ Digital Twin program and is actively working on a Proof-of-Concept to be delivered in 2024.

Opportunities to integrate the Infrastructure Baseline with MULTI modelling projections into a single virtual SEQ infrastructure network will provide access to a sophisticated and universal toolbox for collaborative network planning that can facilitate a new capability paradigm for coordinated infrastructure and land-use planning.

Priority actions

As demonstrated, the Queensland Government is currently undertaking a wide range of initiatives with the aim of adopting a 'digital by default' approach throughout the infrastructure lifecycle. Through these initiatives, future infrastructure planning will be built from a solid evidence base, be data driven to meet the growth anticipated for the region, and seamlessly integrate land use planning and infrastructure planning.

To ensure this goal is achieved, effort needs to be placed on the initiatives that give the greatest outcomes for Queensland and have a sound implementation plan to ensure they are developed and operational when and how they are needed.

In development of the SEQIP planned for 2025, the Queensland Government will:

- 1 Pilot an Infrastructure Baseline for SEQ as a data-driven evidence base to enable strategic infrastructure planning and highlight comparative infrastructure needs.
- 2 Expand the capability of the MULTI model to continue to improve the alignment between integrated land use, transport, and infrastructure planning.
- 3 Develop and finalise the SEQ Digital Twin Proof-of-Concept and program implementation planning to inform consideration of future steps and further investment along with the opportunity to integrate Actions 1 and 2.

Infrastructure coordination to support growth



The delivery of infrastructure holds a pivotal role in ensuring that the projected growth for SEQ can be achieved, enabling greater diversity and densification of housing and economic growth. To ensure success, it is crucial to optimise government investments in infrastructure assets and improve planning and delivery through better coordination between agencies. Coordinating capital planning processes and funding for growth areas throughout SEQ will unlock the full potential of these investments.

Aligning growth planning with necessary infrastructure is a complex task. In Queensland, infrastructure planning and delivery is the responsibility of various agencies and government levels, and even the private sector. A coordinated effort involving all levels of government and industry is necessary to provide the required infrastructure to support SEQ's growth. This effort begins with increased transparency and accountability throughout the infrastructure planning process to ensure that infrastructure can be planned for and provided where it is needed the most.

While significant improvements in coordination have been made recently – including initiatives like the SEQ City Deal, the Sunshine Coast Infrastructure Coordination Plan (ICP), and other regional infrastructure planning strategies – there is further room for enhancing infrastructure coordination and optimising investments across different portfolios and asset classes in strategically critical areas across the region.

What better long-term infrastructure planning looks like

Effective long-term infrastructure planning involves a proactive approach that relies on specific data and predefined thresholds to ensure the sustainable support of proposed growth in a given location. For example, the identification of population thresholds can determine the need for additional educational infrastructure, while assessing changes in predicted emergency response times in areas with increasing population density can guide the requirement for additional emergency service facilities.

Figure 13 shows how this comprehensive approach to long-term infrastructure planning can support growth.

This approach demands substantial coordination among various levels of government, including state government agencies, and fosters collaboration between local, state, and federal authorities. The Queensland Government is firmly committed to advancing continuous enhancements in long-term infrastructure planning to accommodate growth. This SEQIS outlines several key implementation actions aimed at achieving this overarching objective.

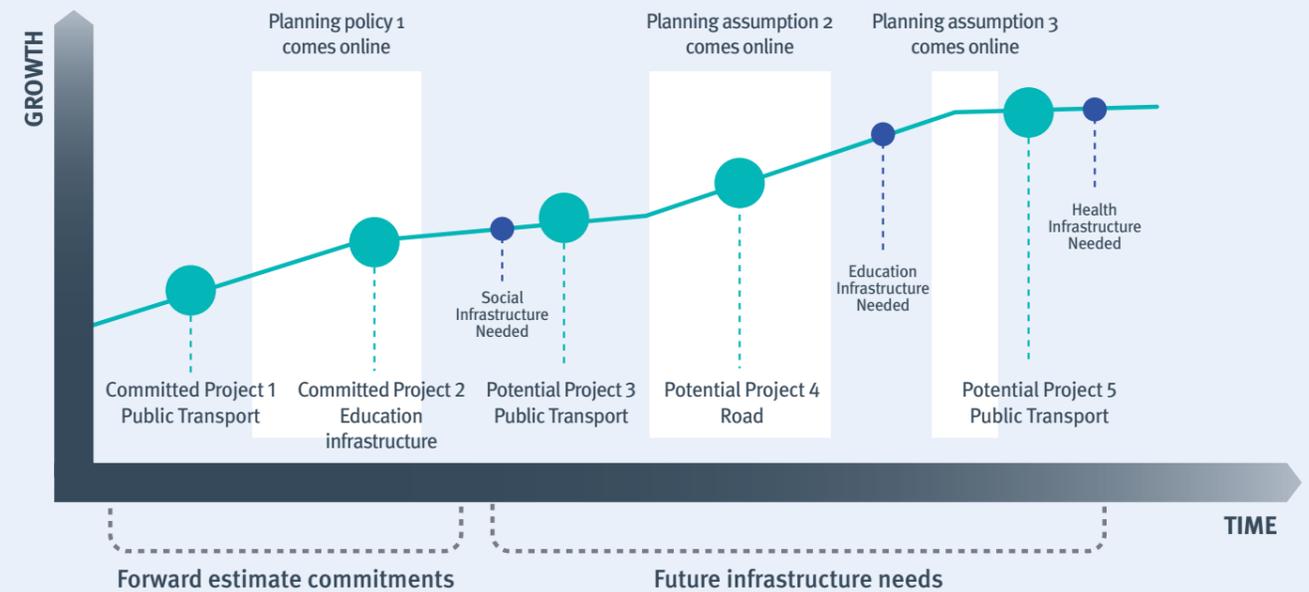


Figure 13: Conceptual illustration of long term infrastructure planning supporting growth

Taking a place-based approach

Taking a place-based approach to capital, land use and infrastructure planning can assist in achieving increased coordination, transparency and accountability, while also delivering better outcomes for communities. ICPs enhance the way infrastructure is planned in areas anticipated to experience significant growth. They offer opportunities to better integrate infrastructure, land use, transportation, energy, water, education, healthcare, and other social infrastructure needs for both economic and community benefits. ICPs can be used across a wide range of growth settings, from large-scale growth corridors to smaller precincts in both new development areas (greenfield), or the adaptive re-use of existing locations (infill).⁷

In addition, recognising the catalytic role priority Region Shaping Infrastructure (RSI) projects have on supporting regional growth is essential for future land

use and infrastructure planning. The planning and delivery of priority RSI projects is a critical enabler for achieving the population and dwelling targets set out in ShapingSEQ 2023. Consequently, the integration of land use and infrastructure planning to support the delivery of priority RSI projects, through a collaborative, cross-government approach, is imperative to fully realise the benefits derived from priority RSI. An integrated planning approach is proposed for corridors where investment in priority RSI will connect significant centres and uplift urban growth. Collaborating with local government will be particularly critical in these corridors where priority RSI is required to support land use change and intensification.

A Regional Growth Corridor Plan (RGCP) is a new initiative that builds on the concept of an ICP as a framework for providers and plan makers to sequence infrastructure needs with defined growth thresholds and metrics with a focussed application on the

land use uplift new modal transport infrastructure can yield along an urban growth corridor. This is an evolution of a traditional time-based approach and represents a strategic approach based on specific areas, aligning growth and land use change with infrastructure and service provision to improve amenity. They deliver a collaborative platform for government agencies, infrastructure providers and local councils to transform specific locations by defining a vision and a corresponding infrastructure sequence that can yield urban growth value uplift that could be captured to offset upfront infrastructure investment. RGCPs encourage collaboration among government agencies, infrastructure providers and local councils to establish a shared vision and infrastructure plan. This proactive approach ensures smooth delivery of infrastructure when needed – supporting sustainable growth.

⁷ Growth Area Infrastructure Compacts through the South-East Queensland City Deal. PSA Consulting Australia (2020), NineSquared.

High Amenity Areas Framework

Amenity plays an important role in enhancing the quality of life, experience and wellbeing in SEQ. ShapingSEQ 2023 includes a High Amenity Areas Framework which is a tool to identify areas that are highly accessible and serviced, and supported by key features such as activity centres and community and cultural facilities, so that increased housing density and diversity can be directed to these locations.

The framework provides opportunities to identify areas of existing or future high amenity where under-supply

is occurring to inform appropriate zoning and built form outcomes needed to support future growth.

It also assists in identifying areas or localities where components of amenity (e.g. accessibility or servicing) are lacking or deficient to inform relevant policy interventions for particular areas in collaboration with local governments.

A RGCP is a tool that can be used to address this challenge and improve liveability across the region, whilst also meeting the growth anticipated.

Specifically, a RGCP allows for more proactive planning of key infrastructure using data. For example, population projections can indicate the need for additional education infrastructure in a specific growth area, while predicted response times as populations grow can determine the requirement for extra emergency service facilities. By using long-term growth forecasts to identify infrastructure needs, an RGCP can ensure that SEQ meets the current and future infrastructure requirements for a growing population in line with the urban consolidation policy settings set in ShapingSEQ 2023. RGCPs provide confidence to the community that growth, when planned for correctly, can enhance the characteristics of what makes SEQ great. RGCPs can be used to both support and catalyse growth as described in Table 2.

<p>Infrastructure coordination to support growth</p>	<p>This type of plan concentrates on areas where projected growth surpasses the existing infrastructure capacity. The RGCP's primary objective is to align the planning and delivery of infrastructure to accommodate this growth adequately. The aim is to ensure that the necessary infrastructure is provided at the right time to foster a prosperous and sustainable community.</p>
<p>Infrastructure coordination to catalyse growth</p>	<p>This type of RGCP is designed to accelerate growth within identified areas and harness the economic and societal advantages generated by strategic investments in infrastructure assets. For instance, it may involve the delivery of essential transportation, utility, social and other infrastructure in potential future industrial areas to enhance their attractiveness to industry. This, in turn, stimulates increased investment and yields broader community benefits.</p>

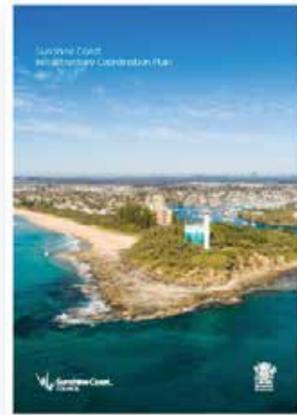
Building on progress

In April 2023, the Sunshine Coast ICP was released, marking a significant step toward enhancing infrastructure within the Sunshine Coast urban corridor. Extending over approximately 24 kilometres from Maroochydore in the north to Caloundra in the south, this corridor encompasses around 2,200 hectares. The central objective of the plan is to foster a collaborative approach to infrastructure development, forging partnerships with energy and water infrastructure providers, Queensland Government agencies and the Sunshine Coast Council.

The Sunshine Coast ICP was the first of its kind in Queensland. The Sunshine Coast ICP is effectively a preliminary form of RGCP, emphasising collaboration between stakeholders. This blueprint will serve as the starting point for subsequent pilot RGCPs.

RGCPs will have an increased focus on the integration of land use and infrastructure planning. They will focus on the strategic prioritisation and timing of infrastructure investment to respond to the growth challenges in Queensland. Specifically, RGCPs for areas in SEQ will be:

- » a mechanism to support the delivery of state and local government regional objectives as articulated in ShapingSEQ 2023, SEQIS, the SEQ City Deal, Regional Transport Plans, and Council strategies at the corridor/sub-regional level
- » a platform to accelerate and maximise the benefits of urban growth and economic development identified in ShapingSEQ 2023 through coordinated investment and project assurance



- » an integrated program of investments and policy changes to optimise agreed outcomes and deliver certainty for a regionally significant corridor between federal, state and local government interests
- » a replicable methodology to accelerate government collaboration and decision-making for future programs of place-based investments.

Two RCGPs have been nominated for urgent piloting in response to the priorities outlined in this SEQIS and ShapingSEQ 2023. These plans are earmarked for the Eastern Corridor and Direct Sunshine Coast Rail corridors recognising their:

- » significant interregional benefits and roles in the movement of people and goods through the introduction of new public transport modalities
- » critical short-medium term growth imperatives projected in ShapingSEQ 2023 and SEQIS
- » regional transport network roles in servicing and connecting Brisbane 2032 precincts and venues.

A coordinated infrastructure planning approach has also been proposed for the Bromelton SDA (see Page 61).

Priority actions

This SEQIS is a significant step in the progression of whole-of-government infrastructure planning and delivery. While it may not address all complexities faced by infrastructure planning agencies, it sets the groundwork for better integration of land use planning and infrastructure planning in areas of anticipated high growth. This approach signifies the Queensland Government's commitment not only to innovation and collaboration but also to further improving the future of infrastructure planning in the region.

Implementation actions for infrastructure coordination to support growth:

- 1 Commence the pilot of RGCPs along the proposed Eastern Corridor and along the Direct Sunshine Coast Rail corridor.
- 2 Develop an agreed approach across key infrastructure agencies for the selection framework and key components for inclusion within a RGCP.
- 3 Build the evidence base to support the expedited development of future RGCPs where applicable.



Everleigh State School. Supplied by Department of Education

Facilitate infrastructure to underpin industrial land use



Facilitating infrastructure to underpin industrial land use opportunities will address the driver of change **supporting a transforming economy** and the SEQ regional growth challenge **coordinating capital programming to support growth**.

The SEQ economy operates as a single economic system and therefore planning for industrial land in SEQ must respond with a regional approach. Industrial land is critical to achieving many of the region's goals relating to job creation, economic growth and innovation. It supports a range of industries and uses including freight, transport, manufacturing, and waste and the circular economy, as well as major transport projects such as Inland Rail and intermodal terminals. Special purpose precincts such as the Bromelton State Development Area (SDA) hold unique opportunities for nationally significant industrial development as interstate and regional terminuses and gateways for freight, heavy and resource recovery industries.

Infrastructure has a pivotal role in facilitating the economic transformation of SEQ away from emissions-intensive industries thereby maximising the local benefits from clean energy. In this context, it is crucial that SEQ's industrial areas—both existing and those yet to reach their full potential—flourish and adapt into innovative 'clean and green' economic anchors. These industrial developments need to coexist with the growing residential areas, emphasising the need for robust planning and strategic investment and alignment with existing policy, such as the QEJP.

A proactive and coordinated approach to both industrial land use planning and infrastructure planning holds the key to not just energy transformation but also the reuse and reprocessing of materials that are utilised throughout Queensland's energy transformation journey. This approach ensures that prospective industrial areas are equipped with the necessary infrastructure to meet the evolving demands of a transitioning economy. For instance, future REPs must have adequate transportation and trunk infrastructure to stimulate industry growth and attract private investment. Similarly, future energy storage precincts within SEQ must be underpinned by robust energy transmission infrastructure to facilitate their successful implementation.

Finally, recognising the transformative nature the Queensland Government's investment in the Southern REZ region will have on the Darling Downs and South West (DDSW) Queensland infrastructure region, regional infrastructure planning for both the SEQ and the DDSW regions must be integrated recognising the critical role Toowoomba plays as a gateway between both regions.

Whilst local governments remain responsible for local planning for all of the different types of industrial land required to meet the demands of their LGA, the Queensland Government must play a critical role in coordinating the infrastructure needed to support and catalyse growth in these areas, particularly those identified as priority RSI. The Queensland Government has the tools available to play this role through the Office of the Coordinator-General and DSDILGP.

Prioritisation of infrastructure to support Regional Economic Clusters (RECs)

ShapingSEQ 2023 includes the identification of RECs which are areas with the greatest concentration of economic activities in SEQ. RECs support the connection of SEQ to other regions, state and countries through sophisticated supply chain relationships and a range of infrastructure networks that enable the transmission of goods, services, information and knowledge. Closer proximity to major economic enabling infrastructure, such as key freight routes and ports, is a significant driver of growth of these clusters. Enhancing relationships between key transport infrastructure and RECs will be vital to securing a prosperous and competitive future for the region.

Key to the ongoing success of RECs will be their prioritisation in terms of infrastructure and service delivery across all infrastructure asset types. For example, while transport infrastructure has an obvious influence over the performance of RECs, decisions such as the location of health and education infrastructure services are equally significant in the growth and development of RECs. A strategy identified in ShapingSEQ 2023 is the investment of enabling infrastructure that support RECs, including the port and airports, intermodal terminals, public transport, active transport links, freight linkages, road networks, and data and energy.

SEQ City Deal Initiative: Bromelton SDA Business Case

Declared in 2008, the Bromelton SDA provides long-term industrial land supply and will facilitate industrial activities of regional, state and national significance. It is strategically located near Mt Lindesay Highway and on the standard rail gauge line between Brisbane and Sydney, which presents significant opportunities for transport and logistics activities, in particular rail-dependent industries. The Bromelton SDA is well positioned as a location for special industry that needs to be separated from urban areas, or for industries where Bromelton itself is central to a supply chain (e.g. rural industry). Bromelton is also identified as a possible location for a Recycling Enterprise Precinct given its unique strategic location in the region.

The SEQ City Deal has allocated funds to develop a business case aimed at accelerating the uptake of the Bromelton SDA. The business case aims to identify opportunities to activate the Bromelton SDA and ensure it is an attractive location for major industry and commercial operations to locate in the area and provide economic and employment benefits for the region.

The business case is intended to provide options for activating the Bromelton SDA by analysing strategies that could promote private sector investment in the Bromelton SDA.

This initiative will also seek to outline the essential infrastructure needed to support growth within the SDA, including the timing, prioritisation, and investment required to deliver the infrastructure.

The implementation of this initiative within the City Deal will serve as a fundamental step. The knowledge gained from this process will inform improved coordination of land use and infrastructure planning to stimulate the utilisation of potential future industrial land areas.

The business case, including development sequencing plan, infrastructure strategy and funding requirements are due to be completed by Q4 2026 in accordance with the SEQ City Deal Implementation Plan. The progress of the business case will be included within the SEQIP planned for 2025.



Bromelton SDA. Supplied by SCT Logistics



Priority actions

The Queensland Government has taken significant steps towards supporting a transforming economy through various policy measures including the QNIDS, QEJP, Queensland Waste Management and Resource Recovery Strategy, as well as other economic development strategies. To ensure alignment across government and industry to deliver these policies and harness the opportunities of a transforming economy, the following actions will be implemented:

- 1** The SEQIP planned for 2025 will support the identification of priority infrastructure required to achieve the outcomes of the industrial land framework to be developed as a priority implementation action under ShapingSEQ 2023. The SEQIP will include, but is not limited to, the regional freight network(s) and enabling trunk infrastructure. The industrial land framework will consider:
 - » new and emerging industrial precincts including but not limited to the Ebenezer Regional Industrial Area and Wellcamp Business Park
 - » existing and mature industrial precincts to consider if they are supported with the infrastructure required to enable the take up of transformation opportunities by industry.
- 2** Support the progression of infrastructure planning for the Bromelton SDA business case commitment under the SEQ City Deal.
- 3** Assist Queensland Government infrastructure delivery agencies in 2024 to ensure infrastructure and service delivery is prioritised in RECs in SEQ as defined in ShapingSEQ 2023.
- 4** Utilise the Renewable Facilitation sub-committee chaired by the Department of Energy and Public Works (DEPW) to identify and coordinate infrastructure planning to support the QEJP. DEPW will also utilise Local Energy Partnerships to work with the renewable energy industry to guide better practice in the sector, in accordance with the principles for the energy transformation, by improving industry engagement with community and local government.
- 5** Prepare a Regional Infrastructure Plan for the Darling Downs/South West Queensland region recognising the role the Toowoomba Urban Extent holds as a gateway between SEQ and the Southern Queensland REZ region.



