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Infrastructure Australia Submission

Gold Coast City Council

OCTOBER 2008

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1 Introduction

This submission is made by the Gold Coast City Council (GCCC). From its origins as a coastal community of approximately 26,000 residents in the 1950s, the Gold Coast is now the nation's sixth largest city and second largest local government authority in Australia with approximately 500,000 residents and 80,000 visitors per day. The Gold Coast is located at the epicentre of one of the fastest and most sustained population growth and urban development processes experienced in the past 40 years in the developed world.

GCCC welcomes the opportunity to make this submission to Infrastructure Australia as part of the Australian Government's recognition of the need for increased infrastructure in ways that are cost effective, meet national priorities and contribute to productivity increases.

Gold Coast provides a case study of the urgent need for increased and sustained investment in productive infrastructure.

The purpose of the submission is to provide the substantiation of need for a limited number of national projects with high economic and community benefits, projects that if not undertaken will reduce capacity and productivity in the Australian economy. The projects have been selected because they meet the criteria set by Infrastructure Australia and broader Australian and State objectives.

The projects proposed have been developed as a result of a matrix assessment that aligns the projects with Australian, State and local objectives, and also the rigorous integrated assessment process within GCCC.

2 Infrastructure Needs

2.1 Meeting Past Infrastructure Needs

Infrastructure is required to meet the needs of a growing population, economy and society generally. From 1996 to 2006, Gold Coast population increased by 144,000 (44 per cent), at a time when the Australian population increased by 13 per cent and that for Queensland by 22 per cent. To place this increase, and the demand it creates for infrastructure, in perspective, the mere increase in the 10 years to 2006 in the Gold Coast population exceeded the total Canberra district populations at 2006 of North Canberra, South Canberra, Woden, Weston Creek and Gungahlin combined. In the period 1996 to 2006, the Gold Coast accounted for over 6 per cent of all Australia's population growth. Gold Coast City now has the largest annual population increase of any local government area in Australia.

2.2 Meeting Future Infrastructure Needs

There is no let up in the expected population increase with the Gold Coast population forecast to reach 616,000 by 2016, an increase of 149,000 (+32 per cent) over that in 2006, and 738,000 by 2026. In the same period Australia's population is forecast to increase by 16 per cent and Queensland's by 23 per cent.

2.3 Economic Growth and Diversification

Gold Coast City's Gross Regional Product grew from \$9.7 billion in 2001 to \$14.2 billion in 2006, an increase of 46 per cent, and is forecast to grow to \$17.3 billion by 2011, a further increase of 22 per cent. Gold Coast City's employment has grown proportionally with

population growth and has diversified as a result of deliberate policy intervention by GCCC in implementing its Economic Development Strategy. By implementing this strategy, the city has grown the prime drivers of economic activity, including tourism, sports, information communication and technology, marine, food and beverage, education and training, health and medical, creative, and environmental industries.

3 Integrated Framework for Meeting Infrastructure Needs

3.1 Australian Government

Major long-term deficiencies in the planning for infrastructure in Australia will be addressed by the initiative proposed by Infrastructure Australia.

The challenges recently identified by the Prime Minister at the Nation-Building For Australia's Future, during the Australian Davos Connection Infrastructure 21 Summit are welcomed for growth areas like the Gold Coast. The Prime Minister listed a number of examples where the lack of infrastructure was holding back Australia's economic and social development.

Gold Coast City's capacity to support the nation as one of its significant cities and the opportunity that this region has to add value to our national social, environmental and economic prosperity is constrained only by its infrastructure needs.

The application for Gold Coast City is even more pronounced where the population and economic growth drivers of infrastructure needs are increasing at about three times the rate for Australia and also where greater catch up is needed.

3.2 Queensland Government

In response to sustained growth pressures South East Queensland now has a good system for integrating and aligning land use planning and infrastructure planning and delivery.

Key elements of the system comprise:

- The South East Queensland Regional Plan;
- The South East Queensland Infrastructure Plan and Program, and
- Local Growth Management Strategy.

The South East Queensland Regional Plan aims to ensure the infrastructure needs of the region's growing population are met while protecting its open spaces, natural environments and agricultural land.

The South East Queensland Infrastructure Plan and Program outlines the government's infrastructure priorities to support the SEQ Regional Plan.

The Local Growth Management Strategy shows how councils intend to achieve targets and accommodate growth including residential development, employment, infrastructure and open spaces. The planning and infrastructure delivery for the Gold Coast are integrated and closely aligned with these key framework policies.

3.3 Gold Coast

GCCC'S budget of \$1.3 billion is based on an integrated approach of city governance, corporate planning, economic, social and environmental needs assessment, efficient delivery and rigorous performance indicators.

