



Mayor Teresa Harding

City of Ipswich
Queensland, Australia

The Hon Michael Sukkar MP
Minister for Housing and Assistant Treasurer
Australian Government
Email: prebudgetsubs@treasury.gov.au

29 January 2021

Dear Minister Sukkar,

Thank you for the opportunity to provide this submission outlining Ipswich City Council's priorities ahead of the 2021-22 Federal budget. Council is committed to building collaborative partnerships with all levels of Government, and we are seeking Federal support in the delivery of city-shaping infrastructure that will drive the economic recovery and safeguard quality of life for our residents. Attachment 1 provides a summary of each Ipswich City Council budget priority.

As outlined in our 2020-21 pre-budget submission, Ipswich is a recognised destination for residential growth in South East Queensland (SEQ), with strengths in manufacturing, construction, defence industry and emerging transport and logistics sectors. Our nationally significant population growth – supported by HomeBuilder and First Home Owner grants – is expected to average 4.6% per annum to 2036, driving a 179% increase in our population to 2041. Our workforce is amongst the youngest in Queensland with a median age of 32, and is highly skilled across Science, Technology, Mathematics and Engineering-related fields. Council recognises the benefits of a diversified industry base, employment opportunities and accessibility to services, and we are committed to advocating for the major infrastructure projects that will secure our city's prosperity.

COVID-19 has had a demonstrable impact on our residents, their livelihoods and our regional economy. In September last year in comparison to September 2019, our city had lost almost 2,000 local jobs, while JobKeeper maintained 1,267 local jobs in Accommodation and Food Services, 829 local jobs in Manufacturing, and 471 local jobs in Transport, Postal and Warehousing. With an above-state-average reduction in our Gross Regional Product, economic recovery is crucial to our city's recovery and high on this Council's agenda.

Council welcomed announcements in the 2020-21 budget to support our city's key industries and residential amenity. The manufacturing industry provides Ipswich \$2.3 billion in annual exports and represents 15% of our local employment. This underpins our local construction industry, and defence industry clusters based near RAAF Base Amberley and the Military Vehicle Centre of Excellence at Redbank. Furthermore, our community has experienced the impacts of a highly active waste industry over the past 20 years, with Ipswich receiving significant portions of South-East Queensland's and the State's waste – 55% and 42% respectively in 2019-20. Council supports innovation and investment in advanced manufacturing and waste industries, and we thank the Commonwealth Government for the following commitments: \$1 billion to accelerate projects in the defence industry sector, \$110 billion allocated to transport infrastructure over the next four years, \$1.5 billion Modern Manufacturing Strategy, and \$246.6 million to modernise recycling infrastructure.

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2021 is an exciting year of opportunity for Council, and our focus is collaborating in the present to plan for the future. The Council's recently adopted Waste and Circular Economy Directive will enter its implementation phase, signalling to all stakeholders that Council is committed to mapping a transition to a circular economy in a way that stimulates our local economy and improves our residents' amenity. Council's successful proposal to the Queensland Government to create a joint-taskforce for waste issues is a promising first step to policy reform that unlocks a more sustainable future. In addition to policy, Council considers infrastructure planning critical to the future of our city. In 2020, Council submitted business cases for two transformational transport infrastructure projects – Ipswich Central to Springfield Central Public Transport Corridor and Ipswich Central Second River Crossing – to Infrastructure Australia (IA) for consideration and inclusion on the Infrastructure Priority List (IPL). We eagerly await the release of the 2021 IPL, and their inclusion would be the momentum and recognition these projects need to expedite a coordinated infrastructure delivery approach across all levels of government.

Managing investment across the three levels of Government poses a significant challenge to Council in ensuring the delivery of major infrastructure in Ipswich. An independent study conducted in 2020 by the Suburban Alliance found that the Queensland Government has spent just \$17,700 per-capita over the past eight years within the Ipswich SA4 region. Comparatively, the state invested \$33,600 per-capita on capital expenditure in inner-city Brisbane, almost twice the capital investment made in our city. Council modelling indicates that an additional \$16.3 billion in State Government funding alone will be required to meet the capital expenditure requirements of our growing population to 2041.

In recognition of this inaction to date, Council invested and solely funded business cases for both projects submitted to IA. As a result of our advocacy efforts in the lead up to the Queensland State Government election last October, Council secured a \$1 million commitment towards the Options Analysis for the Ipswich Central to Springfield Central Public Transport Corridor. The missing piece to support the progression of this critical transport project toward shovel-ready status is now Federal support of \$1.5 million towards the Options Analysis.