Wellcamp Business Park. Supplied by Wagner Corporation

Improving centre accessibility



Brisbane 2032 offers an unparalleled opportunity to leverage legacy outcomes for SEQ. It presents not only a chance to represent SEQ as a world-class destination, but also as a connected, inclusive and sustainable region. Brisbane 2032 has prioritised infrastructure to catalyse the region, including new and upgraded venues and new athletes' villages. These investments will be utilised post-games to provide connected, liveable precincts, diverse residential offerings and valuable social infrastructure.

SEQ's enviable lifestyle creates an environment to leverage the energy and momentum from Brisbane 2032 to create active, connected, liveable precincts. The *Healthy Places, Healthy People* initiative was identified in the SIS as providing a mechanism for Queensland Government to integrate health outcomes into investment decisions. Working together to improve the region's built and natural environments can positively influence the health of Queensland communities.⁸

The framework introduces three key concepts of connected, welcoming and responsible places to achieve *Healthy Places, Healthy People*. It recognises physical and mental health and the social, emotional and cultural wellbeing of the community, alongside the environment. The Queensland Government supports this model, in response to ShapingSEQ 2023 in the form of 'Connected and Accessible Centres'. This approach promotes implementation of networks of connected, walkable and healthy places with engaging public spaces to support economic prosperity and liveable communities.

In addition to *Healthy Places, Healthy People*, Figure 14 captures all the Queensland Government strategies and programs which relate to improving centre accessibility.



Figure 14: Queensland Government strategies and programs related to improving centre accessibility

A pathway to celebrate the region's liveability

ShapingSEQ 2023 places greater emphasis on consolidation, particularly as there is very limited unconstrained land remaining in SEQ for expansion. The introduction of the High Amenity Areas Framework in ShapingSEQ 2023 is intended to help identify places to support increased density in the most appropriate locations or identify an infrastructure gap.

The High Amenity Areas Framework will support diverse employment opportunities, productive economies and liveable neighbourhoods. High amenity areas, with access to jobs, diverse and denser housing typologies and suitable greenspaces and other design qualities will continue to play an important role in supporting growth and maximising the opportunity of Brisbane 2032.

Connecting centres and precincts with high-frequency public transport and active transport infrastructure to better enable walking, cycling and other modes of personal mobility will ensure that the centres' employment and recreation are easy and convenient to access. Greater emphasis on quality urban design, through *QDesign*, will remain important to achieving places of high amenity that are defined, legible and connected as well as safe and active for all ages and abilities. In making it easier to move around, individuals can embrace SEQ's enviable lifestyle through active movement and social interaction. Connecting key precincts and major economic, lifestyle, and destination areas in the SEQ region is critical to enable the region to compete globally.

Movement and Place is a collaborative, multi-disciplinary place-based approach to the planning, design, delivery and operation of transport networks. It considers the function of roads and streets beyond their role in supporting movement to include the planning of places and destinations adjacent to them, and how these can be designed to maximise the value of public and open spaces. DTMR are leading the development of a Movement and Place framework to guide a place-based approach to the planning, design and operation of Queensland's transport network, alongside informing the delivery of transport precinct development outcomes. The Movement and Place framework will comprise a Movement and Place Policy and Practitioner Guide to guide multi-disciplinary practitioners to establish a shared vision which can be explored, validated and tested to ensure transport networks support both movement as well as better social, environmental and economic outcomes for the community.

Connected Precincts Program

Precincts that have a well-connected network serve local communities and the economy. The Connected Precincts Program will deliver a more walkable, healthy and connected inner-city, with delivery of active transport, walkable connections and engaging public spaces.

The Queensland Government's Connected Precincts Program will improve the performance and connectivity of 11 State-significant precincts critical to the future of our capital city. These precincts are located in three new concept corridors focused on precinct connectivity and movement have also been identified and include the **River Reach** linking the Gabba through to Roma Street and Suncorp Stadium via South Bank and the Cultural Centre, the **City Peninsula** from the Gabba to Roma Street via the CBD and the **Housing and Lifestyle Arc** linking Bowen Hills to Northshore Hamilton via Albion.

These corridors provide an opportunity to capitalise on existing investment, ensuring the most significant economic, lifestyle and destination precincts in our capital are competitive as possible.

It is crucial for the growth of the region that the major economic, lifestyle, and destination areas remain highly competitive. This involves not only drawing in new capital investments and businesses but also attracting and retaining high-value workers and students. Precincts thrive when they function as part of a network that serves both local communities and the economy.

Delivering on active transport, walkable places and engaging public spaces will benefit the region through economic growth and global competitiveness, health and wellbeing outcomes, improved lifestyle, such as activation of spaces and improved commercial offering, and an investment in the Brisbane 2032 legacy.

The Queensland Government plays a pivotal role in collaborating with the Australian Government and local governments within SEQ to coordinate funding opportunities for precinct-scale and corridor urban renewal opportunities, such as SEQ City Deal. Furthermore, strategic investments are planned through QGIP and Queensland Government provides grants to local governments and organisations towards new and redeveloped community and transport infrastructure.

⁸ Queensland Health (2020) *Healthy Places, Healthy People: Creating great places to keep Queenslanders healthy*, Queensland Government, https://www.health.qld.gov.au/__data/assets/pdf_file/0020/1171433/healthy-places-healthy-people-factsheet.pdf, accessed 10 July 2023.

Additionally, the Brisbane 2032 legacy opportunity has the potential to realise a more prosperous, healthier, inclusive, sustainable and connected region for all. The Queensland Government will continue to seek Australian Government and private investment for the delivery of best-practice investment in urban infrastructure, connecting people and communities to services and opportunities that improve liveability amenity and inclusion.⁹

Loganlea-Meadowbrook Infrastructure is an example of strategic investment through SEQ City Deal to revitalise precincts and connectivity. The program will improve active and public transport, enhance mobility and place making through several capital projects. The Loganlea-Meadowbrook precinct includes the Logan Hospital, Loganlea TAFE, Loganlea High School and Griffith University, as well as other catalyst healthcare operations. This regionally significant social infrastructure is critical for the extensive growth in the City of Logan.

SEQ City Deal | Loganlea-Meadowbrook Infrastructure

SEQ City Deal is implementing strategic investment to revitalise the Loganlea-Meadowbrook precinct through improved active transport and public transport connectivity and mobility investments. This precinct-based investment demonstrates collaboration across three tiers of government effective to drive outcomes and improved liveability.



Artist's impression of Loganlea-Meadowbrook Precinct, SEQ City Deal. Supplied by Logan City Council

This SEQIS plays an important role in coordinating place-based infrastructure responses to ensure economic prosperity and liveability within the region. It utilises the Brisbane 2032 opportunity to plan for infrastructure needed to deliver the Games as well as deliver world-class facilities, better connectivity and improved community infrastructure. In doing so, a Brisbane 2032 legacy through infrastructure planning will deliver both social and economic outcomes of healthier, accessible, well-connected places that support the growing population. *Elevate 2042: Brisbane 2032 Legacy Strategy* has four transformation themes:

- » connecting people and place
- » sport, health and inclusion
- » economy of the future
- » a better future for our environment.

Transforming transport connectivity is central to the Brisbane 2032 legacy ambition of 'connecting people and places'. It focuses on a more connected and accessible SEQ for all ages and abilities to achieve a more inclusive, sustainable and productive region.

Brisbane 2032 is an opportunity for urban renewal and placemaking to create more great places and precincts loved by locals, as well as visitors. Legacy projects that enhance transport networks and improve public and active transport are critical to realising this ambition, alongside integration of universal design to deliver an inclusive, accessible Brisbane 2032 legacy for all.

Station Accessibility Upgrade Program

Queensland Rail are upgrading stations and facilities that are more accessible, easy to get to and easy to use. As part of the Queensland Government's Big Build, this year's budget allocated close to \$300 million towards five station accessibility upgrades on the Queensland Rail network at Banyo, Bundamba, Burpengary, Lindum and Morningside.

Accessibility upgrades are designed to provide a single access path from accessible station entrances to the assisted boarding points, achieved through the installation of lift-accessible footbridges, platform raising and upgrading accessible parking and essential station and customer facilities. These improvements support many customers using the network, such as those using mobility devices, people with hearing or vision impairment, seniors, people with injuries and those travelling with prams and luggage.

Priority actions

This SEQIS organises a range of broader government strategies under several coordinated infrastructure actions to improve infrastructure planning. The Queensland Government is committed to working with all levels of government to address current infrastructure pipeline and productivity challenges, as well as seek opportunities to improve the regions connectivity to jobs, enjoyment of lifestyles and deliver a Brisbane 2032 legacy.

Implementing this SEQIS, and in development of the SEQIP planned for 2025, the Queensland Government will:

- 1 Implement a network of connected, walkable and healthy places with engaging public spaces through the Connected Precincts Program. Commence technical analysis to inform the identification and implementation planning of specific actions to improve the performance of priority connections within the three newly conceptualised corridors of River Reach, City Peninsula and Housing and Lifestyle Arc including but not limited to, the connections and places between the Gabba and South Bank, South Bank and Roma Street, Bowen Hills and Albion and Albion and Northshore Hamilton.
- 2 Support precinct and network transport planning to ensure quality walking and bike riding connections around targeted public transport nodes to connect communities and suburbs, as identified in DTMR's Queensland Action Plan for Walking 2022-2024 and Queensland Cycling Action Plan 2023-2025.
- 3 Deliver coordinated and integrated infrastructure planning through state agency coordination to support delivery of the High Amenity Areas Framework, as described in *ShapingSEQ 2023* to achieve a more liveable and consolidated urban form. Collaborate with SEQ local governments to continue to identify infrastructure requirements.
- 4 Prioritise infrastructure planning for state active and public transport networks to support the High Amenity Areas Framework, as described in *ShapingSEQ 2023* to achieve a more accessible, liveable and consolidated urban form. This could include, but not be limited to:
 - » working with DTMR to develop a Movement and Place framework in partnership with the Office of the Queensland Government Architect to guide a 'place-based' approach to the planning, design and operation of Queensland's transport network, alongside informing the delivery of transport precinct development outcomes
 - » supporting DTMR to develop policy on shade provision in transport infrastructure projects, in alignment with increasing tree canopy targets, as noted in *ShapingSEQ 2023* and *Queensland Action Plan for Walking 2022-2024*
 - » supporting DTMR to pilot new approaches to transport planning for selected new school sites to ensure effective integration with local transport networks, including active transport networks, as noted in DTMR's *Queensland Action Plan for Walking 2022-2024*
 - » investing in physical activity infrastructure that connects and activates community spaces and social infrastructure, such as bikeways and walking tracks, as identified in the Department of Tourism, Innovation and Sport's *Activate! 2019-2029*.

⁹ Department of Infrastructure, Transport, Regional Development, Communications and the Arts (2023) *Urban Precincts and Partnerships Program*, Australian Government, <https://www.infrastructure.gov.au/territories-regions-cities/cities/urban-precincts-and-partnerships-program>, accessed 10 July 2023.

Infrastructure planning and design to ensure density is done well



The SIS focus area of ‘Creating Liveable Communities’ identified that infrastructure must plan for liveable communities, enhance quality-of-life and provide for population growth to meet diverse and changing needs. The SIS includes a range of priority actions relevant to inform long-term infrastructure demand planning for the SEQIP planned for 2025 in response to the policies set in ShapingSEQ 2023.

Communities across Australia, including SEQ, are willing to embrace greater urban density if the area has good access to public transport, quality urban design, plenty of green open space as well as walking and cycling options.

As outlined in ShapingSEQ 2023, good design and place-making outcomes will be critical to achieving support for growth, including increased density in high amenity areas and gentle density across suburbs.

In addition to planning for new and diverse housing products, planning for infrastructure in areas of increasing density will also require a strategic and forward-thinking approach. As SEQ shifts away from growth in expansion areas (i.e. greenfield development) and towards growth in consolidation areas (i.e. infill development), so too will infrastructure planning and design require a shift in approaches to service increasing densities in SEQ, particularly in high amenity areas as defined in ShapingSEQ 2023. As identified earlier, ShapingSEQ 2023 includes a High Amenity Areas Framework to increase density and diversity in key locations where growth is more easily supported and serviced. For these areas, infrastructure agencies will need to revisit traditional infrastructure designs, assumptions for service planning and approaches for infrastructure planning to support well-designed, healthy and sustainable communities.

SIS priority actions relevant to inform long-term infrastructure demand planning for SEQIP 2025

- » **Prioritising infrastructure planning for growth areas**, including early acquisition of well-located land, to ensure communities of highest need are adequately serviced
- » **Data-driven baselines** to understand current and future infrastructure performance along with future demand drivers
- » **Introducing Digital Twins** to help plan, predict and understand Queensland’s infrastructure to inform better decision-making
- » **Making better use of existing assets** to employ non-infrastructure solutions as per the infrastructure prioritisation hierarchy (1. Reform 2. Better use 3. Improve existing 4. New)
- » **Leverage Brisbane 2032 infrastructure and legacy** to plan for accessible and inclusive precincts and experiences
- » **Movement and place framework** to guide a place-based approach to the planning, design and operation of Queensland’s transport network, alongside informing the delivery of transport precinct development outcomes
- » **Co-location and shared services of social infrastructure** with private and non-government sectors to improve access and efficiencies
- » **Modern construction methods for social Infrastructure** to support more timely, cost-effective delivery of sustainable and resilient buildings
- » **Innovative design and construction models** to provide high-quality, cost-efficient infrastructure on increasingly constrained sites and in shorter timeframes.



Tunnel fitout between Cross River Rail’s Boggo Rd and Woolloongabba stations. Supplied by Cross River Rail Delivery Authority

Design infrastructure to facilitate place-making in high amenity infill areas

The quality, character and experience of the built environment, including infrastructure, is fundamental to the liveability and amenity of places. In addressing the challenges and opportunities of growth, the importance of place-making and good urban design will be increasingly important to maintain liveability and amenity, particularly in densifying urban areas in SEQ.

Infrastructure agencies should implement the place-making principles in *QDesign: Principles for good urban design in Queensland* and *Healthy Places, Healthy People* when designing infrastructure in high amenity areas in SEQ.

QDesign identifies priority design values for Queensland to enable and guide the delivery of high-quality places. Design principles in *QDesign* that will assist infrastructure agencies to design infrastructure in high amenity areas in SEQ include:

- » **locality** – consideration of the local climate for resilience, comfort and cost-effectiveness
- » **identity** – consideration of local place character, form and culture
- » **biodiversity** – consideration of natural systems, landscape character and biodiversity
- » **connectivity** – delivery of well-defined, legible and connected streets and spaces
- » **inclusivity** – consideration of the daily needs of a diverse community of all abilities
- » **diversity** – delivery of diverse development forms and density
- » **adaptability** – delivery of in-built flexibility to change easily to accommodate new uses and users.

The inclusivity design principle in *QDesign* identifies that places should be easily accessible to ensure the community’s daily needs are easily accessible, providing an environment that promotes active mobility for all. This encapsulates the idea that public spaces, transport networks and buildings should be designed and constructed in a way that accommodates the needs of individuals with disabilities, as well as diverse demographic groups. Ensuring accessibility not only promotes inclusivity and social equity but also has practical benefits. It allows people with disabilities to lead more independent lives and access services.

Additionally, it benefits everyone, as universal design principles improve the overall usability and safety of infrastructure, making it easier for people of all abilities to navigate and interact with their environment. As SEQ’s population grows and demographics change, inclusive and accessible infrastructure that services the needs of the whole community will become more important to ensure social equity.

The *Healthy Places, Healthy People* initiative provides a mechanism to ensure health is prioritised in built environment design, planning and investment decision making. Including these built environment attributes consistently will contribute to improving health and wellbeing as well as maintaining the liveability and amenity of increased densification of urban areas. In addition to similar principles in *QDesign* listed above, the design attributes in the *Healthy Places, Healthy People* framework that will assist infrastructure agencies to design infrastructure in high amenity areas in SEQ include:

- » **accessibility** – accessible and integrated public transport, with convenient access to services and open spaces
- » **safety** – safe at all times of day and night
- » **vibrancy** – vibrant local places where people want to be.

The development of the Movement and Place framework, discussed in the Improving Centre Accessibility section of this SEQIS, will also provide design guidance to support infrastructure agencies to support place-making in high amenity infill areas in SEQ.

By implementing the principles in *QDesign, Healthy Places, Healthy People* and the future Movement and Place framework, infrastructure agencies will have the essential ingredients to bring a sense of ‘place’ together to ensure high amenity areas retain their high amenity as densities increase.

Case study

The Queensland Government has made significant advances in re-evaluating and adapting traditional service planning assumptions to address the challenges posed by increasing urban density. A notable demonstration of this commitment is evident in DoE's recently revised *New School Site Selection Guidelines* released in 2023.

These guidelines have been tailored to accommodate the specific needs of various urban contexts, including low-density greenfield areas, emerging medium to high-density areas and infill areas.

This progressive approach includes several updated planning assumptions, such as:

- » **rethinking transportation priorities** – The guidelines prioritise a departure from traditional vehicle-centric transportation assumptions. In particular, they place a strong emphasis on enhancing connectivity to active travel options and public transport networks in infill areas. This shift recognises the importance of sustainable mobility alternatives in densely populated urban environments.
- » **adapting urban footprint requirements** – The guidelines have adjusted the minimum site size criteria to address the constraints posed by limited land availability in infill areas. This adjustment acknowledges the need for more efficient land use and a greater emphasis on vertical design, allowing for the development of education facilities that can efficiently coexist within densely populated urban spaces.

While the revision of DoE's guidelines demonstrates a proactive approach to accommodating the expected increase in density, there remains a broader opportunity to extend these adaptations to various government-provided services.



Indooroopilly State High School. Supplied by Department of Education

Adjust traditional assumptions for service planning

Infrastructure planning in Queensland has historically been based on traditional assumptions of community needs, and the urban form and function associated with private vehicle prioritisation. As communities and the urban form in infill areas in SEQ changes, so too will infrastructure planning assumptions need to change.

ShapingSEQ 2023 includes a High Amenity Areas Framework to increase density and diversity in key locations where growth is more easily supported and serviced. The framework directs housing density and diversity to 'high amenity areas'. These are higher amenity locations where communities are supported by key features such as critical access to high frequency public transport, community facilities, open space and activity centres.

When planning and designing infrastructure within one kilometre of a high amenity area in SEQ, all Queensland Government infrastructure delivery agencies should consider updated assumptions such as:

- » **vertical and compact design** – embracing vertical and compact urban design to accommodate more infrastructure within limited space
- » **mixed-use facilities** – designing buildings and spaces that can serve multiple purposes, such as mixed-use developments that combine residential, commercial, and community services in one structure
- » **public transport priority** – shifting the focus from private vehicles to public transportation as the primary mode of commuting
- » **active transportation** – promoting walking, cycling and other forms of mobility as viable modes of transportation by building pedestrian infrastructure and dedicated cycle infrastructure
- » **reduced parking requirements** – reducing space requirements for new developments, especially in areas well-served by public transit, to encourage alternative transportation modes
- » **modern methods of construction** – supporting more timely, cost-effective delivery of sustainable and resilient buildings by using off-site manufacturing of building components or modules
- » **green space integration** – integrating green spaces, parks, and recreational facilities within densely populated areas to provide residents with access to nature and leisure opportunities without requiring large land parcels
- » **climate resilience** – working with natural resource planners to incorporate water sensitive urban infrastructure design.

Adjust traditional approaches for infrastructure planning

Similar to the need for re-evaluation in traditional service planning approaches, traditional methods of infrastructure planning in SEQ's infill areas must also undergo transformation to address the emerging challenges that come with increased density. Demand for essential services will increase as Queensland's population continues to grow and as we transition to renewable energy. It is vital that the government builds on the successes to date by advocating for a more cost-effective, innovative and responsive approach to the planning, investment in and delivery of infrastructure.