The key elements that align Queensland and Gold Coast City Council's infrastructure objectives and provide an integrated planning and performance management cycle across all Council functions include:

- GCCC Corporate Plan;
- GCCC Operational Plan;
- Long Term Financial Plan and Financial Model;
- Gold Coast Planning Scheme;
- GCCC Local Growth Management Strategy;
- Priority Infrastructure Plan;
- The Gold Coast Waterfuture Strategy;
- Gold Coast City Transport Plan, and
- Economic Development Strategy.

In addition Council has adopted Bold Future as a blueprint for Gold Coast City to 2037 to ensure that the City is sustainable economically, socially and environmentally. In relation to infrastructure planning, strategies for the next 30 years are being developed for:

- Energy;
- Economic;
- Cultural;
- Community;
- Environmental;
- Land Use;
- Beaches
- Transport, and
- Water

The integration with state policies and the validity of the planning and decision systems used by the GCCC to identify infrastructure needs means the projects proposed arise as a result of rigorous identification, selection and prioritisations.

4 Response to Infrastructure Australia Methodology

4.1 Questions

The overall context for the proposed projects is summarised below in responding to the questions raised by Infrastructure Australia.

Importance

Getting the cities to work effectively and efficiently is one of the major challenges to improving Australia's productivity. Each of the projects proposed meets a mix of economic, social and environmental objectives.

The Problems

GCCC is proud that it has managed the fastest growing sustained urban development process in Australia. However, characteristic of all new and rapidly growing areas, infrastructure investment always lags and with continued rapid growth the gap gets wider. The need for infrastructure is further compounded by the urban landscape of the Gold Coast. Its linear geography running along the Pacific Ocean creates unique transportation and infrastructure challenges that are not experienced in the nation's capital cities. The projects proposed are aimed to help fill the infrastructure gap.

Impacts of the Problems

The main impacts are transport inefficiency, over reliance on private transport, increased green house and other transport-based pollutants, lack of community amenity and service, environmental degradation and urban decline.

Cause of the Problems

The causes of the problems have been outlined above, but in summary results from a combination of sustained population growth and sustained underinvestment in infrastructure. The GCCC has substantially increased its infrastructure investment on roads and transport from an average of about \$30 million per year 5 years ago to average \$90 million per year over the period 2005/06 to 2008/09. Investment in the water cycle has increased from about \$50 million per year 5 years ago to average \$213 million annually and totalling \$1.067 billion over the period 2003/04 to 2007/08. A further \$670 million is budgeted over the next 4 years to 2011/12. This increase in investment needs to be matched by other levels of government.

Addressing the Problems

Addressing the problem requires recognition that there is a legitimate problem faced by Gold Coast City, which is a major and rapidly growing city, but not a capital city or a major industrial area. Gold Coast City is hard to classify and often slips under the radar in national approaches such as those being adopted by Infrastructure Australia. Once the problem is identified, coordinated, innovative and prioritised actions are needed.

Priorities

The following projects represent GCCC's priorities, although they are not presented in any particular order. These projects will assist to address infrastructure issues within the city.

GCCC fully supports the Queensland Transport submission to Infrastructure Australia for funding for the Gold Coast Rapid Transit project. This project has been developed in collaboration with the Queensland Government and endorses wider economic strategies being pursued by Council.

4.2 Goals and Strategies

The projects proposed were developed from the application of the rigorous GCCC processes outlined above. The projects are assessed in summary form against the Infrastructure Australia goals and strategic priorities. More detail is provided for each project in the following schedules.

Goals and Strategies Project Matrix

	Gold Coast AFL Stadium	Light Rail Extension	Greenheart Project	Surfers Paradise Tourism Infrastructure Project	Northern Gold Coast Social Infrastructure
Increased economic standard of living.	√	√	√	√	√
Environmental sustainability.	√	√	√	√	√
Better social outcomes, quality of life, and reduced social disadvantage.	√	√	√	√	√
Expand productive capacity	√	√	√	√	
Increase productivity.		√		√	
Diversify economic capabilities.	√	√		√	
Build on global competitive advantages.	√	√		√	
Develop our cities.	√	√	√	√	√
Reduce greenhouse emissions.		√	√	√	
Improve social equity, and quality of life, in our cities.	√	√	√	√	√