The 2021-22 budget provides an opportunity for the Australian Government to lead investment in major infrastructure, ensure connectivity in nationally significant growth and freight corridors, and catalyse economic development in Ipswich. Council is committed to an evidence-based approach to project development, and we are pleased to provide a summary (attached) of nine city-shaping projects that are eligible for Federal support:

- *Ipswich Central to Springfield Central Public Transport Corridor*
A mass transit solution in this 25km corridor will service 70% of Ipswich's expected population growth. Council is requesting \$1.5m in federal contribution to progress the next phase of business case. The Strategic Assessment for this project was submitted to IA for consideration on the IPL.
- *Ipswich Central Second River Crossing*
To address congestion, flooding impacts and cater for population growth, a second river crossing is needed in the Ipswich CBD. Council requests \$2.5m of federal assistance to progress the next phase of business case. This project was also submitted to IA for IPL consideration.
- *Ebenezer / Willowbank Industrial Park*
The provision of activating trunk infrastructure in this industrial park will enable an industrial and employment precinct supporting the productivity of Inland Rail and the proposed Ebenezer Intermodal Terminal. Council requests \$50m federal contribution to unlock industry and employment.

- *Cunningham Highway upgrades (Yamanto to Ebenezer Creek)*

This national freight route is constrained by poor road conditions and is impacting access to RAAF Base Amberley. This route will directly service the proposed Ebenezer Intermodal Terminal and industrial estate. Council requests federal assistance to engage with the State to ensure previously allocated federal funds are used to upgrade this critical national freight route.

- *North Ipswich Sport and Entertainment Precinct*

A national-standard sporting and entertainment precinct will revolutionise sporting and event accessibility in Ipswich and assist in elevating local teams to national NRL and A-League competitions. Council requests \$2.5m in federal assistance to progress a Detailed Business Case.

- *Ripley Valley Priority Development Area Catalyst Infrastructure*

Funding to provide essential trunk infrastructure and prevent congestion and road safety impacts is required to meet population growth in greenfield areas. Council is requesting \$92m in federal assistance to deliver trunk infrastructure in this rapidly growing residential expansion area.

- *University of Southern Queensland – Tartan Track (Shovel Ready)*

The residents of Ipswich and students of USQ have no access to world-class sporting facilities. An upgrade of facilities at USQ will assist in community health outcomes and Council and USQ are requesting \$2m in federal funding support.

- *SEQ City Deal*

A coordinated approach to regional infrastructure staging and investment is in the interest of all of SEQ. Council is requesting the federal government allocate resources to prioritise and commit to this tri-partite agreement.

- *Circular Economy Centre of Excellence – Business Case*

Council is committed to mapping a transition to a circular economy to address local impacts associated with waste, resource recovery and ensure local employment and amenity outcomes. Council requests \$2m in federal support to undertake a business case to assist in identifying solutions that leverage opportunities and synergies.

I look forward to working with the Commonwealth Government in 2021, and I appreciate your consideration of Ipswich's priorities in the development of the 2021-22 budget. Should you require further information, please contact Mr Dan Heenan, Coordinator, Major Projects and Advocacy via email dan.heenan@ipswich.qld.gov.au or on 0427 445 261.

Yours sincerely,



Mayor Teresa Harding

ATTACHMENT ONE – Summary of Ipswich’s priority projects

1. Ipswich Central to Springfield Central (I2S) Public Transport Corridor

Sector: Transport Infrastructure

Time Frame: 0-5 years

Proponents: State and Federal Governments

Project Status: Strategic Assessment completed and submitted to Infrastructure Australia

Budget request: \$1.5m federal commitment to support business case progression

Investing in a plan for a 25km public transport corridor that will connect Queensland’s fastest growing communities between Ipswich and Springfield, and support SEQ in securing connectivity, liveability and prosperity.

The proposed 25km I2S Corridor will connect Ipswich Central with Springfield Central via the Ripley Town Centre and Redbank Plains. Importantly, I2S also delivers a strategic link for Queensland’s fastest growing residential communities to Brisbane. It will provide current and future residents with greater access to economic opportunities and services and will also further strengthen the SEQ transport network. I2S leverages today’s investment and future benefits of Cross River Rail.

In mid-2020 the I2S Stage 1: Strategic Assessment (led and funded by Ipswich City Council) was completed. The Strategic Assessment outlines a compelling need to shift away from private vehicle use and identified a mass transit options as a solution to support current and projected growth.

Through the Strategic Assessment, prepared by PriceWaterhouseCoopers in line with the Infrastructure Australia framework has identified the cost of the problem, and that if we do nothing:

- The road network will fail by 2031
- Average travel times will increase by up to 81%
- Excessive congestion will cost the economy in excess of \$1 billion in productivity per annum by 2036.