Some of the best examples and best practices of adjusting traditional approaches to infrastructure planning has occurred in the planning, design and delivery of social infrastructure.

The Queensland Government is actively exploring innovative approaches to facilitate place-based planning of social infrastructure through a comprehensive reform agenda. All Queensland Government infrastructure delivery agencies, even those not responsible for social infrastructure, can learn from and apply some of these best practices to approach infrastructure differently in high amenity areas.

While the benefits of working collaboratively have been demonstrated in exemplar projects, there remains opportunities for infrastructure and service providers to make better use of land and scarce funds to secure liveable communities. This will require all levels of government, industry and the private sector to collaborate and for the state government to work more effectively and efficiently.

The approach below is common to successful social infrastructure projects that have been delivered in Queensland and are provided in the Best Practice Guide for Social Infrastructure. It could be applied to the planning and design of all infrastructure, particularly in infill locations.

When planning and designing infrastructure within one kilometre of a high amenity area in SEQ, all Queensland Government infrastructure delivery agencies should consider updated approaches such as:

- » **planning for the future:** identifying and protecting effective locations and ways to deliver infrastructure to meet future community needs
- » **exploring the best mix of approaches:** using combined government, community and private sector management and implementation to deliver the best mix of physical infrastructure and non-physical systems and services
- » **encouraging partnerships through co-location and integration:** planning, designing and locating infrastructure to enable effective partnerships with complementary infrastructure and service providers
- » **locating for access and convenience:** ensuring access to infrastructure is easy and affordable and encourages access to community services
- » **repurposing for the community:** maximising the use of existing well-located physical infrastructure, including re-use or redevelopment, to meet rapidly evolving community needs
- » **sharing and integrating facilities:** encouraging shared use and management of facilities across government and industry sectors, to partner on a range of functions and uses
- » **designing for adaptability:** ensuring infrastructure is, by design and management, appropriately flexible to grow and adapt to evolving needs.

Case study: The Buzz at Yarrabilba

Yarrabilba in Logan lies at the foothills of Mount Tamborine, is bounded by Plunkett Conservation Park to the East and is adjacent to Birnam Range to the West. These natural backdrops are visually prominent from within Yarrabilba.

Unlike rural residential populations in the region, Yarrabilba is a denser town centre where access to the natural environment is provided not through individual allotments but through adjacent reserves, open space and community infrastructure. The Buzz at Yarrabilba reflects these values.

This powerful co-location of community services, education, retail and business points to a highly integrated community hub model with strong ownership by the community, businesses and adjoining high schools.

The Buzz at Yarrabilba departed from siloed infrastructure asset planning and delivery. Instead, this project utilised best practice place-based infrastructure planning through a collaborative approach that prioritised co-location within a greenfield growth area. The Buzz is a community space delivered through an innovative investment partnership between the Queensland Government, Logan City Council, Brisbane Catholic Education and Lendlease. By pooling resources and land, The Buzz has become a much larger facility than project partners could have delivered individually.

During the design process for the Buzz, the architect and project steering committee members met with members of the Yugambah Regional Aboriginal Corporation Alliance to share knowledge and listen to stories passed down through generations of First Nations people who lived on the country upon which the The Buzz is now built.

Together, a few key themes were identified to inform the hub design and incorporate into design principles.

The Buzz has a folding, rectilinear form which echoes the surrounding mountainous ranges and peaks. The landscape filters through the building through green fingers and through a heavy, masonry base which weaves its way in and out of the building footprint and is grounded back into the landscape and is a reference to the nearby rock caves of significance to the region's First Nations history.

The Buzz moved away from historical infrastructure designs in favour of adaptable and scalable infrastructure. The design is flexible and multifunctional so it can adapt and evolve along with the community. Innovative approaches such as these are essential to accommodate future growth and technological advancements in SEQ's high amenity areas.



The Buzz at Yarrabilba.
Supplied by Logan City Council

The Queensland Government's Strategy for Social Infrastructure (SSI) champions innovative social infrastructure approaches to address and leverage the opportunities brought about by growth. While the SSI provides a foundational framework for infrastructure planning for increased density, there is room for further expansion. By taking a joined-up government approach it is possible to achieve better performance from infrastructure and maximise community outcomes.

All Queensland Government infrastructure delivery agencies should implement the following best practice approaches for improved social infrastructure planning, investment and delivery in SEQ:

- » **embedding the prioritisation framework outlined in the SIS within government business as usual** (i.e. 1. Reform 2. Better use 3. Improve existing 4. New)
- » **consistently achieving collaborative and integrated infrastructure outcomes** with a range of stakeholders to accelerate place-based planning
- » **integrating early planning of infrastructure and services with cross-sector stakeholders** to identify and advance collaborative opportunities
- » **increasing visibility and sharing of relevant data between agencies** to support informed government decisions:
 - » critical areas of service demand and forecasts
 - » service delivery priorities and sequencing
 - » capacity of infrastructure assets to drive utilisation
- » **contributing to online guidance** (e.g. design resources)
- » **overcoming systemic barriers and challenges** to co-location and integration, adaptability, shared use etc.
- » **developing flexible and innovative models that incentivise investment partnerships**, including up-front and operational costs for shared infrastructure
- » **embracing a collaborative mindset** to build partnership capability and capacity across government
- » **leveraging existing governance mechanisms** to enable collaboration and shared social infrastructure initiatives with a benefits realisation approach.

Priority actions

There is an opportunity for the Queensland Government to consider how services and infrastructure are delivered within SEQ infill areas to accommodate density and population growth while fostering liveable communities. To address this DSDILGP will:

- 1** Work with infrastructure agencies, along with the Office of the Queensland Government Architect and Queensland Health, to continue to implement *QDesign: Principles for good urban design in Queensland and the Healthy Places, Healthy People* framework to ensure the design, quality, character and role of infrastructure positively contributes to place, health and wellbeing, lifestyle and economic outcomes in densifying urban areas in SEQ.
- 2** Assist Queensland Government infrastructure delivery agencies in 2024 to undertake a review of historical infrastructure planning and design assumptions and approaches within one kilometre of a high amenity area in SEQ. The review will follow DSDILGP's assistance of SEQ local governments in identifying high amenity areas in accordance with the High Amenity Area framework outlined in *ShapingSEQ 2023*.
The review will inform updated long-term infrastructure demand planning to be developed for SEQIP 2025 in response to the policies set in *ShapingSEQ 2023* which will demonstrate (but not be limited to):
 - » early-stage alignment of infrastructure planning to SEQIS priorities
- 3** Assist Queensland Government social infrastructure delivery agencies in 2024 to implement best practice approaches for improved social infrastructure planning, investment and delivery in SEQ.
The best practice approaches will achieve better performance from social infrastructure and maximise community outcomes, ensuring SEQ maintains its liveability as the region's population grows.
- 4** In the development of the 2025 SEQIP, engage with SEQ local governments and utilities and bulk water authorities to understand trunk infrastructure planning constraints and challenges.
By reviewing the planning assumptions that underpin service provision and infrastructure design across the government, Queensland can better equip itself to meet the evolving needs of its growing and densifying urban areas. This forward-looking approach aims to enhance the sustainability, efficiency and liveability of these communities for the benefit of all Queenslanders.



PART

3

SUB-REGIONAL PIPELINES



Bells Creek Arterial Road and Aura Boulevard with construction of pedestrian bridge, Baringa. Supplied by Stockland Pty Ltd

Overview

Part 3 of SEQIS provides an outline of the existing state government owned infrastructure across SEQ. It also identifies the planned and committed infrastructure projects over forward capital pipeline and long-term infrastructure needs beyond the next decade to support growth in SEQ.

Additionally, further context is provided regarding significant region wide programs of work including:

- » priority region-shaping infrastructure
- » Brisbane 2032
- » SEQ City Deal
- » social housing.

The delivery of infrastructure plays a pivotal role to both supporting and catalysing the population growth identified in ShapingSEQ 2023. The infrastructure required to support this growth is delivered, owned, and operated by many providers (e.g. driving to work involves seamless travel across local, state and federally funded roads). When turning on a tap, water can travel from state

government-owned dams through local government-owned pipes. Similarly, household internet connections and other telecommunications infrastructure is planned for and provided by the private sector.

Whilst seamless coordination is required across all infrastructure providers, the scope of this SEQIS is limited to Queensland Government owned infrastructure. Figure 15 provides an overview of the various infrastructure asset classes and the primary sector responsible for delivery and ownership.¹⁰

All projects identified in this section are state infrastructure projects notated in the QGIP as of September 2023 and/or are identified as region-shaping infrastructure in ShapingSEQ 2023.¹¹

The tables included throughout Part 3 identify the following:

- » **what we have** – existing state infrastructure assets
- » **what we are getting** – infrastructure that has been committed and/or is in delivery informed by state agencies and QGIP
- » **what we need to support growth** – infrastructure in the early planning stages informed by the region-shaping infrastructure list and identified long-term infrastructure required to service growth. These projects may not be committed and require additional planning.

In order to support SEQ’s future growth, there is a requirement to ensure this investment is appropriately prioritised and sequenced in the context of ShapingSEQ 2023 and other major Queensland Government macroeconomic policies such as the QEJP and Brisbane 2032 infrastructure program.

It is acknowledged however that following the release of the draft ShapingSEQ 2023, infrastructure delivery agencies were provided with a wide range of new data and assumptions that impact both their service delivery, and also future demand and infrastructure planning activities. Whilst the ‘what we need to support growth’ tables have been updated where possible to reflect the growth identified within ShapingSEQ 2023, not all asset classes could plan for the growth within the timeframe available. Consequently, the tables presented may not represent all infrastructure needed to support growth.

Where available, anticipated planning timeframes for each asset class are listed to provide transparency and confidence that the growth identified within ShapingSEQ 2023 is being actively planned for. A full update of infrastructure required to support the growth identified within ShapingSEQ will be presented within the SEQIP programmed for 2025.

	TRANSPORT	EDUCATION & TRAINING	HEALTH	ENERGY	ARTS, CULTURE, RECREATION AND TOURISM	JUSTICE AND PUBLIC SAFETY	WATER
Australian Government	State, local and toll roads	Universities/research facilities	Hospitals	Electricity (generation/transmission/distribution)	Conservation areas	Police	Regional water supply (source, treatment, transport)
Queensland Government	Busways Heavy and light passenger rail Maritime and sea ports Cycleways	Technical and further education Schools/kindergartens	Primary/community-based care Ambulance	Gas	District and local parks Cultural and sporting	Fire and emergency services Law courts Correctional facilities	Local water supply Sewerage Stormwater management
Local Government							
Private sector							

Figure 15: SEQIS Scope (Source: SIS 2022)

The Queensland Government Infrastructure Pipeline presented in this section provides a concise, single-source account of the Queensland Government’s investment in growth management infrastructure in SEQ. There is a significant state capital program to be delivered in the region to support the existing infrastructure network, immediate population growth needs and Brisbane 2032.



Transmission line construction. Supplied by PowerLink

¹⁰ This diagram reflects the predominant levels of government or sectors responsible for different types of infrastructure, however, this isn't exhaustive and there are exceptions to this (e.g. Public-Private Partnerships). Queensland Government includes government-owned corporations, statutory authorities and boards. Local government includes sub-regional entities with multiple local governments as shareholders. Private sector may include not-for-profit organisations.

¹¹ DSDILGP 2023, Queensland Government Infrastructure Pipeline, Queensland Government, <https://www.statedevelopment.qld.gov.au/industry/infrastructure/state-infrastructure-planning/queensland-government-infrastructure-pipeline>, accessed September 2023.

Region-shaping infrastructure

Region shaping infrastructure (RSI) is focused on strategically shaping the future trajectory of land use in SEQ and includes infrastructure that:

- » is fundamental to realisation of the land use pattern set in ShapingSEQ 2023
- » is fundamental to the movement of people to access employment and essential services as well as the movement of goods
- » has a significant funding requirement across multiple levels of government
- » is of regional economic significance.

RSI goes beyond addressing capacity and safety challenges, instead focused on improving connectivity between regional activity centres, RECs and MEIAs to promote economic growth, as well as supporting the establishment of new communities and increase density in key locations, as well as encouraging better use of existing infrastructure as people shift to more sustainable transport modes.

Priority RSI have been identified in Table 3 to align with the preferred growth pattern in SEQ through to 2046. The projects identified focus on the efficient and sustainable movement of people and goods, prioritising projects that enhance access to RECs, MEIAs and high amenity areas. Priority RSI include projects that will deliver additional capacity on existing infrastructure to make the most of our existing transport system and better use our established assets as well as those that will provide new connections to support an efficient and sustainable transport system in SEQ.

These priority RSI are not intended to present a definitive list of all transport infrastructure require to support growth to 2046 and instead represent transport projects that meet the broad criteria outlined above. It is acknowledged that improvements on the Ipswich Motorway, Brisbane Valley Highway and Warrego Highway will address safety concerns and capacity constraints to support efficient movement on the transport system, however these works will not directly influence the land use pattern. As a result they are considered to be more appropriately carried through the SEQ RTPs and funding programs such as the Queensland Transport and Roads Investment Program.



Toowoomba Second Range Crossing. Supplied by Toowoomba Regional Council

Table 3 should be read in conjunction with Map 3.

Table 3: Region-shaping infrastructure

Map No.	Priority region-shaping infrastructure	Related projects	Status in 2023	Relationship to regional policy
1	Beerburum to Nambour Rail Upgrade Project	Stage 1	Under Construction	Provides rail and associated road infrastructure upgrades and facilities between Beerburum and Nambour including track duplication and system upgrades of the North Coast line between Beerburum and Beerwah to improve capacity and reliability. Relieves pressure on the strategic road network and supports improved freight rail efficiency.
		Future Stages	Detailed Planning	
2	High frequency public transport services from Beerwah to Maroochydore	Sunshine Coast Public Transport project (Caloundra to Maroochydore)	Detailed Planning	Provides for an enhanced public transport connection along the coastal corridor between Caloundra and Maroochydore to relieve pressure on the road network and support mode shift. Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
3		Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore)	Detailed Planning	Expands the SEQ rail network through a proposed spur line to provide faster, more reliable and sustainable connections between Sunshine Coast, Moreton Bay and Brisbane, connecting people to jobs, study, health services and key tourist destinations. Supports increased dwelling densities and employment growth around any new public transport stations and more accessible and efficient public transport.
4	Kawana Motorway		Detailed Planning	Provides a critical connection required to relieve pressure on Nicklin Way to enable increased capacity and support delivery of high frequency public transport in the coastal corridor.
5	Provide frequent public transport services to planned major expansion growth areas: <ul style="list-style-type: none"> » Waraba (Caboolture West) » Yarrabilba 		Strategic Planning	Supports increased take-up of planned expansion areas, including higher densities close to any planned stations.
6	North Brisbane-Bruce Highway Western Alternative		Strategic Planning	Supports increased take-up of planned expansion area – Waraba (Caboolture West). Provides for multi-modal outcomes aiding in delivery of active transport and public transport outcomes. Relieves pressure on the Bruce Highway, supporting improved freight efficiency on the Highway.
7	Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region		Detailed Planning	Provides for additional capacity and improves safety and network efficiency, particularly for freight. Will help to reduce peak hour congestion and overall travel time.

Map No.	Priority region-shaping infrastructure	Related projects	Status in 2023	Relationship to regional policy
8	Improved road and public transport connectivity between Inner Brisbane and Strathpine		Strategic Planning	Provides for additional connectivity across Brisbane's arterial network. Supports increased dwelling densities and employment growth and more accessible and efficient public transport.
9	Northern Busway extension to Bracken Ridge (as busway or other priority corridor)		Strategic Planning	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
10	Inner Brisbane active transport initiative		Strategic Planning	Provides for mass movement by walking and cycling in inner Brisbane between key entertainment precincts such as Lang Park, South Brisbane, Woolloongabba, Brisbane Arena and Fortitude Valley.
11	Cross River Rail		Under Construction	Significantly increases the regional rail network's capacity. Facilitates employment growth, delivers economic agglomeration benefits for the region and supports residential consolidation and future rail links to planned expansion areas.
12	Centenary Motorway Upgrade (Toowong to Darra)		Strategic Planning	Supports increased take-up of growth areas in the western corridor, including Ripley Valley and enables multi-modal outcomes along the Motorway. Supports more efficient movement of freight between and around the South West Industrial Corridor REC and Springfield REC.
13	Options for improved inner-city distribution (to complement Cross River Rail), including Brisbane Metro	Brisbane Metro – University of Queensland to Royal Brisbane Women's Hospital	Under Construction	Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential consolidation in Brisbane.
		Brisbane Metro – Eight Mile Plains to Roma Street	Under Construction	Enhances growth and intensification of Capital City REC.
14	Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane		Strategic Planning	Supports increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region generally. Enhances growth and intensification of the Australia TradeCoast REC and potentially a number of other RECs including: » Western Gateway REC » South western component of the Ipswich REC » South West Industrial Corridor REC » Yatala–Stapylton–Beenleigh REC
15	Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)	Eastern Transitway Stage 1 (bus priority works Carina to Carindale)	Under Construction	Supports increased dwelling densities and employment growth, particularly around any new stops and stations. Provides an efficient public transport connection between centres, particularly Carindale and Capalaba, as well as reinforcing a more accessible and efficient public transport system.

Map No.	Priority region-shaping infrastructure	Related projects	Status in 2023	Relationship to regional policy
16	Melbourne to Brisbane Inland Rail	New South Wales / Queensland border to Gowrie	Detailed Planning	Supports increased capacity to manage freight through SEQ generally with specific opportunities in MEIAs in Scenic Rim, Ipswich, Lockyer Valley and Toowoomba. Potentially enhances existing RECs or catalyse new RECs.
		Gowrie – Helidon	Detailed Planning	
		Helidon – Calvert	Detailed Planning	Allows for long-term intent for an improved passenger rail connection between Brisbane and Toowoomba.
		Calvert – Kagaru	Detailed Planning	
		Kagaru – Acacia Ridge & Bromelton	No longer being planned for by ARTC	
17	Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley		Strategic Planning	Supports increased take-up of growth areas in the western corridor, including Ripley Valley. Supports more efficient movement of freight between and around the South West Industrial Corridor REC, Springfield REC and Ipswich REC – particularly the Ebenezer MEIA.
18	Ipswich to Springfield Public Transport Corridor (including the extension of the public transport corridor to Ripley Valley)		Detailed Planning	Expands the SEQ rail network through a new connection to provide faster, more reliable and sustainable connections between Springfield, Ipswich, other centres in the western corridor and Brisbane, connecting people to jobs, study and health services. Supports increased take-up of expansion areas, including higher densities close to any planned stations. Reduces demand on Ipswich Motorway and encourages mode shift to public transport.
19	South East Busway extension to Springwood (as busway or other priority corridor)	Pacific Motorway, Eight Mile Plains to Daisy Hill Upgrade	Under Construction	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides public transport connectivity between and around the Capital City REC and Pacific Motorway REC.
20	Enhance the high frequency public transport connection between Browns Plains and the South East Busway		Detailed Planning	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
21	Logan and Gold Coast Faster Rail Project		Detailed Planning	Provides additional capacity, station and signalling improvements to support increased train service frequency on the Beenleigh and Gold Coast lines. Supports increased dwelling densities and employment growth, particularly around existing and future stations.