Project Name	Gold Coast AFL Stadium Project
What is this project about?	The Gold Coast has been earmarked to enter the Australian Football League (AFL) as the 17 th team in the national competition. A critical part of the team's success will be the development of a 25,000 seat stadium of a standard suitable to host a team in the national AFL competition.
Where is this project located?	Council proposes to allow the redevelopment of its Gold Coast Stadium complex at Carrara on the Gold Coast.
How did this project come about?	For several years the AFL has expressed its intention to establish a Gold Coast based team in the national competition. In the past 18 months there has been a significant embracement of this idea by the local residential and business communities. To this point a final formal submission was made by the GC17 bid team to the AFL on 13 October 2008 to secure a team licence for the Gold Coast Football Club. The submission included 41,000 signed up supporters, sponsorship from 111 sponsors and 100 business supporters. A decision by the AFL is expected by the end of October 2008. The GCCC has been in discussions with the AFL and the Queensland Government over the past 12 months to examine the viability of the Gold Coast Football Club together with a new 25,000 stadium. A Preliminary Assessment Study prepared by Price Waterhouse Coopers and jointly funded by the above three parties was completed in July 2008 to examine an appropriate stadium solution for a Gold Coast AFL team necessary to underpin the teams' financial self-sustainability. With a team licence pending the communities attention will sharply turn to the deliver of a suitable stadium as a home ground for the Gold Coast team. GCCC is also committed to supporting the fast growing sport industry in the City with the aspiration to develop a 'world-class' sports city, recognised as a leading high performance sports training destination.
What are the problems associated with this project?	Securing of funds for the stadium construction in a timely manner appears to be the only problem associated with this project at this point in time.
Why is this project of national /regional significance?	This project will significantly contribute to the already strong profile of Queensland, and specifically the Gold Coast, as a major player in the national sporting environment. Infrastructure of this scale will assist in promoting South East Queensland as the national centre for sports development and training, not only for football codes but most sports. The infrastructure will also assist the region in bidding for major sporting events in the future e.g. World Cup tournaments and Olympic/Commonwealth/University Games bids.
Economic Benefits	<p>The construction of a new stadium and establishment of a Gold Coast AFL Football club will deliver substantial benefits to the region. It will distribute those benefits widely across the supply chain, and strengthen the regional economic base. The economic benefits can be summarised as follows</p> <ul style="list-style-type: none"> • Stadium – initial economic impact construction (over 3 years) - \$172 m 1,066 full time employment positions. • Stadium – flow on benefit over 10 years – \$110 m and 490 full time employment positions. • Gold Coast Football Team – initial economic benefit \$75 m per annum, 167 full time employment positions per annum. • Gold Coast Football Team – flow on benefits \$127 m and 896 jobs over a ten year horizon. <p>National standard infrastructure will build on the Gold Coast's position as a preferred elite sports training and events destination, attractive to national and international teams.</p>
Social Benefits	The stadium is expected to host approximately 250,000 spectators for AFL matches every year and is likely to surpass 300,000 with other possible events. The AFL and the new Gold Coast Football Club are committed to developing the sport at the regional level and working with Council on a

	<p>range of social and community programs. The AFL's financial commitment to these social benefits is significant, with \$200 million earmarked by the AFL between 2009 – 2016 , consisting of cash grants and back up funding to the team of \$93 million, grants to the team and AFL Queensland to deliver community participation on the Gold Coast (\$20 m) and grants to AFL Queensland programs for Queensland that will support initiatives on the Gold Coast. The GC17 bid team has been instrumental in mobilising the Gold Coast City Council to conduct a significant research project that identifies the opportunities to use an AFL club as a vehicle for social change in the city. As a result of this work, the GC17 board have adopted the three programs as recommended by GCCC:</p> <ul style="list-style-type: none"> • Northern Corridor kids and families project • Domestic Violence • Youth Homelessness <p>A national standard stadium will also be available for a range of community activities, entertainment events, and other regional, national and international sporting events. The stadium will be the key asset in the larger Carrara Sports precinct and will contribute to the development of this precinct as a world class sporting venue.</p>
Environmental Benefits	<p>With appropriate funding the stadium has the potential in its design to harvest power, wind and water which can fed back into the stadium operations and possibly the local community and adjacent development. No costing has been provided for these initiatives but they have been considered. GCCC Council has been working closely with the Queensland Government to promote the use of public transport to sporting events, of particular note is the Gold Coast Indy Event and the Gold Coast NRL team, Gold Coast Titans, matches. The NRL home matches are achieving between 80 – 90 % public transport take up to and from matches. The promotion and take up of public transport is helping to reduce the carbon outputs that would have occurred if private vehicles were used.</p>
Total Cost	<p>The stadium construction has been estimated at \$172 m (in 2007) and with supporting infrastructure is likely to cost approximately \$200 m over its three year construction period.</p>
Council Fund Allocation	<p>Council has confirmed that it will contribute the land for the stadium plus \$20 m towards its construction.</p>
Funding Sought	<p>A mix of funding is envisaged from all tiers of government (Federal, State and local), the AFL and private sector support. Given the stadium will service a national competition with opportunities to be utilised in a regional partnership for international events (e.g. world cup tournaments, future Olympic bids etc.). Australian Government contribution up to 30% (\$50 – 60 m) of the project cost (a minimum of \$30 m is sought).</p>
Timing e.g. 2008-2009	<p>Estimated start date 2009/2010 with the completion date of 2011/2012</p>
Impact of Non Delivery	<p>The financial success of a new AFL team is largely based upon the stadium returns, and a 25,000 seat stadium is critical to these stadium returns being achieved. The team's success also relies on the provision of this facility as soon as possible.</p>