The I2S will deliver real outcomes to residents:

- New business and employment opportunities at hubs along route
- Well connected, affordable and diverse housing supply
- Access to sporting, cultural and recreational opportunities across Ipswich, Ripley and Springfield.

The Stage 2: Options Analysis as the next phase of project planning will provide cost estimates and preliminary designs for a number of identified development options to deliver a mass transit solution. In order to complete this assessment, \$2.5m in funding is required.

Council submitted the Strategic Assessment to Infrastructure Australia for consideration as a project on its Infrastructure Priority List. This is due for publication in February 2021 and Council is confident of the I2S Corridor’s inclusion.

Council also secured a \$1m commitment towards the Options Analysis for this project from the Palaszczuk government in 2020. Council invested in the business case for this project and as such the total contribution sought from the Federal Government is \$1.5m to keep this project moving towards being investment-ready.

2. Ipswich Central Second River Crossing

Sector: Transport Infrastructure

Time Frame: 0-5 years

Proponents: Council

Project Status: Preliminary Business Case completed and submitted to Infrastructure Australia

Budget request: \$2.5m federal contribution towards Detailed Business Case

Investing in a plan to flood- and future-proof the connectivity of inner-city Ipswich through a second river crossing. The second river crossing will improve the flow of traffic through a strategic transport corridor, increase the economic capacity of Ipswich Central and ensure that essential transport infrastructure keeps pace with the Ipswich CBD redevelopment projects.

The David Trumpy Bridge is the only river crossing in Ipswich city and it reached the end of its 50-year design life in 2015. Every day, 40,000 vehicles use the David Trumpy Bridge which will increase to 53,000 by 2036. One third of these vehicles are through-traffic, with no other way to cross the river. These non-essential vehicles are causing congestion, delays and safety issues. These impacts will worsen with additional demand as the city grows.

A second river crossing will transform how workers, residents, visitors and commercial road users move around Ipswich and provide network capacity needed to support population growth. This will provide an alternative cross-river route capable of diverting the forecast additional 13,300 non-essential vehicles from Ipswich Central.

The Norman St Bridge is one of two proposed options identified by the Preliminary Business Case. This new all-modes river crossing in the vicinity of Norman St will relieve congestion, promote economic revitalisation and improve the resilience and lifespan of the state road network by providing an alternative option to the David Trumpy Bridge.

Council has funded and completed a Strategic Business Case and a Preliminary Business Case under the previous Building Queensland Business Case Development Framework. In August 2020, Council submitted Stage 1 and Stage 2 submissions to Infrastructure Australia under its assessment frameworks. The business cases provide a compelling case that if we do nothing:

- \$34m in productivity losses per year due to congestion and safety issues
- Network will fail in the event of incident and flooding
- Continued bottleneck and significant delays
- Cannot deliver efficient and reliable public transport across inner-city Ipswich.

Norman St Bridge will also unlock transformational opportunities for Ipswich residents and visitors:

- Unlock gridlock caused by over-capacity David Trumpy Bridge
- Prevent network failure with 1-in-100 flood immunity
- Create over \$34m in productivity gains for the broader Ipswich community
- Leverages \$246m Council investment in CBD redevelopment.

As part of this budget submission, Council is seeking \$2.5m in funding for the Detailed Business Case for this project, which will ensure that proper planning for implementing and integrating this vital transport infrastructure with the state network can proceed.

3. Ebenezer Willowbank Industrial Park

Sector: Trunk Infrastructure

Time Frame: 0-5 years

Proponents: State and Federal Governments

Project Status: Shovel-ready

Budget request: \$50m federal contribution to activate industrial land towards market-readiness

Investing in activating infrastructure to a greenfield State-government owned future industrial park will remove barriers to private investment and unlock industry development and employment generation in the Ipswich

region. It will support the uptake of industrial land surrounding the proposed Ebenezer Intermodal Terminal in support of Inland Rail.

The Ebenezer Willowbank Industrial Park (Willowbank Stage 1) 548 hectares of greenfield industrial land strategically located along the major national freight route of Cunningham Highway and nearby Warrego Highway. It is also a proposed site for the Ebenezer Intermodal Terminal to support the productivity of Inland Rail, which transects the site.

The provision of activating infrastructure to the Ebenezer Willowbank Industrial Park (Willowbank Stage 1) is essential to enabling private investment in advanced manufacturing, resource recovery and warehousing and logistics industries. This industrial area would service large-lot medium to high impact industry, which there is a gap for in the market. The greenfield status of this area is seen as barrier to investment that will continue to prevent economic development and employment generation in the Ipswich region if unresolved.

The timely activation of this area by the State and Federal Governments will be integral to securing local benefit from the nearby alignment of Inland Rail in the event that the Ebenezer Intermodal Terminal is considered a preferred investment option as a result of the SEQ Intermodal Business Case. It is understood the Ebenezer Willowbank Industrial Park Detailed Business Case is under review by the Federal government.