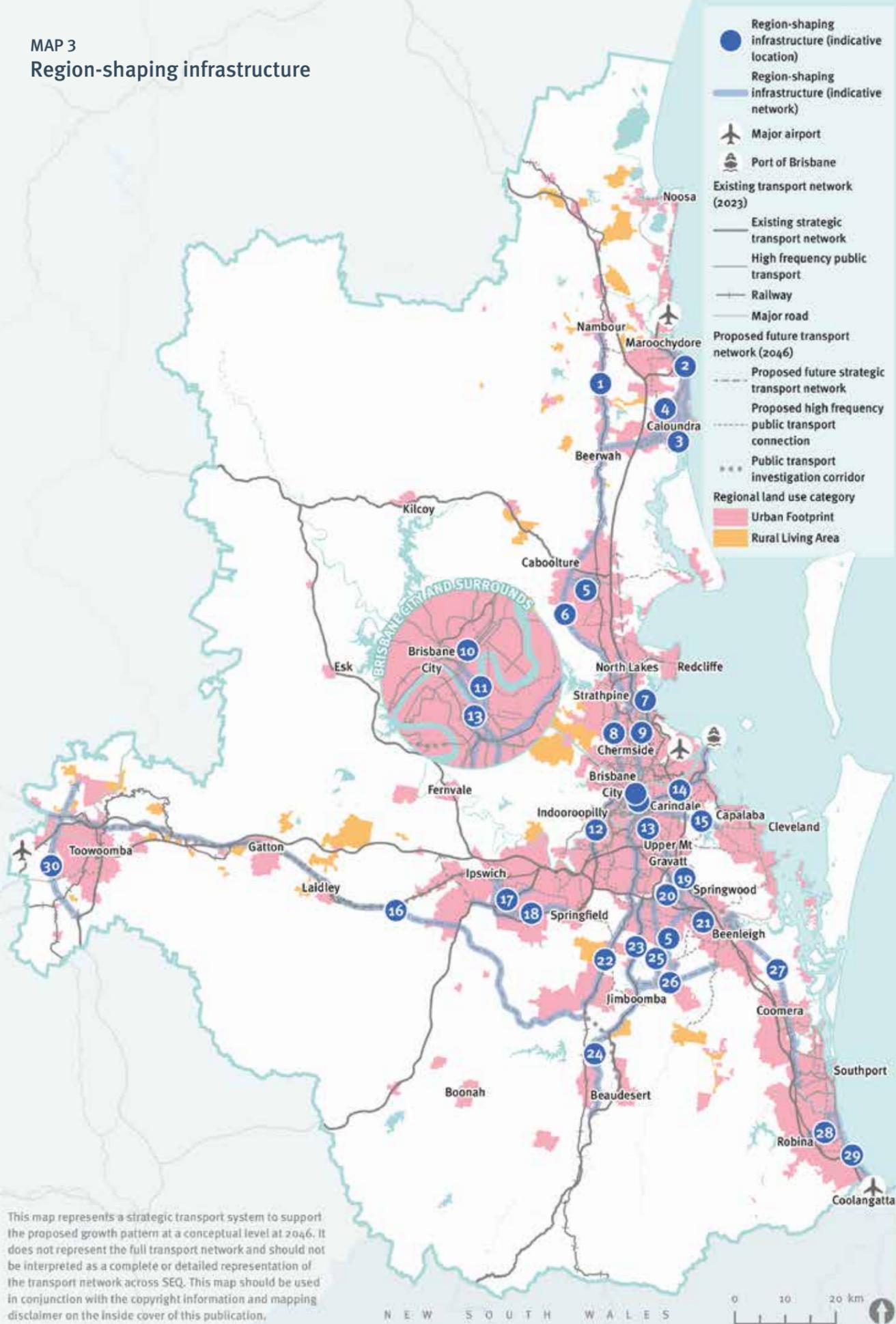
Map No.	Priority region-shaping infrastructure	Related projects	Status in 2023	Relationship to regional policy
22	Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)	Salisbury to Beaudesert Passenger Rail	Detailed Planning	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to Brisbane and the Capital City REC.
23	Mount Lindesay Highway Upgrades (Browns Plains to Woodhill)		Detailed Planning	An important link in the National Land Transport Network that provides for improved freight connectivity and delivery of the Bromelton State Development Area, as well as enabling increased take-up of planned expansion growth areas.
24	Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway upgrade	Mount Lindesay Highway Deviation – Bromelton North-South Arterial Road	Strategic Planning	Supports the movement of freight traffic to the Bromelton State Development Area and supports greater efficiency and economic growth through a dedicated freight route that bypasses the Beaudesert town centre.
25	Park Ridge Connector		Strategic Planning	Provides connection between the Park Ridge MEIA and the strategic road freight network. Supports increased take-up of land in Park Ridge MEIA.
26	Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades)		Strategic Planning	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to key north-south connections.

Map No.	Priority region-shaping infrastructure	Related projects	Status in 2023	Relationship to regional policy
27	Coomera Connector		Stage 1 – Under Construction Stage 2 – Strategic Planning	Provides a connection that will relieve pressure on the Pacific Motorway and facilitate improved local traffic movement, including opportunities for public transport services. Supports growth in the northern Gold Coast corridor.
28	New high frequency public transport connection linking Broadbeach via Bond University to Robina	High frequency corridor Broadbeach to Robina	Strategic Planning	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides for improve connectivity to the Robina-Varsity Lakes REC.
29	Extension of light rail from Broadbeach to Coolangatta	Broadbeach to South Burleigh Heads (light rail stage 3)	Under Construction	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
		South Burleigh Heads to Coolangatta (light rail stage 4)	Detailed Planning	Enhances a key north-south public transport corridor and provides improved connectivity between the Southport-Broadbeach REC and the Southern Gateway REC.
30	Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp		Strategic Planning	Provides for additional connectivity between the New England Highway south of Toowoomba and the industrial growth areas of Charlton and Wellcamp as well as improved connectivity between the residential growth areas of Westbrook and Highfields to the industrial growth areas of Charlton, Wellcamp and the CBD. Supports increased dwelling densities and employment growth North, West and South of Toowoomba.



G:Link Helensvale tram station. Supplied by Translink

MAP 3
Region-shaping infrastructure



This map represents a strategic transport system to support the proposed growth pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

- 1 Beerburrum to Nambour Rail Upgrade Project
- 2 Sunshine Coast Public Transport Project (Caloundra to Maroochydore)
- 3 Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore)
- 4 Kawana Motorway
- 5 Provide frequent public transport services to planned major expansion growth areas:
 - » Waraba (Caboolture West)
 - » Yarrabilba
- 6 North Brisbane-Bruce Highway Western Alternative
- 7 Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region
- 8 Improved road and public transport connectivity between Inner Brisbane and Strathpine
- 9 Northern Busway extension to Bracken Ridge
- 10 Inner Brisbane active transport initiative
- 11 Cross River Rail
- 12 Centenary Motorway Upgrade (Toowong to Darra)
- 13 Options for improved inner-city distribution
- 14 Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane
- 15 Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)
- 16 The Melbourne to Brisbane Inland Rail
- 17 Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley
- 18 Ipswich to Springfield Public Transport Corridor
- 19 South East Busway extension to Springwood (as busway or other priority corridor)
- 20 Enhance the high-frequency public transport connection between Browns Plains and the South East Busway
- 21 Logan and Gold Coast Faster Rail
- 22 Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)
- 23 Mount Lindesay Highway Upgrades (Browns Plains to Woodhill)
- 24 Bromelton North-South Arterial Road, as part of the Mount Lindesay Highway upgrade
- 25 Park Ridge Connector
- 26 Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades)
- 27 Coomera Connector
- 28 New high-frequency public transport connection linking Broadbeach via Bond University to Robina
- 29 Extension of light rail from Broadbeach to Coolangatta
- 30 Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp

Olympic Games Concept SEQ Region

COMPETITION VENUES

- | | |
|---|---|
| 1 Brisbane Arena
Aquatics (Swimming, Water Polo) | 18 Moreton Bay Indoor Sports Centre
Boxing |
| 2 Brisbane Football Stadium
Rugby, Football (finals) | 19 Queensland Tennis Centre
Tennis |
| 3 Brisbane Cricket Ground
Athletics (Track and Field), Ceremonies | 20 Ipswich Stadium
Modern Pentathlon |
| 4 Brisbane Convention & Exhibition Centre
Table Tennis, Fencing, Taekwondo, Badminton | 21 Wyaralong Flatwater Centre
Rowing, Canoe (Sprint) |
| 5 South Bank Cultural Forecourt
Archery | 22 Gold Coast Convention & Exhibition Centre
Volleyball, Weightlifting |
| 6 South Bank Piazza
3 x 3 Basketball | 23 Broadbeach Park Stadium
Volleyball (Beach) |
| 7 Victoria Park
Cycling (BMX Freestyle), Equestrian (Cross Country) | 24 Royal Pines Resort
Golf |
| 8 Brisbane Showgrounds
Equestrian | 25 Gold Coast Sports & Leisure Centre
Judo, Wrestling |
| 9 Ballymore Stadium
Hockey | 26 Coomera Indoor Sports Centre
Volleyball |
| 10 Brisbane Indoor Sports Centre
Basketball | 27 Broadwater Parklands
Triathlon, Aquatics (Swimming Marathon) |
| 11 Brisbane International Shooting Centre
Shooting | 28 Gold Coast Stadium
Football (preliminaries/QF) |
| 12 Anna Meares Velodrome
Cycling (Track), Cycling (BMX Racing) | 29 Sunshine Coast Indoor Sports Centre
Basketball (preliminaries) |
| 13 Brisbane Aquatics Centre
Aquatics (Diving, Artistic Swimming, Water Polo (preliminaries)) | 30 Sunshine Coast Stadium
Football (preliminaries) |
| 14 Chandler Indoor Sports Centre
Gymnastics | 31 Alexandra Headland
Cycling (Road), Athletics (Marathon, Race Walks), Sailing (Kiteboarding) |
| 15 Redland Whitewater Centre
Canoe (Slalom) | 32 Sunshine Coast Mountain Bike Centre
Cycling (Mountain Bike) |
| 16 Royal Queensland Yacht Squadron
Sailing | 33 Toowoomba Sports Ground
Football (preliminaries/QF) |
| 17 Brisbane Entertainment Centre
Handball | |

NON-COMPETITION FACILITIES

- | | |
|------------------------------------|----------------------------------|
| 🏠 Olympic Village | ★ Festival / Live Site |
| 🏠 Sunshine Coast Satellite Village | 📺 International Broadcast Centre |
| 🏠 Kooralbyn Satellite Village | 🎧 RHB Studio Hub |
| 🏠 IOC Hotel | 🗣️ Main Press Centre |
| ✈️ Airport | |

INFRASTRUCTURE STATUS

- | | |
|---------------------------------|---------------------------------------|
| 🟦 Existing | 🟪 Temporary |
| 🟩 Existing with permanent works | 🟩 Planned (irrespective of the Games) |

VERSION MAY 2021

TRANSPORT INFRASTRUCTURE

- | | |
|--------------------------------------|------------------------------------|
| 1 SEQ Rail Network | 12 Pacific Motorway (M1) Upgrade |
| 2 G-Link Gold Coast Light Rail | 13 Centenary Motorway (M5) Upgrade |
| 3 SEQ Motorways | 15 Warrego Highway Upgrade |
| 4 Kingsford Smith Drive | 16 Cross River Rail |
| 9 Brisbane Metro | 17 Eastern Transitway |
| 10 Beerburum to Nambour Rail Upgrade | 20 Coomera Connector |
| 11 Bruce Highway (M1) Upgrade | |

TRANSPORT TYPE

- | | |
|----------------------------------|---------------------------|
| — Rail | — Light rail |
| — Motorway / Major Arterial Road | — Brisbane Metro / Busway |

Brisbane 2032

Brisbane has been selected as the host city for the 2032 Olympic and Paralympic Games, with events to take place predominantly across SEQ throughout July to September 2032. Although most competition venues (more than 80 per cent) will be existing or temporary, the Brisbane 2032 Master Plan outlines six new and eight upgraded venues across Queensland. These specific new and upgraded venues are outlined below in Figure 16 and also within each sub-region section.

Since the development of the Master Plan, the Queensland and Australian Governments announced joint funding for the Logan Indoor Sports Centre, which may be used as a reserve or training venue for Brisbane 2032 events.

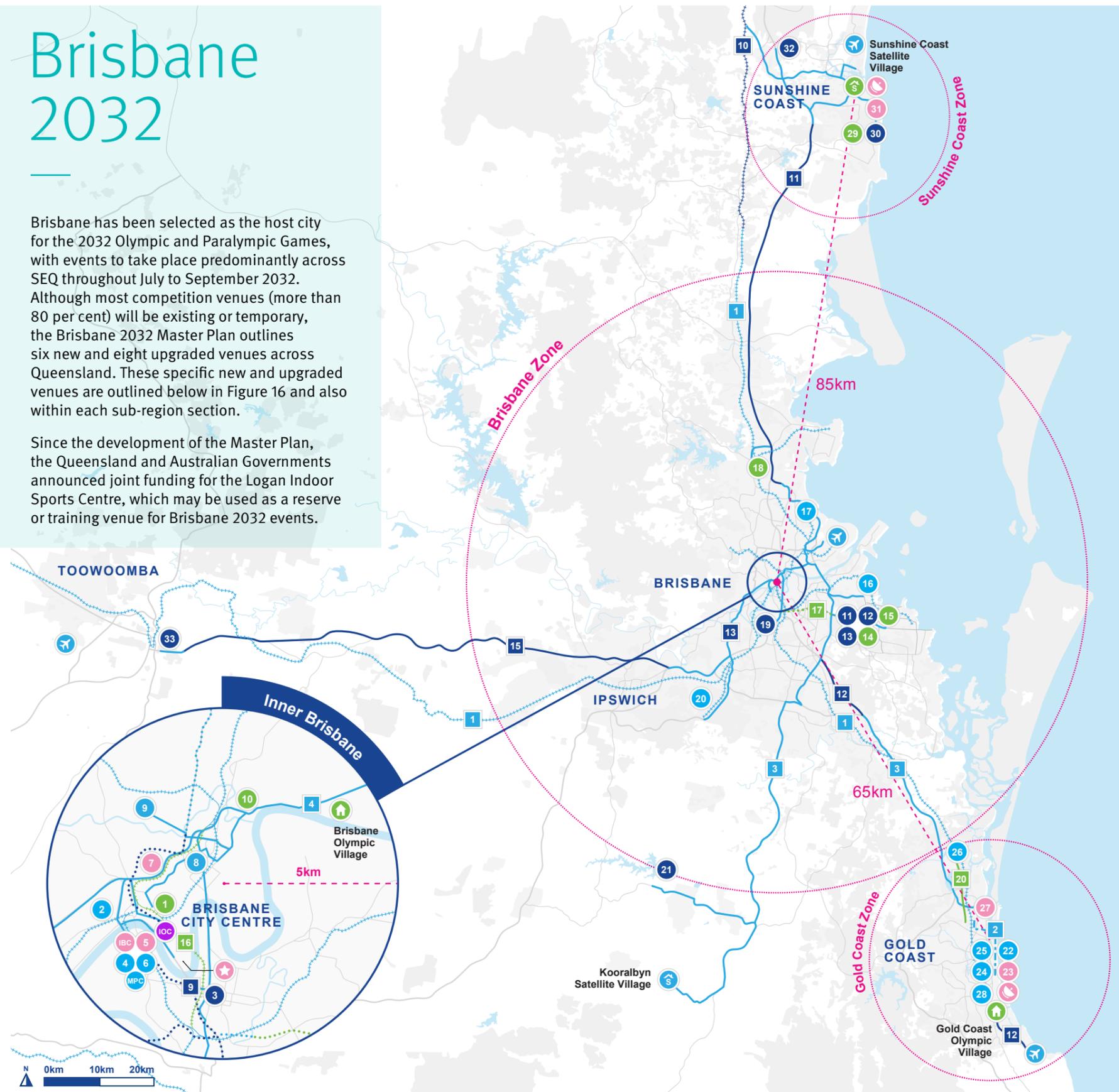


Figure 16 : Brisbane 2032 Infrastructure

SEQ City Deal

In March 2022, the Australian Government, Queensland Government and Council of Mayors (SEQ) signed the SEQ City Deal demonstrating a shared commitment to transform SEQ and deliver region-shaping infrastructure.

The joint investment through the SEQ City Deal represents a commitment for all three levels of government to work together to achieve a series of shared goals by collaboratively planning the projects and investments that shape SEQ.

The SEQ City Deal will provide a foundation for collaboration and partnership between the three levels of government and industry to deliver the four overarching outcomes of:

- » accelerating future jobs across SEQ
- » a faster and more connected SEQ region
- » a more liveable SEQ
- » creating thriving communities.

These four outcomes will support the growing population who live and work in SEQ over the next twenty years. The SEQ City Deal will work to deliver long-lasting benefits for the region, reflecting the enduring partnership to support SEQ's vision to grow into one region connected locally and competing globally.

To deliver on these outcomes, the SEQ City Deal identified a range of Place-Based and Region-Wide Reform commitments. The specific regional Place-Based commitments are presented in Figure 17 and Table 4, and the Region-Wide Reform commitments are summarised in Table 5.

The commitments in Tables 4 and 5 represent the strategic investments required across all levels of government to achieve the four overarching outcomes. It is imperative that these commitments have a sustained focus from all levels of government to ensure successful delivery. The SEQ City Deal Implementation Plan was released in July 2023 and provides details about how the Deal will be delivered, commitment milestones and funding arrangements, and who is responsible for its delivery. All projects identified in this section are included in the SEQ City Deal Implementation Plan, July 2023.

This SEQIS reinforces these commitments as strategic priorities for SEQ and the Queensland Government will continue to explore opportunities and needs identified in ShapingSEQ 2023 and SEQIS to maximise the considerable work done to date on the SEQ City Deal.



Figure 17: SEQ City Deal Place-Based commitments

Table 4: SEQ City Deal Place-Based commitments

Place-Based	LGA	Investment (\$m)
A Kangaroo Point Green Bridge	Brisbane	\$190.2
B Brisbane Metro – Woolloongabba Station	Brisbane	\$450
C Brisbane Metro – South Bank Transport Study	Brisbane	\$1
D Loganlea-Meadowbrook Infrastructure	Logan	\$45
E Dunwich Ferry Terminal Upgrade	Redland	\$41
F Ipswich to Springfield Public Transport Corridor Options Analysis	Ipswich	\$2.5
G Southern Gateway Strategic Corridor Planning	Logan	\$1
H Brisbane Valley Highway Safety Upgrades	Somerset	\$45.9
I Blue Heart Sunshine Coast	Sunshine Coast	\$35.3
J First Nations Cultural Centre Detailed Business Case	Brisbane	\$3
K Water Initiatives in the Lockyer Valley	Lockyer Valley	\$13.3
L Bromelton State Development Area Business Case	Scenic Rim	\$5
M Growth Area Compact	Moreton	\$210
N Toowoomba Railway Parklands	Toowoomba	\$25
O Wellcamp Entertainment Precinct	Toowoomba	\$135

Source: SEQ City Deal Implementation Plan, July 2023

Table 5: SEQ City Deal Region-Wide Reform commitments

Region-Wide Reform	Investment (\$m)
Green Urban Infrastructure	\$20m
Local Digital Priority Projects	\$50m
Open Level Crossing Prioritisation	\$2m
Planning for Future Region Shaping Infrastructure	\$9.1m
Public Art Initiatives	\$10m
Regional Freight Movement Study	\$2.1m
Regional Waste Management Strategy	\$0.5m
Resilient Rivers Initiative	\$40m
Resource Recovery Infrastructure	\$105m
Road Safety Mapping	\$0.11m
SEQ Innovation Economy Fund	\$150m
SEQ Liveability Fund	\$285.8m
SEQ Rail Corridor Digital Connectivity	\$20m
Small Business Friendly Region	-
Smart Region Digital Plan	\$0.75m
Strategic Approach under EPBC Act	\$10m

Source: SEQ City Deal 2022 Implementation Plan, July 2023

Social housing

Social housing is critical for responding to individuals and households who struggle to access and sustain appropriate housing in their community. Queensland's state and community housing provider owned social housing portfolios exceed 75,000 properties.¹²

With more than 62,000 of these under state ownership,¹³ this makes the government the largest residential lessor in the state. Social housing dwellings are managed directly by the government (public or Aboriginal and Torres Strait Islander housing) or by community housing providers. Government-owned properties are also leased to specialist homelessness service providers and used to deliver a suite of other services.