Project Name	Light Rail Expansion – Western Areas
What is this project about?	<p>The Light Rail expansion builds on the core of the Gold Coast Light Rail project, extending the light rail to serve other densely-populated areas and areas with large trip attractors, including residential areas between Broadbeach and Robina, the Robina Town Centre and Robina Railway Station. The project is located adjacent to the proposed Gold Coast Light Rail mainly in the corridor from Broadbeach to Robina Town Centre.</p>

Where is this project located?	
How did this project come about?	The project is a 10.5km extension of the initial light rail, linking the original corridor to the rapidly expanding residential and commercial areas to the west.
What are the problems associated with this project?	The greatest problem with this project is funding the high construction cost (estimated at about \$300m), despite the fact that the ongoing operations of the light rail could be expected to meet all operating costs and provide a surplus toward the initial construction costs.
Why is this project of national/ regional significance?	The project is of national significance because it will provide the ability for much of the trip making in this corridor to be removed from private vehicles and placed on highly energy efficient electric powered light rail vehicles. The initial light rail project business case showed the potential to improve the city-wide public transport mode split up from 3 % to about 10 %. This expansion should provide a further increase to about 12 %, including patronage on the expansion, and greater patronage on the initial light rail corridor from Helensvale to Burleigh Heads.
Economic Benefits	The economic benefits are achieved through fare revenues exceeding all operating costs, reduced demand for road construction, accident savings, and travel time savings for users of the system.
Social Benefits	Improved public transport infrastructure and services and increase mobility for the financially less-able, improve access to jobs, and improve access to community facilities.
Environmental Benefits	The reduction in private car travel caused by greater use of public transport could be expected to produce greenhouse gas reductions in the order of 50,000 tonnes per annum (based on the estimate for the core light rail system).
Total Cost	\$300 m.
Council Fund Allocation	Based on Council's contribution to the core of the light rail system, Council would expect to contribute \$30 million to this expansion.
Funding Sought	\$100 m.
Timing eg 2008-2009	Construction could commence from 2012 for completion in approximately 3 years.
Impact of Non Delivery	Continued almost-total reliance on private vehicle travel, additional congestion on the roads, excessive greenhouse gas emissions, social disadvantage, poor access to employment and community services.

Project Name	Greenheart Project – Environmental, Social and Economic Heartbeat.
What is this project about?	At the heart of the Gold Coast, Stage 1 of the Greenheart parklands project involves a 240 hectare (ha) site comprising remnant wooded vegetation, open grasslands and wetlands on the Gold Coast flood plain. The site is currently degraded through past agricultural practices and urban development patterns. GCCC plans to rehabilitate and rejuvenate this area to provide a wide variety of active and passive recreational opportunities