The Queensland Government has been investing \$6 billion since 2015 in social and affordable housing supply. This includes \$3 billion to support the Queensland Housing and Homelessness Action Plan 2021-2025 (Action Plan) and the \$2 billion Housing Investment Fund (HIF).

Together with a recent \$398 million investment from the Australian Government under the Social Housing Accelerator, the Queensland Government is committed to house more vulnerable Queenslanders sooner and will deliver up to 14,100 social housing and affordable homes.

This includes continuing to implement the Queensland Housing and Homelessness Action Plan 2021 – 2025 and working in partnership with Aboriginal and Torres Strait Islander Housing Queensland to co-design the *Our Place: A First Nations Housing and Homelessness Action Plan 2024-2027* that will build on the foundations of the previous action plan.¹⁴

¹² As at 30 June 2023.

¹³ As at 30 June 2023, excluding housing in remote Aboriginal and Torres Strait Islander communities

¹⁴ Aboriginal and Torres Strait Islander Housing Action Plan 2019-2023



Nerang social housing, Supplied by the Department of Housing

The scale and scope of responses to housing challenges facing Queenslanders have increased over the course of the Housing Strategy since 2017, with further commitments made to increase housing supply and housing support:

- » the Queensland Housing Summit Outcomes Report released in December 2022, included a program of actions backed by \$56 million in new funding.
- » \$32.5 million in commitments made through the Housing Roundtable in March 2023.
- » the 2023-24 budget which included an extra \$322 million to expand the *QuickStarts Qld* social housing capital delivery program.

The social housing portfolio in SEQ has a significant role to play, with more than 46,500 tenable dwellings, of which more than 42,000¹⁵ (circa 90 per cent) are under state department ownership. From commencement of the Housing Strategy in June 2017 to 30 June 2023, a total of 3,351 social homes had been contracted across the SEQ region.¹⁶ This has occurred against a backdrop of challenging and increasingly tight operating conditions in the Queensland construction market since the start of the COVID-19 pandemic, with extreme building industry supply chain and labour issues.

Demand for social housing assistance and population growth forecasts are used to inform investment priorities. At the site level, investment is guided by a range of factors including, availability of developable land, proximity to existing and planned services, anticipated development and population growth within a locality and existing levels of social housing supply.

Demand for housing assistance while persistent can change in composition, which is why investment programs and priorities are typically set against a short to medium term horizon. These priorities are refreshed as new funding commitments are made available which helps ensure dwelling supply continues to be built where it is most needed. To assist in planning for responses over the longer term, the Queensland Government has engaged the expertise of the Australian Housing and Urban Research Institute (AHURI), to develop a model to predict future demand for social housing in Queensland. The model will include historical and predictive analysis of social housing, as well as the private rental market.

The primary driver for investment in the short to medium term is to innovate and accelerate delivery of housing assistance and supply options to further strengthen the response to heightened market conditions. That is why:

- » the \$70 million Build to Rent pilot project is supporting three projects that will deliver more than 1200 homes for rent, including up to 490 at discounted rent

- » new tax concessions from 1 July 2023 for Build to Rent developments that deliver at least 10 per cent of homes as affordable housing at discounted rents to further drive rental supply
- » the HIF is supporting two community housing providers to acquire up to 456 properties, with the majority being acquired from investors have elected to sell once they exit the Federal government's National Rental Affordability Scheme
- » the HIF has established a commercial partnership between Brisbane Housing Company and Queensland Investment Corporation to deliver 562 social and affordable dwellings across 7 projects within the SEQ region, with support for a total of up to 1,200 provided
- » the production of prefabricated homes has ramped up, in partnership with private contractors and a QBuild Rapid Accommodation and Apprenticeship Centre in Brisbane's Eagle Farm has opened
- » Economic Development Queensland has been tasked with investigating State-owned sites capable of delivering diverse housing outcomes, including social and affordable housing, at scale.

The Queensland Land Audit was a key outcome of the Housing Summit, which identified a number of State-owned sites with the potential to deliver diverse housing outcomes of significant scale. More than 2000 parcels of land were initially reviewed, with 27 parcels of land identified as potentially suitable for social and affordable housing outcomes. Economic Development Queensland is leading the investigation of several of these sites, with a number already in the market seeking Community Housing Providers delivery partners.

The recent expansion for an additional 200,000 dwellings over the life of the National Housing Accord 2022 for a total of 1.2 million new well-located homes over five years from 1 July 2024, highlights the nationwide challenges faced in the housing sector. Innovation, partnership, increased investment and dedication will ensure, not only is the future SEQ population accommodated, but more opportunities are delivered for low to moderate income households through to Brisbane 2032 and on to 2046. Queensland is eligible to receive bonus funding from the Australian Government's \$3 billion New Homes Bonus for each new home delivered over its share of the original target, up to its share of the revised target of 1.2 million homes. Queensland may also be eligible for targeted activation payments under the \$500m Housing Support Program to support housing supply in well-located areas.

Sub-regional infrastructure pipeline

The following section provides a sub-regional overview of:

- » **what we have** – existing state infrastructure assets
- » **what we are getting** – infrastructure that has been committed and/or is in delivery informed by state agencies and QGIP
- » **what we need to support growth** – infrastructure in the early planning stages informed by the region-shaping infrastructure list and identified infrastructure required to service growth. These projects may not be committed and required additional planning.

An overview of the sub-regional boundaries as displayed within this section are shown in Map 4.

Updated infrastructure planning for growth

Following the release of the draft ShapingSEQ 2023, infrastructure delivery agencies were provided with a wide range of new data and assumptions that impact both their service delivery and future demand and infrastructure planning activities. Whilst the 'what we need to support growth' tables have been updated where possible to reflect the growth identified within ShapingSEQ 2023, not all asset classes could plan for the growth within the timeframe available. Consequently, the tables presented may not represent all infrastructure needed to support growth.

Where available, anticipated planning timeframes for each asset class is listed below to provide transparency and confidence that the growth identified in ShapingSEQ is being actively planned for. Additional information is also provided in separate call-out boxes on select asset classes.

- » **Transport:** Regional Transport Plans (RTPs) are DTMR's public planning document defining the intended development of the transport system across Queensland over a 15-year horizon in a way that supports regional goals for the community, the economy, and the environment. These plans consider all modes of transport, regional demographic and industry changes, local government land use and transport planning. DTMR has commenced a refresh of the SEQ RTPs in response to the review and update of ShapingSEQ.
- » **Energy:** The Queensland SuperGrid Infrastructure Blueprint outlines the optimal infrastructure pathway

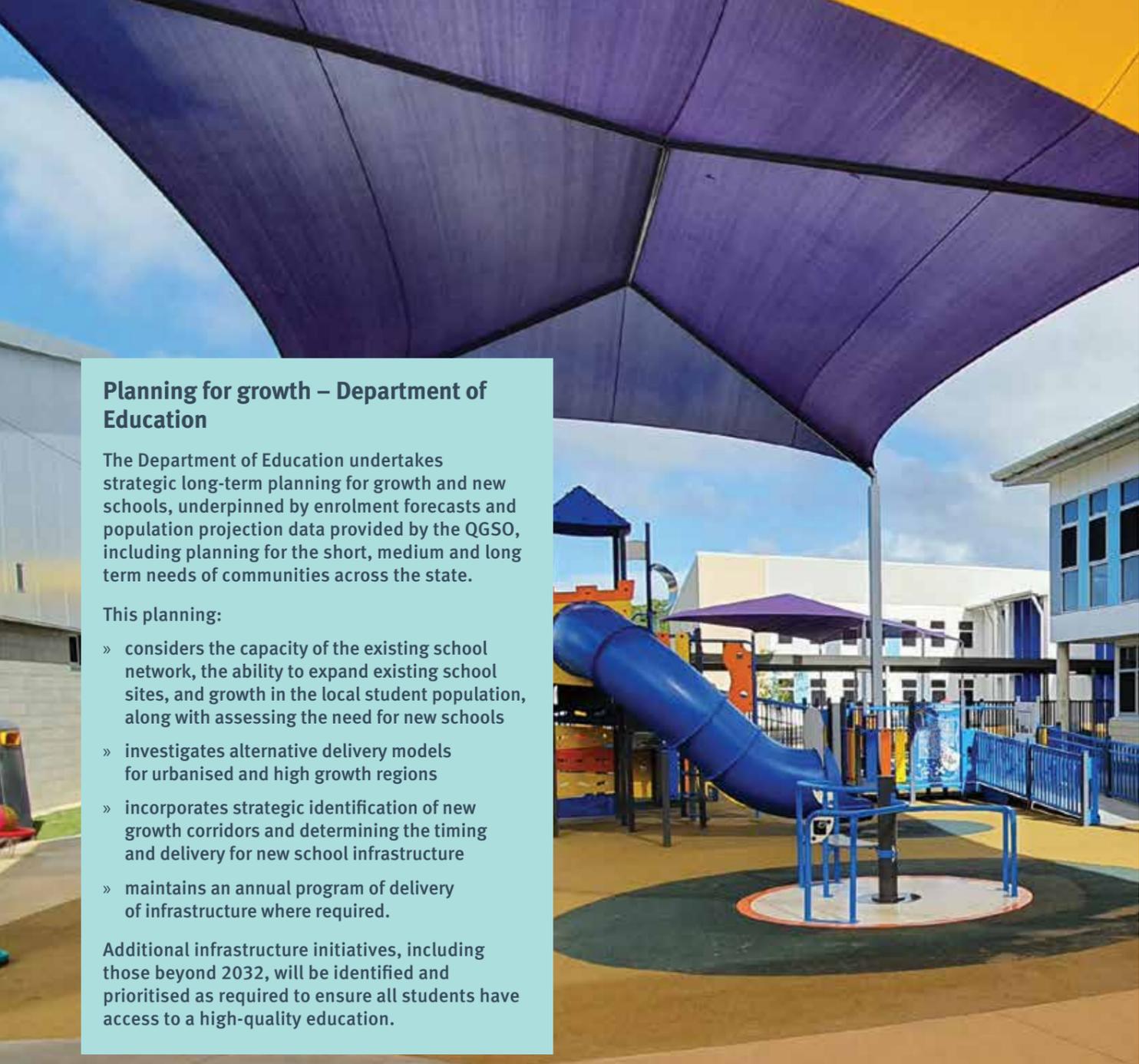
to transform Queensland's electricity system and meet the objectives of the QEJP. The Blueprint will be updated on a biennial basis from 2025.

- » **Water:** Seqwater released an updated SEQ Water Security Program (WSP) in October 2023. The WSP sets out a 30-year strategy for managing SEQ's bulk water supply. It considers a range of factors including population growth, and climate change, to determine what bulk water infrastructure may be required into the future, and when it will be needed to ensure a sustainable, secure and resilient water supply. Seqwater will update the WSP to reflect any substantial changes in demand forecasts, and in line with key business cases currently underway exploring new proposed water security infrastructure.
- » **Health:** Queensland Health is currently progressing significant programs of work to support a 15-year pipeline of priorities and infrastructure projects. In 2023/24 *The Queensland Health and Hospitals Plan* detailed this first fully funded and committed tranche. Queensland Health continues planning work for the longer-term pipeline informed by an annual assessment of health need, asset condition and service activity projections of future health service requirements.
- » **Education and training:** DoE is currently undertaking cross sectoral demand mapping utilising updated population projections which is anticipated for finalisation in 2024. Updated long-term school infrastructure requirements responding to the growth identified in ShapingSEQ 2023 will be identified within the SEQIP due for completion in 2025.
- » **Justice and public safety:** The Department of Justice and Attorney-General (DJAG), and Queensland Corrective Services (QCS) undertake ongoing strategic planning to assess the condition and functionality of its courthouses, correctional centres, and community corrections offices to ensure that they are able to meet the current and future demand of the Queensland population and justice system, as well as to prioritise funding allocations to maximise the outcomes for the Queensland public.

A full update of infrastructure required to support the growth identified in ShapingSEQ 2023 will be presented in the SEQIP programmed for 2025.

¹⁵ As at 30 June 2023.

¹⁶ 1154 social housing homes contracted across the SEQ Region under QuickStarts Qld and 2197 new social homes already commenced under the First Action Plan of the Queensland Housing Strategy 2017 to 2027 for SEQ Region



Planning for growth – Department of Education

The Department of Education undertakes strategic long-term planning for growth and new schools, underpinned by enrolment forecasts and population projection data provided by the QGSO, including planning for the short, medium and long term needs of communities across the state.

This planning:

- » considers the capacity of the existing school network, the ability to expand existing school sites, and growth in the local student population, along with assessing the need for new schools
- » investigates alternative delivery models for urbanised and high growth regions
- » incorporates strategic identification of new growth corridors and determining the timing and delivery for new school infrastructure
- » maintains an annual program of delivery of infrastructure where required.

Additional infrastructure initiatives, including those beyond 2032, will be identified and prioritised as required to ensure all students have access to a high-quality education.

Planning for Growth – Water Security

SEQ has a safe, reliable and resilient water supply system, stemming from careful and ongoing water security planning and a diverse asset base.

Under current levels of demand, our region has enough spare supply to manage through severe drought periods. However, as SEQ's population continues to grow, and we consider the potential impacts of climate change, it's important we're well prepared for the future.

Seqwater's WSP sets out a 30-year plan to ensure we continue to maintain high levels of water security for South East Queenslanders. Current modelling shows

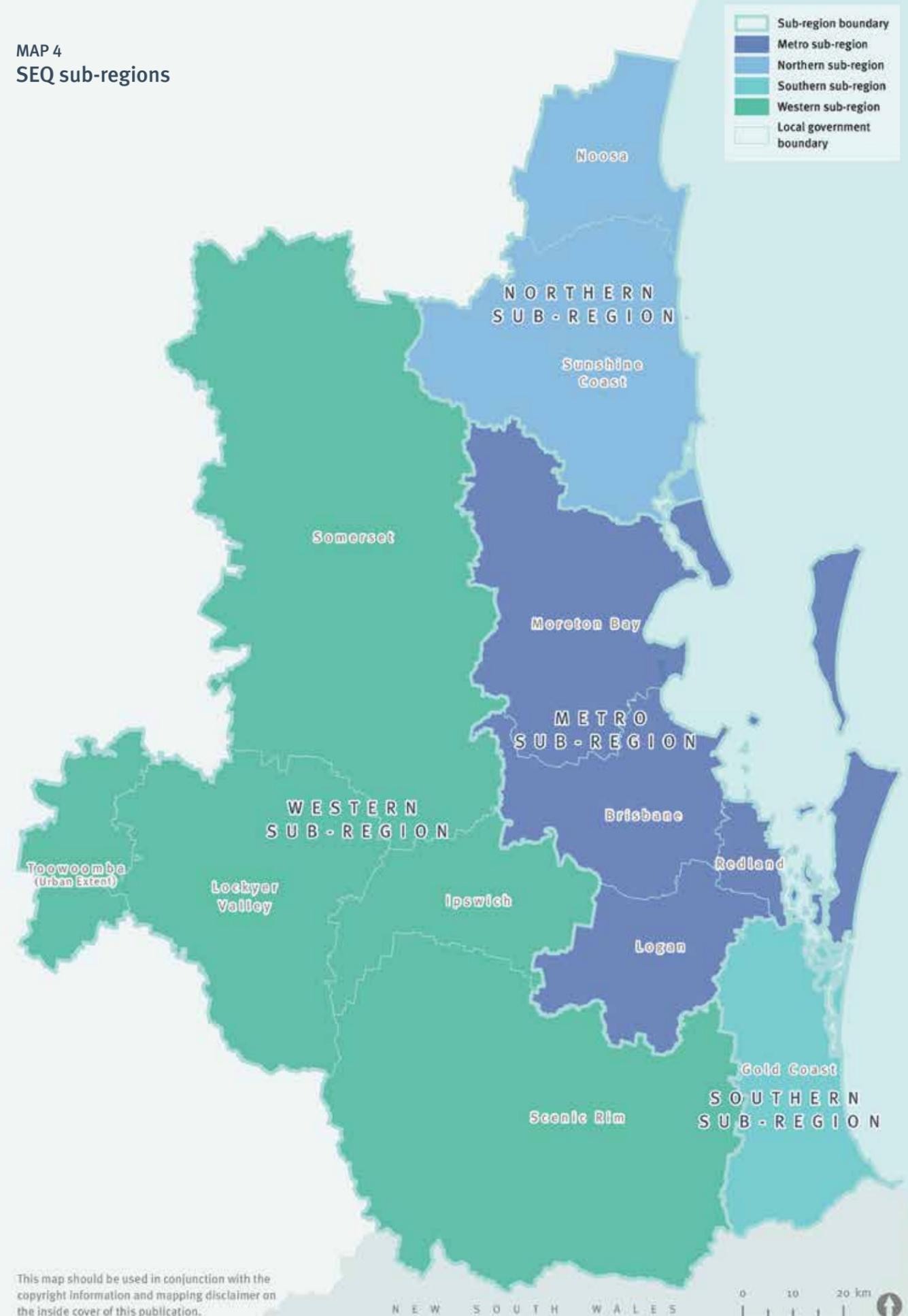
enhancements to the SEQ Water Grid will likely be required within the next decade, with the next major enhancement required by approximately 2035.

Seqwater is currently planning for enhancements to the SEQ Water Grid, with detailed business cases underway exploring:

- » connection of Wyaralong Dam to the SEQ Water Grid, including a new water treatment plant, to cater for ongoing growth in south-west communities
- » a proposed expansion of the Gold Coast Desalination Plant at Tugun to increase capacity
- » a new desalination plant for the region, including potential locations, capacity and timing for delivery.