<p>Where is this project located?</p>	<p>into a world class parklands.</p> <p>The project will provide for a shortfall of recreational priority infrastructure on the Gold Coast in a regional setting, including improvements to the natural environment chiefly water quality and hydrology as well as treatment of Acid Sulphate Soils that have encroached upon surrounding waterways. Planned attractions within the parklands include major event space, sports fields, environmental education and community centre, youth precinct, walking, horse riding and canoe trails, cycle ways, wetlands and boardwalks throughout conservation areas and restored wetlands; as well as rehabilitating an existing Creek system and protecting remnant vegetation on two wooded hills.</p> <p>Bound by the Pacific Motorway next to Skilled Stadium home to the Gold Coast Titans NRL team, the parklands are situated adjacent to the Robina Train Station and Robina Town Centre on the Gold Coast.</p>
<p>How did this project come about?</p>	<p>GCCC had a vision to develop the flood plains as an extensive public open space resource for the city around 20 years ago. Historically this presented many issues relating to land ownership and fragmented land parcels surrounding a central core area. In more recent years GCCC land acquisitions (totalling \$18m) have led to a distinct Greenheart 'southern cell' adjacent to the Robina Town Centre and Train Station, and development of a concept plan. This 240ha parcel of land presents the opportunity for a 20 year old vision to become a reality, and provide a significant and diverse recreational resource of national significance.</p>
<p>What are the problems associated with this project?</p>	<p>Site issues include hydraulics/flooding, Acid Sulphate Soils (contaminated soils), ecological degradation including weed infestation, and water quality and catchment issues. This presents problems/challenges in re-developing the waterway and flood plain and obtaining the required statutory approvals. Other problems include integrating with surrounding urban development and funding the extensive works required to remediate and enhance the site. Notwithstanding, the project is a challenging opportunity to address these problems and provide important recreational infrastructure in a unique urban setting.</p>
<p>Why is this project of national/ regional significant?</p>	<p>Greenheart plans to create one of the world's most attractive, diverse and urban parkland systems. Celebrating the themes of community, environment, water and recreation, this project will construct a public space on the Gold Coast for all Australians and overseas visitors. The project is Australia's unique opportunity to create a 'Central Park' sized facility in the sixth largest and fastest growing city in Australia. With a distinctly environmental theme, the project will provide a showcase of rejuvenation and sustainability. The scope of the project in the current financial climate, also provides a considerable capital/public works program in a City heavily dependent upon construction and development.</p>
<p>Economic Benefits</p>	<p>A draft economic benefit assessment completed in 2006 states a series of key economic benefits from the project in its entirety, specifically:</p> <ul style="list-style-type: none"> • \$285 m as a major public works project for the construction sector, construction cost (\$130M for Stage 1). • \$50.5 m in direct and indirect value added expenditure impacts through the operating life (20yr period). • \$12.7 m through the operation of the vast number of recreational clubs generated by the project (20year period). • \$18.3 m per annum in direct and in direct food, beverage, and accommodation. • \$5 m in visitor entertainment per annum. <p>Other financial benefits relate to the capacity to attract major events to the region and country, as well as employment resulting from the development and operation of the Greenheart.</p>
<p>Social Benefits</p>	<p>The Greenheart site will accommodate organised sports, major cultural events, an environmental interpretive and cultural centre with community facilities. Through a variety of active and passive recreational opportunities Greenheart will provide a multitude of social benefits aligned with active and healthy communities, as well as community capacity building and social awareness of environmental issues and integration with the natural environment. The benefits whilst not always distinctly tangible are measurable through quality of life and liveability of our cities. The construction of</p>

	such a regionally significant active and passive recreational open space on the Gold Coast, will further entrench the City as a major tourist attraction on a national and international level.
Environmental Benefits	<p>Benefits to the natural environment include improved water quality through the rehabilitation of existing degraded waterways, construction of wetlands and improvements to flood conveyance and storage. Along with extensive riparian re-vegetation and protection of remnant vegetation, major improvements will be made to contaminated soils (Acid Sulphate Soils) and erosion issues currently affecting the health of vegetation and the natural waterways. All of which combine to provide significant improvements to habitat diversity and biodiversity.</p> <p>Following rehabilitation of existing grazing land/open grasslands, Greenheart will provide significant capacity for enhancing the urban environment through provision of active and passive recreation facilities in a world class project, integrating wetlands and remnant vegetation. The project will also provide an environmental and community centre with a key focus on education, sustainability and interaction with the natural environment. The Greenheart presents a unique opportunity for an Australian project to lead the way in wetland construction/rehabilitation in an urban setting, whilst also providing significant and diverse public recreational infrastructure.</p>
Total Cost	Total implementation \$300 m. Stage 1 planned works \$120 m
Council Fund Allocation	\$60 m
Funding Sought	\$60 m
Timing eg 2008-2009	<p>2008 to 2009 - Planning/investigation design and approvals</p> <p>2009 to 2010 - Bulk earthworks and treatment</p> <p>2009 to 2010 - Road Construction</p> <p>2009 to 2013 - Rehabilitation, constructed wetlands and landscape and civil construction</p>
Impact of Non Delivery	<p>Along with the population growth over the last 10 years there is a critical lack of recreational space in Australia's fastest growing major city. The impacts this has on healthy lifestyles is widely documented and is a key driver in requiring funding for development of the Greenheart project as 'soft infrastructure' for the local and broader community. Further, lifestyle has been identified as a key factor in the continued economic success of the region.</p> <p>Inability to implement effectively will impact upon the ability for community sporting groups to grow within the Gold Coast region and provide associated public benefits. Without significant funding, adverse environmental impacts on biodiversity and water quality in an area already under considerable pressure through past development and settlement patterns, will likely be increased.</p> <p>Without significant funding the site will be limited to a piecemeal approach for site responsive re-development, which may prove too late in an aquatic ecosystem already in decline. This project provides a unique opportunity for connecting the public to a diverse environment through recreational opportunities and rejuvenating a central wetland and creek system through an energetic and innovative parklands project.</p>

Project Name	Surfers Paradise Rejuvenation Project – Iconic Tourism Infrastructure
What is this project about?	Surfers Paradise was once considered to be the ‘jewel in the crown’ of Australian tourism but that image has been eroded as much of the public/tourism infrastructure in Surfers Paradise is considered to be past its design life. The public spaces and facilities are no longer appropriate for a major national/international tourist destination. With an increasingly competitive tourism market, particularly in the Asia Pacific region, it is vital that substantial capital be invested in Surfers Paradise to complement significant investment being made by the private sector. Council has identified a range of capital works projects that are intended to put Surfers Paradise clearly back on the tourism map. The Surfers Paradise Tourism Infrastructure Project consists of two key sub-projects:
Where is this project located?	<ol style="list-style-type: none"> 1. Surfers Paradise Foreshore Redevelopment 2. Circulation improvements including boardwalks, ‘Greenbridges’ and ferry related infrastructure <p>All project works are located within the Surfers Paradise CBD and environs.</p>
How did this project come about?	The private sector and Council have both identified a need to rejuvenate Surfers Paradise. Council has already made a significant investment through it’s traffic management upgrades and streetscape works, while the private sector is making large investments into major buildings. In continuing to provide improvements Council has prepared two master plans for the above projects and is now developing strategies to deliver the works identified in the master plans.
What are the problems associated with this project?	<p>In the case of Surfers Paradise it is essential to deliver substantial change in a short period of time in order to minimise impact in an area that is highly reliant on tourism. The shorter the construction period, the better for reducing impact on local businesses and visitor access to the foreshore and beach. This requires a large injection of funds at the one time and cannot wait for staged funding from Council and the private sector (through development contributions).</p> <p>Unlike a lot of other tourist destinations, Surfers Paradise relies on the appeal of its built environment to complement it’s beaches thus ensuring it maintains a competitive edge in a global market. To achieve this, attention to the continual improvement of aging infrastructure is paramount. As the Gold Coast transforms into a large modern city a reliance on public transport infrastructure and connectivity to this infrastructure is essential even more so in a population dominated by tourists (approx 80,000/day up to a peak of 250,000/day). Much of the focus on accommodation, entertainment and transport by tourists occurs in the Surfers Paradise precinct.</p>
Why is this project of national/ regional significant?	Surfers Paradise is internationally recognised as one of the most significant tourist locations in Australia and facilitates a range of significant events including Schoolies (100,000+ people), New Year’s Eve celebrations (100,000+ people), Gold Coast Indy (300,000+ people), Gold Coast Marathon (25,000 entrants), and world class surf carnivals. These events attract hundreds of thousands of visitors to the City. They are received by national and international audiences and contribute to the profile of Australia, South East Queensland and Gold Coast City.
Economic Benefits	Tourism contributes approx \$2.4 b to the Gold Coast economy annually. It is prudent to protect the significant income that is generated from the Gold Coast tourism industry. The annual economic benefit to the region from the abovementioned events alone, is estimated at \$100 m. This represents a regional economic benefit over \$1 b over a ten year period. Accordingly continued investment in capital projects that are seen to rejuvenate and or support recognised tourism destinations like Surfers Paradise and its associated events is essential. The completion of these projects will ensure adequate facilities for the events listed above which in turn generate significant employment and economic return for the city. Continued investment by Governments will give the private sector confidence to continue to make significant investments in this area.
Social Benefits	This project will result in a more pedestrian friendly/walkable environment with improved security and safety and deterrents against unsavoury behaviour. The redevelopment of the foreshore will provide a much needed civic square for the City and an appropriately designed place to host