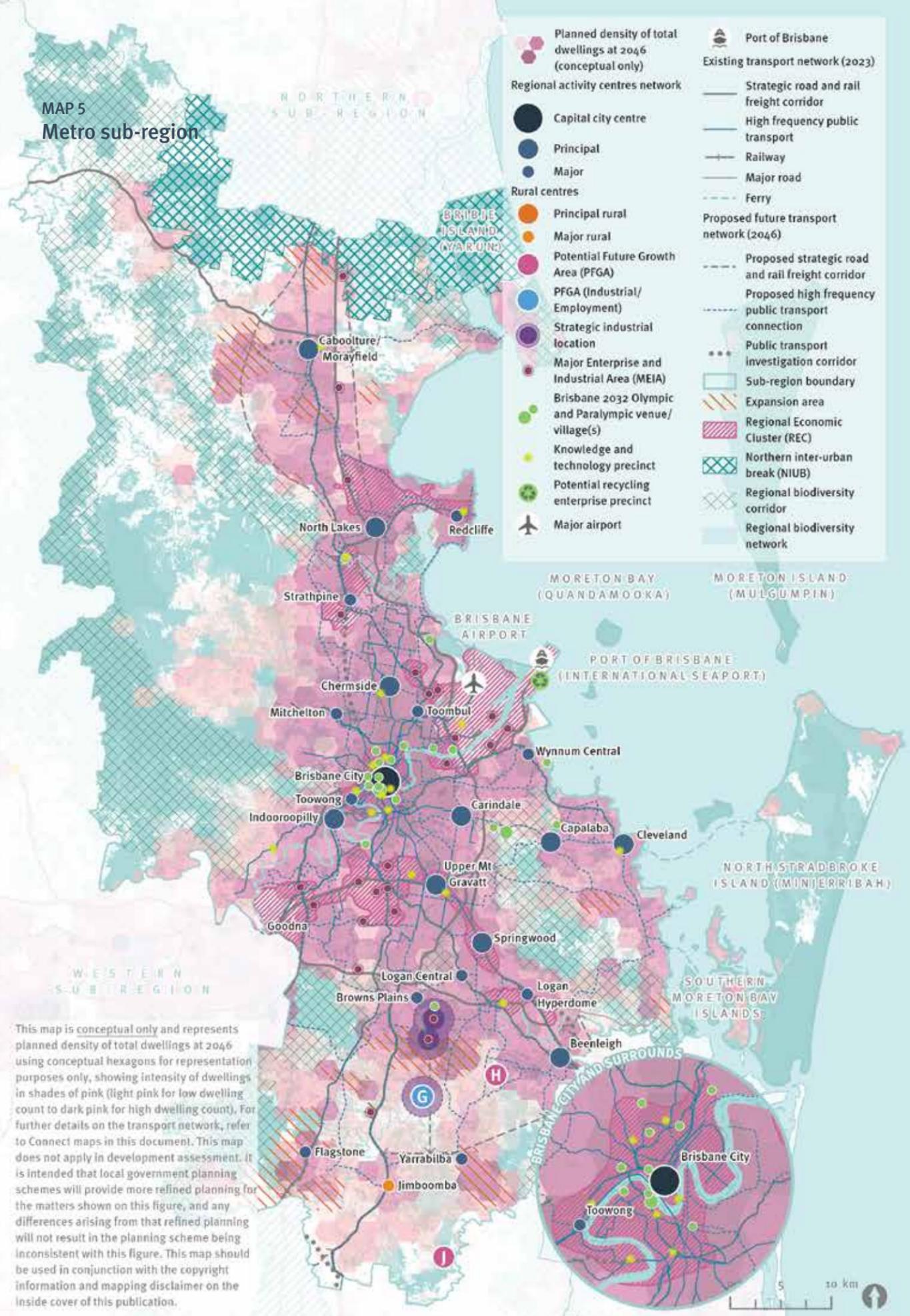
Coomera State Special School. Supplied by the Department of Education

MAP 4
SEQ sub-regions



This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

MAP 5
Metro sub-region



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Metro sub-region

The Metro sub-region of SEQ encompasses the LGAs of Brisbane, Logan, Moreton Bay and Redland, as illustrated by Map 5. The sub-region centres around the Brisbane CBD (Meanjin), Brisbane River (Maiwar) and surrounding metropolitan area, with other centres of economic opportunity including Caboolture, Redcliffe, Beenleigh, Capalaba, and Cleveland. The sub-region fronts the coastline of Moreton Bay (Quandamooka) and includes Moreton Island (Mulgumpin) and North Stradbroke Island (Minjerrabah), along with rainforest and the Glasshouse Mountains.

The sub-region is well-connected for residents and visitors internally through the SEQ rail network as well as the Bruce Highway, Pacific Motorway, Ipswich Motorway and Gateway Motorway, and externally through the Brisbane International and Domestic Airports. Several major transport infrastructure projects including Cross River Rail and Brisbane Metro are set to further increase the sub-region's connectivity. The sub-region also serves as a gateway for freight with the Port of Brisbane and Australia TradeCoast providing connection for the East Coast of Australia to the rest of the world.

The metropolitan nature of the sub-region means that it contains a relatively high proportion of high-density housing and office-based employment and faces constraints in terms of greenfield land. Future growth throughout the Metro sub-region will be driven by greenfield growth fronts such as Waraba (Caboolture West), Greater Flagstone, Yarrabilba, The Mill and Fitzgibbon as well as high-rise residential precincts such as Newstead, West End and Hamilton.

WHAT WE HAVE

The Metro sub-region of SEQ contains significant public infrastructure that supports the growth, prosperity, connectivity, sustainability and liveability of SEQ. Table 6 identifies existing state infrastructure informed by desktop research, engagement with agencies, and QGIP.

Table 6: Metro sub-region – existing state infrastructure

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Airport	Brisbane Airport Corporation	Brisbane International Airport Brisbane Domestic Airport
	Rail	DTMR	SEQ Rail Network including parts of the following lines: » Rosewood, Ipswich and Springfield Lines to the West » Beenleigh and Gold Coast Lines to the South » Cleveland Line to the East » Shorncliffe, Airport, Doomben, Ferny Grove, Redcliffe Peninsula, and North Coast Lines to the North
	Bus	DTMR	Northern Busway Eastern Busway South East Busway
	Road (major)	DTMR	Bruce Highway Centenary Motorway D'Aguilar Highway Gateway Motorway Gympie Arterial Ipswich Motorway Logan Motorway Mount Lindsay Arterial Road Pacific Motorway Port of Brisbane Motorway Centenary Motorway (Darra-Toowong)
	Port	Port of Brisbane	Port of Brisbane
Education and training 	School	DoE	243 state schools 69 state high schools 21 special schools
	Early childhood education	Various	53 family day care 142 kindergartens 814 long day care 357 school age care
	University	Various	University of Queensland (St Lucia and Herston campuses) Queensland University of Technology (Kelvin Grove and Gardens Point campuses) Griffith University (South Bank, Nathan, Mt Gravatt and Logan campuses) Central Queensland University James Cook University

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Education and training 	TAFE facility	Department of Youth Justice, Employment, Small Business and Training (DYJESBT)	12 TAFE campuses including: » Acacia Ridge » Alexandra Hills » Bracken Ridge » Browns Plains » Caboolture » Eagle Farm » Grovely » Inala » Loganlea » Mount Gravatt » Redcliffe » South Bank » Yarrabilba* Renewable Energy Training Facility (Electro Group Training) in Pinkenba Hydrogen Centre of Excellence (PICAC) in Beenleigh, also opened in 2022 (*leased by TAFE Queensland)
	Health	Hospital	QLD Health
	Ambulance station	Queensland Ambulance Service (QAS)	56 ambulance stations
Energy 	Electricity transmission	Powerlink Queensland (QLD)	Parts of the Powerlink high voltage transmission network
	Electricity distribution	Energy QLD	Parts of the Energex distribution network
Arts, culture, recreation and tourism 	Arts and culture	Arts Queensland	Queensland Art Gallery and Gallery of Modern Art State Library of Queensland and 'The Edge' Queensland Performing Arts Centre Queensland Museum and Science centre Judith Wright Arts Centre 381 Brunswick Street (Festival House)
	Recreation and Tourism	Stadiums QLD	Suncorp Stadium The Gabba Queensland Sports and Athletic Centre Sleeman Sports Complex Brisbane Entertainment Centre Queensland Tennis Centre Clem Jones Centre – new Allied Health and Wellbeing Centre

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Justice and public safety 	Correctional facility	QCS	Brisbane Correctional Centre Arthur Gorrie Correctional Centre Wolston Correctional Centre Brisbane Women's Correctional Centre Helana Jones Centre Woodford Correctional Centre
	Courthouse	DJAG	10 courthouses (Beenleigh, Cleveland, Wynnum, Holland Park, Richlands, Caboolture, Redcliffe, Pine Rivers, Sandgate, Brisbane)
	Police	Queensland Police Service (QPS)	52 police stations
	Fire and emergency	Queensland Fire and Emergency Services (QFES)	44 fire stations
Water 	Dam	Seqwater	North Pine Dam Lake Manchester Dam Leslie Harrison Dam (Tingalpa Reservoir) Sideling Creek Dam Enoggera Dam (Enoggera Reservoir) Cedar Grove Weir
	Bulk water supply	Seqwater	Parts of the Seqwater bulk water supply infrastructure network
	Water Treatment Plant (WTP)	Seqwater	Mount Crosby Eastbank WTP Mount Crosby Westbank WTP Mount Crosby Holts Hill WTP Luggage Point Advanced WTP (AWTP) Gibson Island AWTP North Pine WTP Dayboro WTP Banksia Beach WTP Capalaba WTP Dunwich WTP Point Lookout WTP Amity Point WTP North Stradbroke Island WTP
	Retail water supply	Queensland Urban Utilities	Parts of the Queensland Urban Utilities retail water supply infrastructure network

WHAT WE'RE GETTING

The Queensland Government, in collaboration with partners and key stakeholders, has committed to projects across a range of infrastructure classes to support SEQ's growth and liveability. This has been informed by state agencies, QGIP and the SEQ City Deal. Table 7 outlines the infrastructure projects underway or being planned for the Metro sub-region, noting that some jointly funded investments may be impacted by the Australian Government's Independent Strategic Review of the Infrastructure Investment Program outcomes and details are subject to negotiation with the Australian Government.

Table 7: Metro sub-region – committed state infrastructure projects

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Bruce Highway – Pine River to Uhlmann Road interchange, Caboolture-Bribie Island Road to Steve Irwin Way upgrade Centenary bridge upgrade Centenary Motorway upgrades Gateway Motorway – Bracken Ridge to Pine River upgrade Gympie Arterial Road upgrades Ipswich Motorway (Rocklea to Darra) upgrades Mount Lindesay Highway – Johanna Street to South Street (Jimboomba) duplication Pacific Motorway – Eight Mile Plains to Daisy Hill upgrade, Daisy Hill to Logan Motorway upgrade
	Rail	DTMR and / or Queensland Rail (QR)	Cross River Rail Including Salisbury to Fairfield station rebuilds Logan and Gold Coast Faster Rail, including Kuraby to Beenleigh Station Rebuilds Station upgrades: » Lindum station » Morningside station » Burpengary station » Banyo train station » Albion station » Buranda station » Narangba station » Park 'n' ride upgrades: - Narangba Park 'n' Ride » Breakfast Creek Bridge Realignment
	Passenger Transport	DTMR	Northern Transitway Chermside layover and bus platforms Upper Mount Gravatt bus station accessibility upgrade Indooroopilly Shopping Centre bus station upgrade Cannon Hill bus station upgrade
	Active Transport	DTMR	Veloway 1 O'Keefe Street cycle bridge Planning for the Moreton Bay Cycleway Delivery of Principal Cycle Network as part of transport and road upgrades

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Education and training 	School	DoE	Additional classrooms: » Albany Creek State High School » Aviation High » Beenleigh Special School » Bracken Ridge State High School » Bray Park State High School » Calamvale Special School » Darling Point Special School » Darra State School » Deception Bay State High School » Flagstone State School » Geebung Special School » Glenala State High School » Holland Park State High School » Indooroopilly State School » Kallangur State School » Kenmore South State School » Kenmore State High School » Manly State School » Mansfield State High School » Mitchelton Special School » Morayfield State High School » Mt Ommaney Special School » Pallara State School » Park Ridge State School » Pine Rivers Special School » Rochedale State School » Serviceton South State School » Taigum State School » Wishart State School » Wooloowin State School New schools: » New primary school in Brisbane's inner west » New primary school at Park Ridge » New primary school at Flagstone » New primary school at Waraba (Caboolture West) » Scenic Shores State School » New primary school at Holmview » New secondary school at Logan Reserve Ongoing planning for additional schools, and new infrastructure, to meet growth requirements leading up to 2032 Integrated school-based hubs: » FamilyLinQ at Kingston State School » FamilyLinQ at a new primary school at Park Ridge
	Training facilities and TAFE	Department of Youth Justice, Employment, Small Business and Training (DYJESBT)	Yarrabilba* Community TAFE Learning Centre Eagle Farm TAFE – Robotics and Advanced Manufacturing Centre Loganlea TAFE upgrades and modernisation works (*leased by TAFE Queensland)

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Health 	Hospital	QLD Health	Expansion of: » Logan Hospital Stage 1 and 2 » Princess Alexandra Hospital » Redcliffe Hospital » QEII Hospital » The Prince Charles Hospital » Caboolture Hospital (construction complete November 2023, further refurbishment to commence in 2024) » Redland Hospital Stage 1 and 2 Satellite Hospital Program delivery at: » Bribie Island » Kallangur » Eight Mile Plains » Redlands » Caboolture New Queensland Cancer Centre (RBWH)
	Ambulance station	QAS	Morayfield New Ambulance Station Lawnton New Ambulance Station Springwood Station Redevelopment
Energy 	Energy Storage	Stanwell	Southern Renewable Energy Zone Battery Storage
		CS Energy	Greenbank Large Scale Battery
		Energy Queensland	New network connected batteries 4MW/8MW/hr – Raby Bay and Cornubia
Arts, culture, recreation and tourism 	Arts and culture	Arts Queensland	QPAC – new performing arts venue
	Recreation and tourism	Department of Tourism, Innovation and Sport (DTIS)*/ Department of Treaty, Aboriginal and Torres Strait Islander Partnerships, Communities and the Arts (DTATSIPCA)* (*Investment providers)	Craigslea State High School – Volleyball centre of excellence (DTIS) Minjerrabah Futures Program (QUAMPI, and completing the Gumpi (Dunwich) to Bummiera (Brown Lake) recreation trail) Hibiscus Stadium Redevelopment, Upper Mt Gravatt Caboolture PCYC
Justice and public safety 	Police	QPS	Replacement Dayboro Police Station
	Fire and emergency	QFES	Moreton Bay Central Fire and Rescue Station Mount Cotton Road Fire and Rescue Station
Water 	Dam and weirs	Seqwater	North Pine Dam Improvement Project Beaudesert Water Supply Upgrade Mount Crosby East Bank Flood Resilience Program

WHAT ELSE WE NEED TO SUPPORT GROWTH

Table 8 includes identified infrastructure priorities required to support growth. This includes infrastructure in the early planning stages still requiring a detailed business case and investment decision, and is informed by the region-shaping infrastructure list (included below) and SEQ City Deal planned commitments. These identified priorities may not have current funding and may be subject to change as planning progresses.

SUB-REGIONAL INFRASTRUCTURE PRIORITIES

Extensive consultation was conducted with local councils, the community and key industry stakeholders during the development of this SEQIS. Through this collaborative effort, several infrastructure priorities were nominated for the region to support the anticipated growth outlined in ShapingSEQ 2023 including:



public transport infrastructure to support the growth areas identified in ShapingSEQ 2023 to both support expansion areas and high amenity infill areas



social infrastructure as necessary to support growth (e.g. hospitals, police stations, ambulance stations, fire stations, etc.)



transport infrastructure to support the connectivity to ferry terminals within the Redland area



the delivery of active transport infrastructure to support alternative transportation methods



upgrades to key state-owned road infrastructure to support growth

Future planning for these sub-regional priorities may inform the development of the SEQIP planned for 2025.

Table 8: Metro sub-region – state infrastructure in planning stages

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Pacific Motorway upgrades – Future stages Park Ridge Connector – Future stages Bruce Highway upgrades – Future stages North Brisbane – Bruce Highway Western Alternative Centenary Motorway upgrades – Future stages Mount Lindesay Highway upgrade Ipswich Motorway upgrades – Future stages Gateway Motorway upgrades – Future stages Centenary Highway planning SEQ Level Crossing Prioritisation Project
	Rail	DTMR	Rail freight connectivity improvements to the Port of Brisbane Salisbury to Beaudesert Passenger Rail (following the Salisbury to Beaudesert Corridor)

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Passenger Transport	DTMR	Frequent public transport connecting between Browns Plains and the South East Busway Improved road and public transport connectivity between Inner Brisbane and Strathpine Provide frequent public transport services to Yarrabilba SEQ Frequent PT Network 2041 Investigations Mass Transit Corridor Extensions – UQ to Indooroopilly, Chandler to Capalaba, Springfield to Logan Hyperdome Meadowbrook Greenlink (Griffith University to the Hyperdome) Provide frequent public transport services to Waraba (Caboolture West) Eastern Corridor Study
Education and training 	School	DoE	In addition, current demand mapping identifies: <ul style="list-style-type: none"> » The Brisbane LGA may require up to 12 primary and 5 secondary new government and non-government schools between 2031 and 2041. » The Redland LGA may require 1 primary and 1 secondary new government or non-government schools between 2031 and 2041. » The Moreton Bay LGA may require up to 7 primary and 5 secondary new government and non-government schools between 2031 and 2041. » The Logan LGA may require up to 12 primary and 8 secondary new government and non-government schools between 2031 and 2041.
	Training facilities and TAFE	DYJESBT	Upgrades and modernisation to the following facilities: <ul style="list-style-type: none"> » Bracken Ridge TAFE » Alexandra Hills TAFE » Mount Gravatt TAFE
Health 	Hospital	QLD Health	Expansion of: <ul style="list-style-type: none"> » Princess Alexandra Hospital » Redland Hospital » The Prince Charles Hospital
Arts, culture, recreation and tourism 	Arts and culture	Arts Queensland DEPW	First Nations Cultural Centre Old Museum Building restoration

Metro sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Justice and public safety 	Correctional facility	QCS	Wolston Correctional Centre and Woodford Correctional Centre (Additional special purpose cells) Brisbane Correctional Centre (Enhanced Primary Care stepdown optionality) Construction of Wacol Precinct Enhanced Primary Health Care Facility located at the Brisbane Correctional Centre Installation of Information Technology infrastructure in correctional centres to enhance provision of healthcare (various) Princess Alexandra Hospital Secure Unit Relocation – Business Case
	Courthouse	DJAG	Beenleigh Courthouse
	Police Station	QPS	Beenleigh Watch House and new Beenleigh Police Station



First Nations Cultural Centre¹⁷

The Queensland Government is leading the development of business cases for First Nations Cultural Centres in Brisbane and in Cairns.

It is envisioned these Cultural Centres will be places to share the history, stories, and truth telling of Aboriginal peoples and Torres Strait Islander peoples, and act as hubs that connect with First Nations communities across the state, including the network of Indigenous Art Centres and other significant sites and locations throughout Queensland.

In 2018, the Queensland Government began investigating the development of a First Nations Cultural Centre in Brisbane to celebrate and showcase Aboriginal and Torres Strait Islander peoples' cultures and arts, and truthfully explain the history of our past and present.

In 2022 the Australian Government, Queensland Government and the Council of Mayors (SEQ)

announced the SEQ City Deal which included a commitment towards the development of a business case for a First Nations Cultural Centre in Brisbane.

In May 2023, the Queensland Government announced the development of a business case for a First Nations Cultural Centre in Cairns.

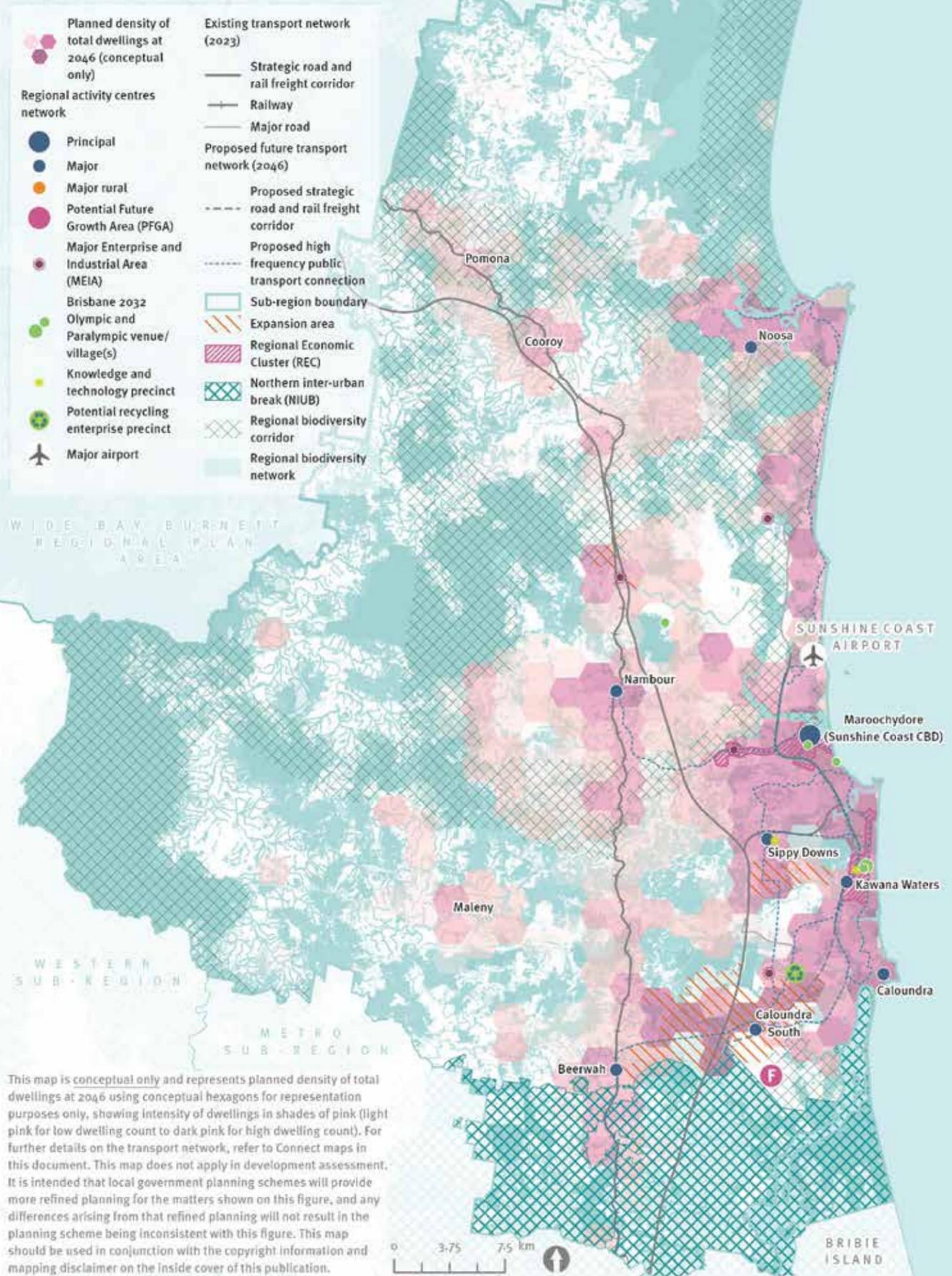
The business cases will consider governance, operating and delivery models, the role, function and scale of the Centres, potential sites, curatorial frameworks and a cultural permission framework.

Targeted engagement with Queensland's Aboriginal peoples and Torres Strait Islander peoples and key stakeholders will be a priority to ensure the business cases are informed by evidence and best practice, and accurately reflect feedback from Queensland's Aboriginal and Torres Strait Islander peoples and key stakeholders.

¹⁷ Arts Queensland (2023) *First Nations Cultural Centres*, Queensland Government, <https://www.arts.qld.gov.au/projects-and-initiatives/first-nations-cultural-centres>, accessed October 2023.

Loganlea Fire and Rescue Station. Supplied by Queensland Fire and Emergency Services

MAP 6
Northern sub-region



Northern sub-region

The Northern sub-region of SEQ encompasses the LGAs of Sunshine Coast and Noosa, as illustrated by Map 6. The sub-region is home to natural amenity with numerous beaches along the coastline, attracting residents and visitors alike, and several centres of economic opportunity including Maroochydore, Mooloolaba, Birtinya, Caloundra, Nambour and Noosaville. The sub-region also serves as a gateway to Central and North Queensland from SEQ for both passengers and freight, via the North Coast Rail line and Bruce Highway.

Growth in the sub-region will be driven by a mix of greenfield housing developments and prioritised infill opportunities including, the Caloundra South Priority Development Area (PDA), the Beerwah East Major Development Area, Palmview Structure Plan Area, and the Maroochydore to Caloundra urban corridor, the focus of the Sunshine Coast Infrastructure Coordination Plan..

This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

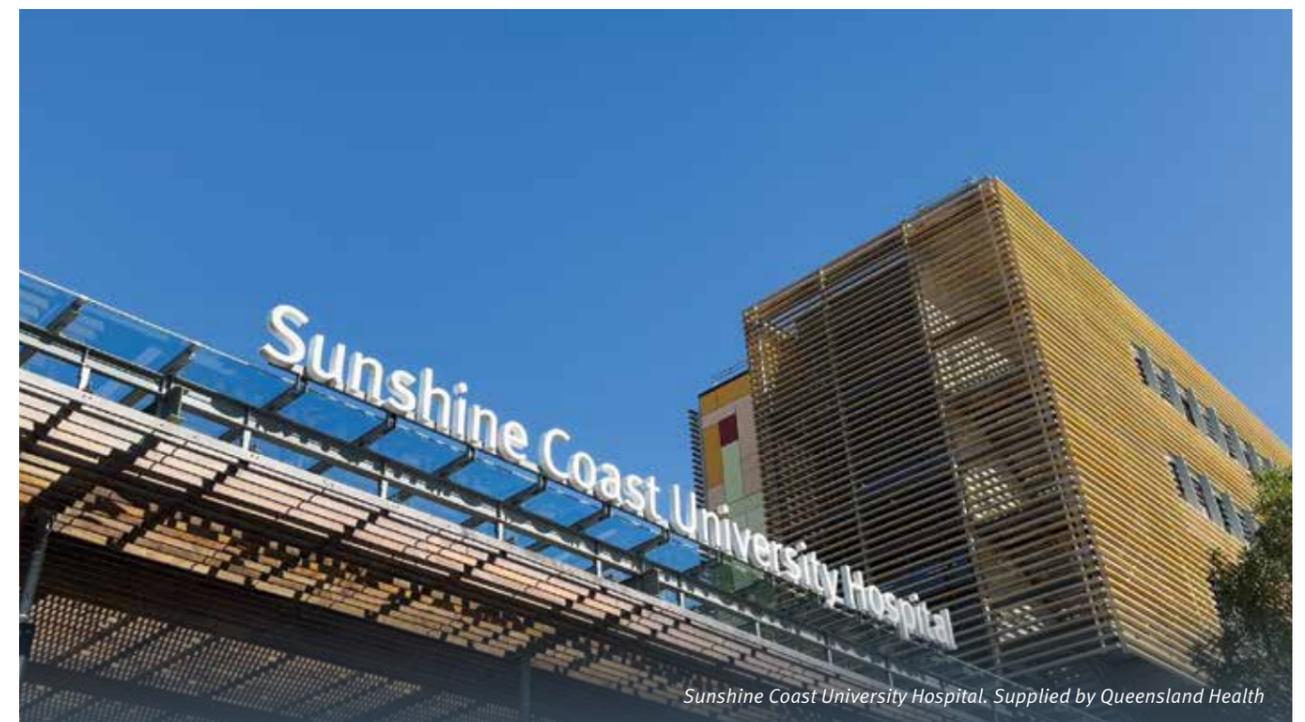
WHAT WE HAVE

The Northern sub-region of SEQ contains significant public infrastructure that supports the growth, prosperity, connectivity, sustainability and liveability of SEQ. Table 9 identifies existing state infrastructure informed by desktop research, engagement with agencies, and QGIP.

Table 9: Northern sub-region – existing state infrastructure

Northern sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Airport	Sunshine Coast Airport Pty Ltd	Sunshine Coast Airport
	Rail	DTMR	North Coast line
	Road (major)	DTMR	Bruce Highway Sunshine Motorway
Education and training 	School	DoE	50 state schools 11 state high schools 3 special schools
	University	UniSC	University of the Sunshine Coast
	Early childhood education	Various	5 family day care centres 28 kindergartens 115 long day care centres 58 school age care centres
	TAFE campus	DYJESBT	TAFE sites at Mooloolaba, Maroochydore, and Nambour Sunshine Coast Health Institute* (*leased by TAFE Queensland)
Health 	Hospital	QLD Health	Sunshine Coast University Hospital (and Sunshine Coast Health Precinct) Caloundra Hospital Nambour Hospital Maleny Hospital
	Ambulance station	QAS	15 ambulance stations
Energy 	Electricity transmission	Powerlink QLD	Parts of the Powerlink high voltage transmission network
	Electricity distribution	Energy QLD	Parts of the Energex distribution network

Northern sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Justice and public safety 	Courthouse	DJAG	6 courthouses (Caloundra, Maroochydore, Nambour, Landsborough, Noosa, Pomona)
	Police	QPS	14 police stations
	Fire and emergency	QFES	15 fire stations
Water 	Dam	Seqwater	Baroon Pocket Dam Ewen Maddock Dam Six Mile Creek Dam (Lake Macdonald) Poona Dam Wappa Dam Cooloolabin Dam
	Bulk water supply	Seqwater	Parts of the Seqwater bulk water supply infrastructure network
	Water treatment plant	Seqwater	Noosa WTP Image Flat WTP Landers Shute WTP Ewen Maddock WTP
	Retail water supply	Unitywater	Parts of the Unitywater retail water supply infrastructure network
Digital and innovation 	Telecommunications	Sunshine Coast Council (SCC)	Sunshine Coast International Broadband Network
	Innovation Precinct	SCC	Sunshine Coast Business and Technology Precinct



WHAT WE'RE GETTING

The Queensland Government, in collaboration with partners and key stakeholders, has committed to projects across a range of infrastructure classes to support SEQ's growth and liveability. This has been informed by state agencies, QGIP and the SEQ City Deal. Table 10 outlines the infrastructure projects underway or being planned for the Northern sub-region, noting that some jointly funded investments may be impacted by the Australian Government's Independent Strategic Review of the Infrastructure Investment Program outcomes and details are subject to negotiation with the Australian Government.

Table 10: Northern sub-region – committed state infrastructure projects

Northern sub-region			
Infrastructure Class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Bruce Highway upgrade (Forest Glen) Sunshine Motorway upgrade (Mooloolah River Interchange Stage 1)
	Rail	DTMR and / or QR	Beerburum to Nambour Rail Upgrade (Stage 1)
	Passenger Transport	DTMR	Sunshine Coast Public Transport (Maroochydore to Birtinya)
	Active Transport	DTMR	Beerwah to Glass House active transport facilities Delivery of Principal Cycle Network as part of transport and road upgrades
Education and training 	School	DoE	Yandina State School – expansion Caloundra South (west) – new primary school Ongoing planning for additional schools, and new infrastructure, to meet growth requirements leading up to 2032
	TAFE and training facilities	DYJESBT	Upgrades and modernisation to the following TAFE campuses: » Nambour » Mooloolaba
Health 	Hospital	QLD Health	Expansion of Sunshine Coast University Hospital Nambour General Hospital Redevelopment
	Ambulance station	QAS	Caloundra South ambulance station – 24/7 facility
Justice and public safety 	Police	QPS	Cooroy replacement police facility Caloundra South new police facility
	Fire and emergency	QFES	Caloundra South – new permanent fire and rescue station
Water 	Dam and weirs	Seqwater	Lake Macdonald Dam Improvement Project
	Water treatment plant	Seqwater	Eudlo Reservoir Upgrade
Digital and innovation 	Various	Economic Development Queensland (EDQ)	Sunshine Coast Industrial Park Stage 2

WHAT ELSE WE NEED TO SUPPORT GROWTH

Table 11 includes identified infrastructure priorities required to support growth. This includes infrastructure in the early planning stages still requiring a detailed business case and investment decision and is informed by the region-shaping infrastructure list and SEQ City Deal planned commitments. These identified priorities may not have current funding and may be subject to change as planning progresses.

SUB-REGIONAL INFRASTRUCTURE PRIORITIES

Extensive consultation was conducted with local councils, the community, and key industry stakeholders during the development of this SEQIS. Through this collaborative effort, several infrastructure priorities were nominated for the region to support the anticipated growth outlined in ShapingSEQ 2023, including:



a higher level of active transport and recreational infrastructure delivered throughout the northern sub-region



higher public transport connectivity both within the sub-region (east-west) itself, and connectivity to Brisbane (north-south)



the upgrade of key state-owned road infrastructure to support growth



the delivery of additional recreational facilities



increased capacity within the region's waste and resource recovery infrastructure.

Future planning for these sub-regional priorities may inform the development of the SEQIP planned for 2025.

Table 11: Northern sub-region – state infrastructure in planning stages

Northern sub-region			
Infrastructure Class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Kawana Motorway Sunshine Motorway upgrades – Future stages
	Rail	DTMR	Beerburum to Nambour Rail duplication – Future stages Direct Sunshine Coast Rail Line
	Passenger Transport	DTMR	Sunshine Coast Public Transport – Future stages
Education and training 	School	DoE	Current demand mapping identifies that the Sunshine Coast and Noosa LGAs may require up to 9 primary and 8 secondary new government and non-government schools between 2031 and 2041
Water 	Water and waste water treatment plants	Seqwater	Delivery of a new desalination plant ¹⁸

¹⁸Timing and location to be determined through a detailed business case process.

Sunshine Coast public transport business case¹⁹

DTMR is undertaking a detailed business case for an improved public transport system for the Sunshine Coast.

This work builds on the Sunshine Coast Mass Transit Project undertaken by the Sunshine Coast Council. The Council's Mass Transit Options Analysis (endorsed on 20 October 2021) compared 5 options for an enhanced public transport connection between Maroochydore and the Sunshine Coast University Hospital, with a possible extension to Caloundra.

These options included:

- » bus rapid transit
- » light rail
- » wireless light rail
- » trackless tram
- » quality bus corridor.

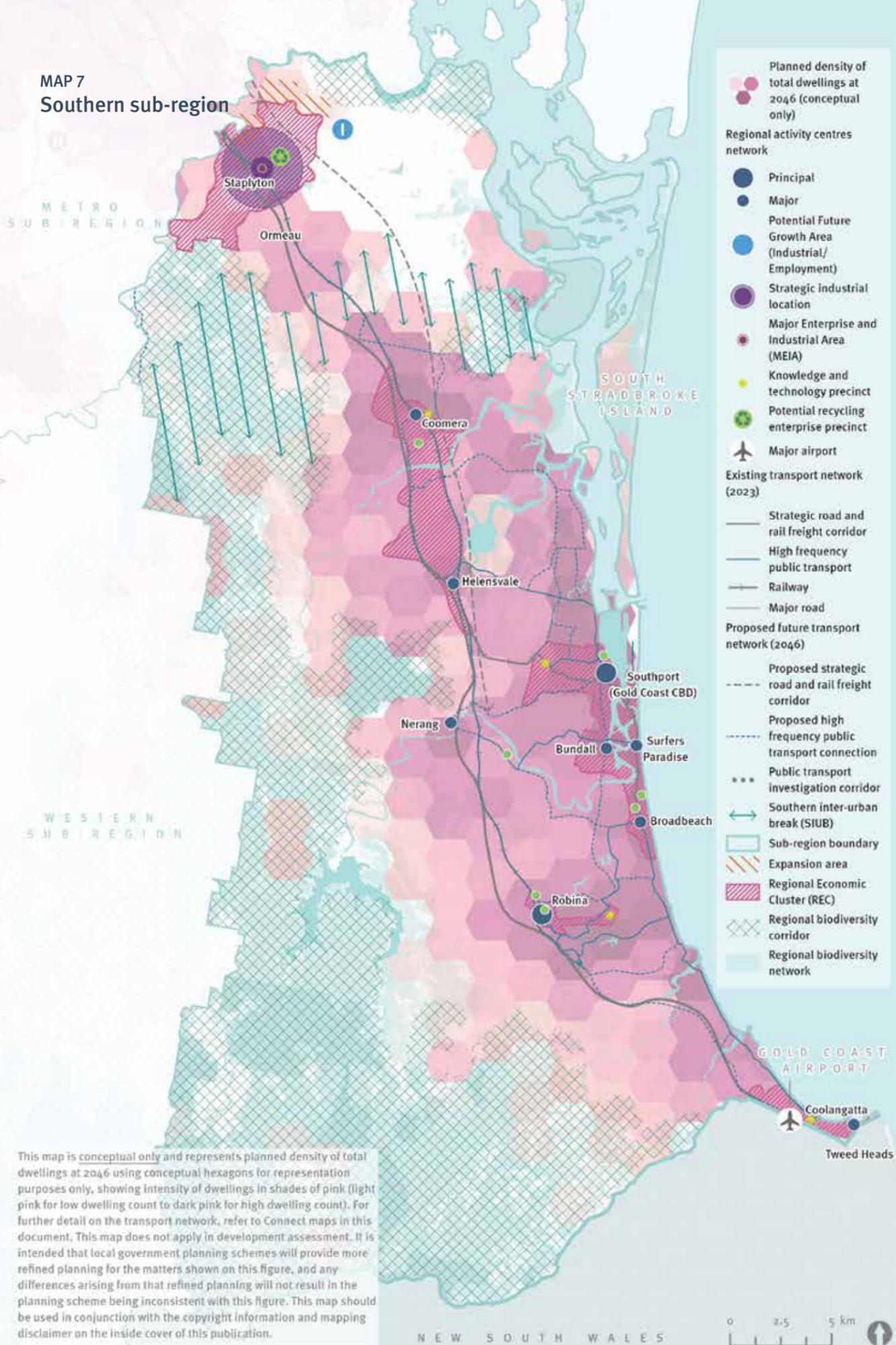
The department is now reviewing and using the options analysis report, alongside the outcomes of previous and future community feedback, to refine the options and inform the detailed business case.

The project contributes to implementing the Southern Sunshine Coast Public Transport Strategy which sets out the department's vision for a future public transport system for the southern Sunshine Coast area and will be instrumental in supporting the growth identified in ShapingSEQ 2023.



¹⁹ Department of Transport and Main Roads (2023) *Sunshine Coast public transport, business case*, Queensland Government, <https://www.tmr.qld.gov.au/sunshinecoastpublictransport>, accessed October 2023

MAP 7
Southern sub-region



This map is conceptual only and represents planned density of total dwellings at 2046 using conceptual hexagons for representation purposes only, showing intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further detail on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Southern sub-region

The Southern sub-region of SEQ encompasses Gold Coast LGA, as illustrated by Map 7. The sub-region contains centres of economic opportunity along the Pacific Ocean coastline including Southport, Surfers Paradise, Burleigh Heads and Coolangatta. The sub-region is home to natural amenity with numerous beaches along the coastline as well as rainforest throughout the Gold Coast Hinterland, attracting residents and visitors alike.

The sub-region is home to the Gold Coast Light Rail (G:Link) which links the coastal urban centres to the Gold Coast heavy rail line which connects to the rest of the SEQ rail network. The Pacific Motorway connects to the Metro sub-region and to New South Wales. The Gold Coast Airport serves domestic and international travel.

Future growth throughout the Southern sub-region will be driven by high-rise residential developments around urban centres, including the Southport and Parklands PDA.

WHAT WE HAVE

The Southern sub-region of SEQ contains significant public infrastructure that supports the growth, prosperity, connectivity, sustainability and liveability of SEQ. Table 12 identifies existing state infrastructure informed by desktop research, engagement with agencies, and QGIP.