	significant international events. A sense of pride is currently lacking in Surfers Paradise and the rejuvenation of the precinct will result in major social change and improvements in local and visitor attitudes. Surfers Paradise Foreshore does not currently live up to it's reputation as a world class tourist destination, the rejuvenation of the space will change the way SP is currently perceived and go along way to improving visitor behaviour in the area.
Environmental Benefits	The provision of pedestrian, cycle-way and public transport infrastructure will reduce the use of private sector vehicles and in doing so will reduce pollution in the tourism precinct and assist in reducing the City's carbon footprint. Providing purpose built infrastructure to cater for large crowds in the Surfers Paradise interface between the beach and the CBD will protect the fragile coastal dunal system. The beach replenishment component of the project will protect both the dune system and the foreshore works in the event of large storms and in the event of sea level rise as a result of climate change.
Total Cost	\$89 m (including contributions from the Australian Government, Queensland Government, Council, and the private sector). Consisting of Project 1 above \$41.5 m and Project 2 above \$47.5 m.
Council Fund Allocation	At this stage \$8 m has been allocated to these projects for future works. The private sector has allocated \$4.5 m and will continue to contribute on a staged basis. It should be noted that Council in conjunction with the Queensland Government has spent approx \$42 m over the past decade on traffic management improvement.
Funding Sought	\$64.5 m (consisting of \$37 m for project 1 and \$27.5 m for project 2)
Timing eg 2008-2009	<p>Surfers Paradise Foreshore Redevelopment: Stage 1 of the Surfers Paradise Foreshore redevelopment has commenced with contributions from the private sector and Council estimated at \$4.5 m and are expected to be completed by 2010. Subsequent works should follow as soon as possible to mitigate decline in tourism numbers (value of work \$25 m). To protect these works Council is proposing a <i>sand backpassing project</i> to replenish the beach following cyclonic/storm events and to provide a buffer to the foreshore work to help protect the public space in the event of cyclones. The cost of the replenishment infrastructure and implementation is approx \$12 m and should occur concurrently with foreshore improvements. Ideally all works would be completed by 2012.</p> <p>Circulation improvements including a series of boardwalks, 'Greenbridges' and ferry related infrastructure: the delivery of this sub-project is proposed to run from 2009 – 2014. Some of these works are to complement or provide connectivity to the Rapid Transit Project. The provision of a ferry service on the Gold Coast and pedestrian connections to SP from surrounding areas in conjunction with Rapid Transit Stations in 2013/14 will position SP as a major transport hub for tourists and residents. Further the provision of these works will alleviate increasing traffic congestion which is not seen as conducive to a world class tourism and event precinct. This project supports Council's Climate Change Strategy.</p>
Impact of Non Delivery	<p>Without investing in this project SP will not be able to maintain its profile as an iconic tourist destination for Australia and over time will lose the confidence of the tourism market due to its inability to deliver good tourism experiences. There is also the potential that private sector could lose confidence in SP if the public infrastructure is not upgraded to complement new private developments.</p> <p>If the project does not go ahead the loss of beach amenity and coastal erosion due to lack of a sustainable buffer width to cope with sea level rise may result in the loss of the foreshore and ongoing deterioration of the current facilities.</p>

Project Name	Northern Gold Coast Social Infrastructure Delivery Program
What is this project about?	The program will deliver key community facilities that will be a critical component of the social infrastructure network in the region, including regional, district and local community centres and multi-tenant hubs for integrated service delivery.
Where is this project located?	Northern Gold Coast including the centres of Southport, Nerang and the Northern Growth Corridor centred around Coomera.
How did this project come about?	Council initiated this project to respond to unprecedented growth in the Northern Growth Corridor. The first stage of the project was development of a Northern Growth Corridor Social Infrastructure Plan (NGCSIP) which was prepared in close collaboration with the Northern Gold Coast Communities for Children Program, a Australian Government funded program run by Lifeline, and with support from the Queensland Department of Communities. Research conducted by Lifeline informed the development of the NGCSIP. This work has lead to a new joint Council-Queensland Government initiative that aims to coordinate planning and delivery of social infrastructure across government for Northern Gold Coast including the Northern Growth Corridor, Southport and Nerang. Substantial Australian and Queensland Government funding is required to deliver critical facilities.
What are the problems associated with this project?	The rate of the growth in this greenfield area has been far greater than expected. Population projections have been revised upwards and infrastructure delivery has not been able to keep pace with residential development. Detailed planning for social infrastructure has only commenced recently. While the Queensland Government and Council are collaborating on further planning the quantum of funds required to deliver the required facilities in the current market is unaffordable without a substantial Australian Government contribution. High levels of domestic violence, child protection notifications and social isolation are already identified in this area. New residents are mostly young families with children who require community and youth facilities immediately for delivery of critical recreational and cultural activities, human service and community programs.
Why is this project of national /regional significance?	Absence of facilities in Northern Gold Coast is a serious concern for government and local communities. There is almost no provision in the Northern Growth Corridor and under provision in other centres. Northern Gold Coast's population increased from 162,200 in 2001 to 231,200 in 2008 (an increase of nearly 70,000). Gold Coast City has recently overtaken Brisbane as the nation's local government area with the largest annual population increase. While many local authorities in Australia and Queensland face considerable growth over the next 20 years, no other is facing the sustained rapid increase that Gold Coast City will see every year between now and 2021. Northern Gold Coast will increase from 231, 200 residents in 2008 to nearly 350, 000 by 2021 and 377, 728 by 2026. Under the SEQ Regional Plan, Coomera is identified as a Major Regional Activity Centre and Southport a Principal Regional Activity Centre. Such centres service catchments of regional significance, accommodate key concentrations of employment and government, business, service and retail functions. Provision of a network of facilities that meet the requirements of the current and future population will make a clear positive impact on communities and business in the nation's fastest growing local government area.
Economic Benefits	<ul style="list-style-type: none"> • Major job creation opportunities (construction, project management, community services). These facilities will also serve as major anchors in key activity centres, stimulating community and business activity that will make an important contribution to national productivity. • Significant long term (generational) savings. A substantial body of international research demonstrates that the timely provision of social infrastructure in new communities is essential for economic and social well being (preventing crime, social isolation etc). • Delivering these facilities as the population grows, will prevent complex social problems that cost governments and communities much more than investing now in the nation's most substantial growth region. There are also substantial cost savings to be achieved for government and