Table 12: Southern sub-region – existing state infrastructure

Southern sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Rail	DTMR	Gold Coast line
	Light rail	DTMR	Gold Coast Light Rail (Helensvale to Broadbeach)
	Road (major)	DTMR	Pacific Motorway
Education and training 	School	DoE	51 state schools 16 state high schools 4 special schools
	Early childhood education	Various	3 family daycare centres 23 kindergartens 232 long daycare centres 72 school aged care centres
	University	Various	Bond University Griffith University – Gold Coast campus Southern Cross University
	TAFE facility	DYJESBT	TAFE sites at Ashmore, Coolangatta, Coomera, Southport Robina* (*leased by TAFE Queensland)
	Training facility	Department of Regional Development, Manufacturing and Water	Gold Coast Regional Manufacturing Hub
Health 	Hospital	QLD Health	Public hospitals including: » Gold Coast University Hospital » Robina Hospital » Tugun Satellite Hospital
	Ambulance station	QAS	12 ambulance stations
Energy 	Electricity transmission	Powerlink QLD	Parts of the Powerlink high voltage transmission network
	Electricity distribution	Energy QLD	Parts of the Energex distribution network

Southern sub-region

Infrastructure class	Asset type	Asset owner	Asset name
Arts, culture, recreation and tourism 	Recreation and tourism	Stadiums QLD	CBUS Super Stadium Heritage Bank Stadium (formerly Metricon Stadium)
Justice and public safety 	Correctional facility	QCS	Numinbah Correctional Centre
	Courthouse	DJAG	2 courthouses (Southport, Coolangatta)
	Police	QPS	10 police stations
	Fire and emergency	QFES	8 fire stations
Water 	Dam	Seqwater	Hinze Dam Little Nerang Dam
	Bulk water supply	Seqwater	Parts of the Seqwater bulk water supply infrastructure network
	Water treatment plant	Seqwater	Hinze Dam WTP Molendinar WTP Mudgeeraba WTP Tugun Desalination WTP



Gold Coast Health and Knowledge Precinct. Supplied by DSDILGP

WHAT WE'RE GETTING

The Queensland Government, in collaboration with partners and key stakeholders, has committed to projects across a range of infrastructure classes to support SEQ's growth and liveability. This has been informed by state agencies, QGIP and the SEQ City Deal. Table 13 outlines the infrastructure projects underway or being planned for the Southern sub-region, noting that some jointly funded investments may be impacted by the Australian Government's Independent Strategic Review of the Infrastructure Investment Program outcomes and details are subject to negotiation with the Australian Government.

Table 13: Southern sub-region – committed state infrastructure projects

Southern sub-region			
Infrastructure Class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Coomera Connector (Stage 1 Coomera to Nerang) Pacific Motorway Varsity Lakes to Tugun upgrade Exit 49 (Pimpama) interchange upgrade
	Rail	DTMR	New Gold Coast Stations, design and construction
	Passenger Transport	DTMR	Gold Coast Light Rail (Stage 3 Broadbeach South to Burleigh Heads)
	Active Transport	DTMR	Labrador-Carrara Road Cycleway Smith Street Cycleway Brisbane-Beenleigh Road cycleway Delivery of Principal Cycle Network as part of transport and road upgrades
Education and training 	School	DoE	Bellevue Park State School – expansion Coomabah State High School Mudgeeraba Special School Ongoing planning for additional schools, and new infrastructure, to meet growth requirements leading up to 2032
	TAFE facility	DYJESBT	Modernisation of the Southport TAFE campus
Health 	Hospital	QLD Health	New Coomera Hospital Expansion of the Gold Coast University Hospital to deliver a Secure Mental Health Rehabilitation Unit
	Ambulance station	QAS	Gold Coast Operations Centre Redevelopment (Coomera) Southport Ambulance Station Redevelopment Ormeau Ambulance Station Redevelopment
Energy 	Energy Storage	Energy QLD	New network connected battery 4MW/8MW/hr – Hollywell

WHAT ELSE WE NEED TO SUPPORT GROWTH

Table 14 includes identified infrastructure priorities required to support growth. This includes infrastructure in the early planning stages still requiring a detailed business case and investment decision and is informed by the region-shaping infrastructure list and SEQ City Deal planned commitments. These identified priorities may not have current funding and may be subject to change as planning progresses.

SUB-REGIONAL INFRASTRUCTURE PRIORITIES

Extensive consultation was conducted with local councils, the community, and key industry stakeholders during the development of this SEQIS. Through this collaborative effort, several infrastructure priorities were nominated for the sub-region to support the anticipated growth outlined in ShapingSEQ 2023 including:

 improved east-west public transport connectivity

 education infrastructure capacity to support growth

 improved public transport connections to the Gold Coast Airport

 improved active transport connectivity within the sub-region.

Future planning for these sub-regional priorities may inform the development of the SEQIP planned for 2025.

Table 14: Southern sub-region – state infrastructure in planning stages

Southern sub-region			
Infrastructure Class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Coomera Connector (Future stages), Loganholme to Coomera Pacific Motorway upgrades, Nerang to Mudgeeraba Exit 38 (Yatala North) interchange upgrade
	Passenger Transport	DTMR	Gold Coast Light Rail (Stage 4), Burleigh Heads to Coolangatta, planning New high-frequency east-west public transport connections between train stations and tram stations in the central Gold Coast Nerang to Broadbeach bus priority planning Varsity Lakes to Gold Coast Airport public transport planning
	Active Transport	DTMR	Planning for the Brisbane to Border Cycle Route
Education and training 	School	DoE	Current demand modelling identifies the need for: » Expansion of Miami State School » Coomera State Special School In addition, current demand mapping identifies that the Gold Coast LGA may require up to 12 primary and 8 secondary new government and non-government schools between 2031 and 2041
Water 	Water and treatment plants	Seqwater	Gold Coast Desalination Plant expansion

Gold Coast desalination plant expansion ²⁰

The Gold Coast Desalination Plant is an important climate-independent water source within the region, which can produce up to 43 GL per year. A business case is currently exploring the potential expansion of the existing Gold Coast Desalination Plant to increase supply capacity.

Under current levels of demand, the region has enough spare water supply to manage through severe drought. However, it is important we remain vigilant and prepare now for future changes.

Maintaining a diversified, expanded mix of bulk water sources – inclusive of climate-independent sources – is key to addressing these challenges and safeguarding our most precious resource for generations to come.

Modelling shows enhancements to the SEQ Water Grid will likely be required within the next decade, with the next major enhancement of the Grid likely required by 2035. Therefore, it's prudent that Seqwater start planning now.

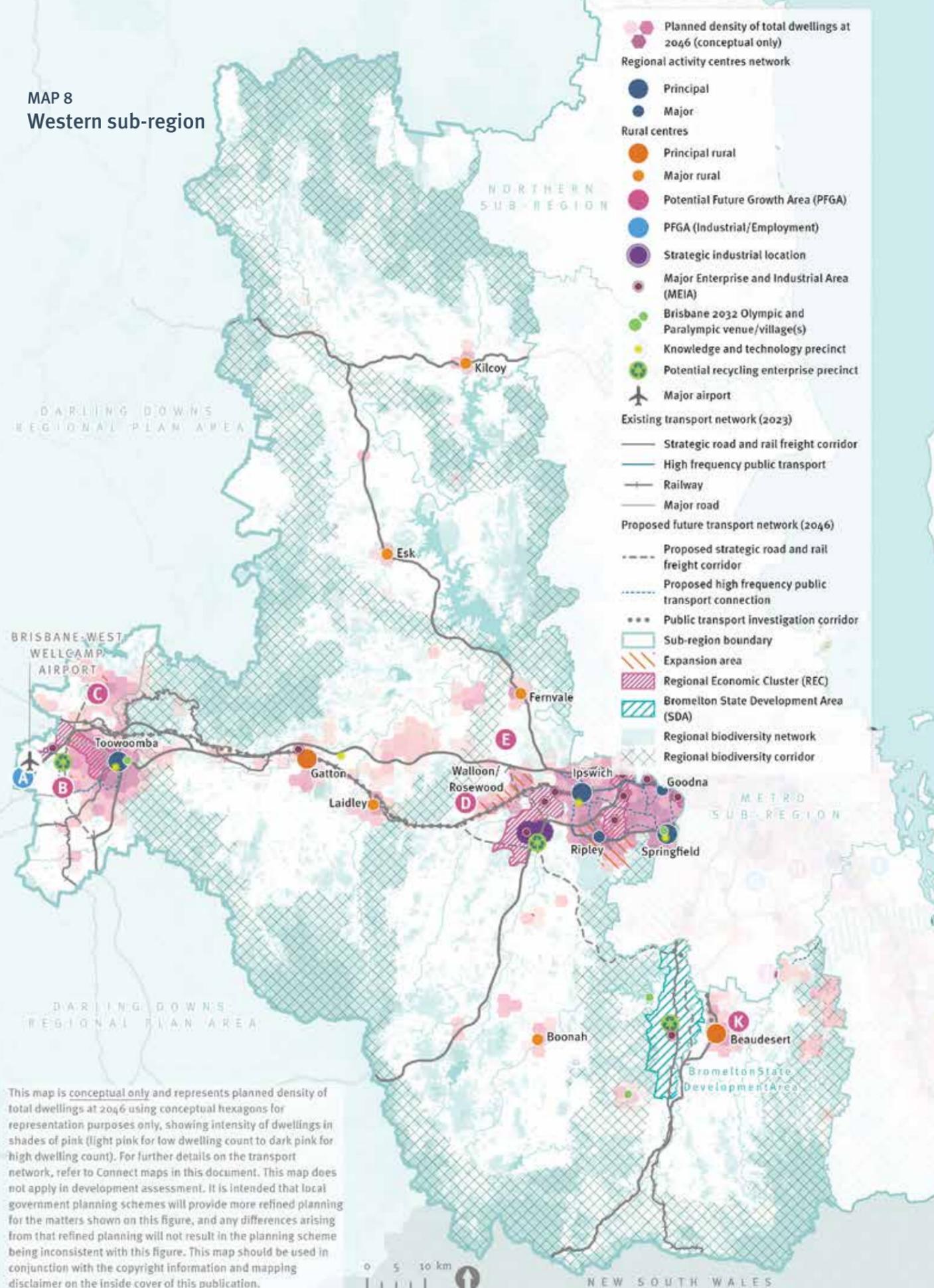
Exploring the expansion of desalinated water sources, which don't rely on rainfall, is an essential feature of Seqwater's planning.

The project is in business case stage, which is expected to be completed in 2024.

Further details on the proposed expansion can be found in the Seqwater – South East Queensland Water Security Program 2023, released in October 2023.

²⁰ SEQWater (2023) Proposed Gold Coast desalination plant expansion, Queensland Government, <https://www.seqwater.com.au/project/proposed-gold-coast-desalination-plant-expansion>, accessed October 2023.

MAP 8
Western sub-region



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Western sub-region

The Western sub-region of SEQ encompasses the LGAs of Ipswich, Somerset, Scenic Rim, Lockyer Valley and the urban extent of Toowoomba, as illustrated by Map 8. The sub-region contains centres of economic opportunity including Ipswich and Toowoomba. The sub-region is home to natural rural amenity and productive agricultural land.

The sub-region is connected to the Metro sub-region by the Ipswich/Rosewood and Springfield rail lines and the Ipswich Motorway. The Western sub-region is a gateway for freight arriving from the southern states of Australia to SEQ. Toowoomba Wellcamp Airport facilitates domestic and international connections.

Future growth in the Western sub-region will be mainly driven by greenfield residential developments, particularly around Ripley and Springfield.

WHAT WE HAVE

The Western sub-region of SEQ contains significant public infrastructure that supports the growth, prosperity, connectivity, sustainability and liveability of SEQ. Table 15 identifies existing state infrastructure informed by desktop research, engagement with agencies, and QGIP.

Table 15: Western sub-region – existing state infrastructure

Western sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Rail	DTMR	Ipswich/Rosewood Line Springfield Line
	Road (major)	DTMR	Brisbane Valley Highway Centenary Highway Cunningham Highway D'Aguilar Highway Gore Highway Ipswich Motorway Mount Lindesay Highway New England Highway Toowoomba Second Range Crossing Warrego Highway
Education and training 	School	DoE	120 state schools 21 state high schools 6 special schools
	Early education	Various	16 family day care 46 kindergartens 146 long day care centres 76 school aged care
	TAFE facility	DYJESBT	Bundamba TAFE (Ipswich) Springfield TAFE* Toowoomba TAFE Gatton TAFE* (*leased by TAFE Queensland)
	University	University of Southern Queensland (UniSQ)	3 campuses at Toowoomba, Springfield and Ipswich
Health 	Hospital	QLD Health	Boonah Hospital Esk Hospital Gatton Hospital Ipswich Hospital Kilcoy Hospital Laidley Hospital Toowoomba Hospital Beaudesert Hospital Ripley Satellite Hospital
	Ambulance station	QAS	18 ambulance stations

Western sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Energy 	Electricity transmission	Powerlink QLD	Parts of the Powerlink high voltage transmission network
	Electricity distribution	Energy QLD	Parts of the Energex and Ergon distribution networks
Justice and public safety 	Correctional facility	QCS	Southern Queensland Correctional Centre Palen Creek Correctional Centre Borallon Training and Correctional Centre
	Courthouse	DJAG	7 courthouses (Ipswich, Gatton, Beaudesert, Toowoomba, Toogoolawah, Oakey, Pittsworth)
	Police	QPS	22 police stations
	Fire and emergency	QFES	24 fire stations
Water 	Dam	Seqwater	Wivenhoe Dam Somerset Dam Wyaralong Dam Moogerah Dam Maroon Dam Atkinson Dam Clarendon Dam Beaudesert Weir Bromelton Offstream Storage Bill Gunn Dam
		CS Energy	Splityard Creek Dam
		Stanwell	Swanbank Power Station Dam
	Bulk water supply	Seqwater	Parts of the Seqwater bulk water supply infrastructure network
	Water treatment plant	Seqwater	Jimna WTP Linville WTP Kilcoy WTP Kirkleigh WTP Somerset Dam WTP Esk WTP Wivenhoe Dam WTP Atkinson Dam WTP Lowood WTP Bundamba AWTP Beaudesert WTP Canungra WTP Boonah-Kalbar WTP Moogerah Dam WTP Maroon Dam WTP Rathdowney WTP Kooralbyn WTP
			Retail water supply

WHAT WE'RE GETTING

The Queensland Government, in collaboration with partners and key stakeholders, has committed to projects across a range of infrastructure classes to support SEQ's growth and liveability. This has been informed by state agencies, QGIP and the SEQ City Deal. Table 16 outlines the infrastructure projects underway or being planned for the Western sub-region, noting that some jointly funded investments may be impacted by the Australian Government's Independent Strategic Review of the Infrastructure Investment Program outcomes and details are subject to negotiation with the Australian Government.

Table 16: Western sub-region – committed state infrastructure projects

Western sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Cunningham Highway (Ipswich-Warwick) reconstruction works Brisbane Valley Highway safety upgrades Warrego Highway Mt Crosby interchange upgrade Cunningham Highway and Ipswich-Rosewood Road intersection, planning.
	Passenger Transport	DTMR	Bundamba Station upgrade
	Active Transport	DTMR	Highfields to Toowoomba shared path Toowoomba City Cycle Paths Delivery of Principal Cycle Network as part of transport and road upgrades
Education and training 	School	DoE	Additional classrooms at: » Centenary Heights State High School » Claremont Special School » Lowood State High School » Spring Mountain State School » Bremer State High School » Rosewood State High School » Goodna Special School » Walloon State School » Ipswich State High School New schools: » New primary school in Ripley » New Bellbird Park State School » New secondary school in Collingwood Park » Additional secondary schooling provision in Springfield Ongoing planning for additional schools, and new infrastructure, to meet growth requirements leading up to 2032
	TAFE and training facilities	DYJESBT	Bundamba TAFE (Ipswich) – Metal Trades, Manufacturing and Robotics Centre Toowoomba TAFE – New Plumbing Tower

Western sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Health 	Hospital	QLD Health	New Toowoomba Hospital Ripley Sub-Acute Expansion Ipswich Hospital Expansion Stage 1A and Stage 2 Hospital upgrades under the Building Rural and Remote Health Program at: » Laidley Hospital » Boonah Hospital
	Ambulance	QAS	Ripley New Ambulance Station and West Moreton District Office
Energy 	Electricity generation	CleanCo	Swanbank Clean Energy Hub
		Qld Hydro	Borumba Pumped Hydro Energy Storage project
Justice and public safety 	Electricity Storage	Energy Queensland / CleanCo	Swanbank Battery Storage and other projects
	Correctional facility	QCS	Lockyer Valley Correctional Centre (Southern Queensland Correctional Precinct Stage 2)
Water 	Police	QPS	Ripley new police facility Rosewood replacement police facility
	Dams and weirs	Seqwater	Wivenhoe Dam Improvement Project Somerset Dam Improvement Project
	Water and treatment plant	Seqwater	Esk Treatment Plant Upgrade
	Pipelines	Seqwater	South West Pipeline Toowoomba to Warwick Pipeline

Water transfer station, South West Pipeline, Supplied by Seqwater

WHAT ELSE WE NEED TO SUPPORT GROWTH

Table 17 includes identified infrastructure priorities required to support growth. This includes infrastructure in the early planning stages still requiring a detailed business case and investment decision and is informed by the region-shaping infrastructure list (included below) and SEQ City Deal planned commitments. These identified priorities may not have current funding and may be subject to change as planning progresses.

SUB-REGIONAL INFRASTRUCTURE PRIORITIES

Extensive consultation was conducted with local councils, the community, and key industry stakeholders during the development of this SEQIS. Through this collaborative effort, several infrastructure priorities were nominated for the sub-region to support the anticipated growth outlined in ShapingSEQ 2023 including:

-  public transport infrastructure to support the growth areas identified in ShapingSEQ 2023 to both support expansion areas and high amenity infill areas
-  passenger transport connectivity between Toowoomba and Brisbane, including connectivity to sub-regions along the corridor
-  transport and infrastructure connectivity to the Bromelton SDA to catalyse uptake of industrial land
-  access to health facilities in more regional areas
-  the delivery of active transport infrastructure to support alternative transportation methods
-  upgrades to key state-owned road infrastructure to support growth.

Future planning for these sub-regional priorities may inform the development of the SEQIP planned for 2025.

Table 17: Western sub-region – state infrastructure in planning stages

Western sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Transport 	Road (major)	DTMR	Warrego Highway upgrade – Future stages Ipswich Motorway upgrade – Future stages Mount Lindesay Highway upgrade – Future stages Cunningham Highway planning – Future stages Centenary Highway planning
	Rail	DTMR	Melbourne to Brisbane Inland Rail South East Queensland Intermodal Terminal Toowoomba – Brisbane passenger rail planning Ipswich to Springfield rail line extension planning Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)
	Passenger Transport	DTMR	Brassall and Yamanto to Ipswich bus priority planning

Western sub-region			
Infrastructure class	Asset type	Asset owner	Asset name
Education and training 	School	DoE	Current demand mapping identifies: The Toowoomba LGA may require 1 primary and 1 secondary new government or non-government schools between 2031 and 2041. The Ipswich LGA may require up to 17 primary and 10 secondary new government and non-government schools between 2031 and 2041.
	TAFE and training facilities	DYJESBT	Upgrades and modernisation to the Toowoomba TAFE and Bundamba TAFE (Ipswich)
Department of Agriculture and Fisheries		Revitalisation of sites to enable transformational research as part of Gatton SMART Farm and the National Export and Market Access Centre for Horticulture.	
Justice and public safety 	Correctional facility	QCS	Lockyer Valley Correctional Centre Stage 1 Expansion Borallon Training and Correctional Centre Refurbishment and Expansion Southern Queensland Correctional Precinct Stage 3 – Business Case Southern Queensland Correctional Precinct Stage 4 – Business Case
Water 	Water treatment plant	Seqwater	Connection of Wyaralong Dam to the SEQ water grid and new WTP

Gatton SMART Farm and the National Export and Market Access Centre for Horticulture

Gatton SMART Farm and the National Export and Market Access Centre for Horticulture are innovation infrastructure with world class researchers providing an ecosystem that will support and transform the \$3 billion horticulture industry to grow and prosper through improved productivity, resilience and technology adoption and emissions reduction and climate adaptation.

These precincts will generate good jobs, increase investment in research and development, encourage positive sustainable environmental outcomes, support a transition to a low carbon future, and support the maintenance as well as creation of new sustainable markets for our produce. This infrastructure and the ecosystem nested within it is essential to the success of the horticulture industry.



SEQ

Infrastructure Supplement 2023

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