	the non-for profit sector through integrated and shared facilities for service delivery.
Social Benefits	Social infrastructure is a critical component of strong, healthy and inclusive communities. SEQ Regional Plan 2005-2026 explicitly acknowledged that social infrastructure is essential for the economic and social wellbeing. Community space is becoming increasingly important in the context of high mobility and social isolation. Gold Coast City is experiencing very high levels of housing stress; the highest in Queensland and some of the highest nationally. Housing stress is particularly high in NGC. Households in the NGC represent the typical young working family with high housing and living costs. The area is comprised of family households (80%) compared with 61% for the Gold Coast or 67% for South East Queensland or Queensland. GCCC has undertaken comprehensive and best practice social infrastructure planning in the Northern Growth Corridor, in close consultation with community and Queensland Government stakeholders, revealing a huge shortfall in all types of social infrastructure. Failure to respond in time with population growth will lead to significant generational costs in this regional.
Environmental Benefits	These facilities will demonstrate leading practice environmental and water saving initiatives and will utilise the Green Building Council of Australia Office Rating Tool. It will aim for a 5 star rating for design. Through design and by locating facilities in key centres that are well connected to public transport, pedestrian and cycle networks new facilities will achieve real reductions in greenhouse gas emissions in this region where residents currently rely on car-based transport to access facilities in other communities.
Total Cost	Funding from all three levels of government is required to deliver a network of critical facilities in this region. Total cost (land, infrastructure and construction costs) is \$250 m. A mix of funding is proposed (Federal - \$150 m, State - \$70 m, Local - \$30 m) (above existing commitments).
Council Fund Allocation	Council has already committed \$25 m to funding of community centres, youth centres, libraries and aquatic facilities in Northern Gold Coast. However, no Council has the capacity to fund the level of social infrastructure needed to service regional population growth of this magnitude, particularly in Greenfield areas. While Queensland councils can levy infrastructure charges on development for provision of land and site preparation for some community facilities under Integrated Planning Act (1997), this does not include construction costs. Currently councils may receive contributions from developers through negotiated Voluntary Infrastructure Agreements. However, these are very difficult to achieve in areas such as the Northern Growth Corridor where land ownership is highly fragmented.
Funding Sought	Given the scale of ongoing and projected growth, \$150 m is sought from the Australian Government through Infrastructure Australia.
Timing eg 2008-2009	Planning for facilities is well advanced, some sites has already been acquired. Construction will be ongoing over the next 5 years (2009-2016).
Impact of Non Delivery	This need is immediate and critical. While population growth continues to add pressure on a very sparse existing network, the capacity of governments and communities to prevent emerging social problems is undermined. All social infrastructure including community centres are under-provided in the area, and in Northern Gold Coast the pressure to provide facilities is immense. Under-resourced human service providers are heavily constrained by absence of space for delivery as they struggle to expand their capacity to support the nation's region of most substantial growth. Failure to respond to these challenges through delivery of a network of facilities will lead to increasing social problems and associated ongoing generational costs. It will also be much more expensive to delay delivery and face the additional costs of providing these facilities in established communities in decades to come. Not providing core social infrastructure in greenfield communities is not an option. A large body of international research shows that the timely provision of core social infrastructure such as community centres in new communities is essential for their economic and social wellbeing. However, new communities are being developed in NGC that lack the core social infrastructure that are the norm in more established communities.