According to Economic Development Queensland, capital investment in activating infrastructure could support 200-300 FTEs in the short term, with additional employment generated as the industrial park is occupied.

Council invested in a Social and Economic Benefits and Impacts Study examining the potential Ebenezer Intermodal Terminal. It determined that an Intermodal Terminal located within the Ebenezer Willowbank Industrial Park would:

- Drive uptake of industrial land in the area to 2041
- Support over 3,000 FTE jobs in 2041 in the industrial area surrounding the intermodal
- Attract industries such as freight forwarders, logistics, manufacturing and other innovative emerging industries
- Support the productivity of Inland Rail and drive local benefit from its operations

Council considers the provision of activating infrastructure to the Ebenezer Willowbank Industrial Park to unlock opportunity for the Ipswich region associated with industrial land development and Inland Rail operations. Council understands that the Queensland Government will contribute the balance of funds required to activation.

4. Cunningham Highway upgrades (Yamanto to Ebenezer Creek)

Sector: Transport Infrastructure

Time Frame: 0-5 years

Proponents: State and Federal Governments

Project Status: Detailed Business Case requires re-prosecution

Budget request: Federal action in ensuring previously allocated funds are used as intended

Investing in critical upgrades to ensure freight efficiency, road safety, and improved access to RAAF Base Amberley. Negative safety impacts and congestion are expected to worsen alongside population growth, future expansion of RAAF Base Amberley, and the proposed Ebenezer Intermodal Terminal which will use this route as its primary access for road-based freight.

The Yamanto to Ebenezer Creek section of Cunningham Highway is a major national freight route that also services RAAF Base Amberley and 6,000 hectares of future industrial land in the Ebenezer Regional Industrial

Area, which also includes Ebenezer Willowbank Industrial Park. This is the site of the proposed Ebenezer Intermodal Terminal which will support the productivity of Inland Rail.

This 4.75km section of national highway is in poor condition and in need of critical upgrades. It is prone to accidents which causes \$45m lost in productivity to the local economy per annum, and constrains safe access to RAAF Base Amberley, Australia's largest military air base.

Upgrades to Cunningham Highway will bring benefits to Ipswich:

- Unlocks investment opportunities for private industry and generates local jobs
- Reduces congestion and improves road safety
- Caters for population growth
- Supports freight efficiencies on a major national freight route

Council is aware that the Australian Government has committed \$170 million (80/20) split funding towards an upgrade to the Yamanto to Ebenezer Creek section of Cunningham Highway. The State Government's only recent steps in relation to this project is to withdraw the business case that secured federal funding support. Council is seeking assistance from the Australian government to enter into urgent negotiations with the State to ensure the committed funding is used to deliver the required upgrades for the full extent of the Yamanto to Ebenezer Creek section of the Cunningham Highway as a matter of priority.

5. North Ipswich Sport and Entertainment Precinct

Sector: Social Infrastructure

Time Frame: 0-5 years

Proponents: Council

Project status: Options Analysis completed

Budget request: \$2.5m federal contribution towards Detailed Business Case progression

Investing in a transformational revitalisation of North Ipswich Reserve into a national-standard sporting precinct capable of attracting and hosting national sporting competitions to Ipswich. Ipswich is Queensland's sporting heartland and is under consideration to secure NRL and A-League sporting licences.

Ipswich is forecast to grow to approximately 560,000 people by 2041 - it is critical for a community of this size to have access to appropriate social infrastructure and locally hosted sports and major events. Ipswich is Queensland's sporting heartland, with two local sporting clubs seeking entry into national sporting competitions of NRL and A-League. The provision of options for code-compliant infrastructure to enable Ipswich to host games, training and secure national sporting licences is a requirement over the medium term. A multi-purpose sport and entertainment precinct that meets national sporting code venue compliance will enable the attraction of national sporting events and major entertainment events to Ipswich, avoiding Ipswich residents being penalised by distance when accessing recreation and raising Ipswich's profile in business and tourism.

Benefits:

- Multi-purpose social infrastructure for local use and attraction of major events
- Driver of cross-river and CBD revitalisation
- Drives community pride and positive national recognition
- Local employment opportunities
- Opportunity to drive allied health services

Council received a grant from the Queensland Government under the Maturing the Infrastructure Pipeline Program to fund the Strategic Business Case for this project. Council solely funded the Options Analysis for this

project which was delivered in 2020 and confirmed a service need for this project to address the lack of suitable venues to drive local sporting and entertainment content.

6. Ripley Valley Catalyst Infrastructure

Sector: Transport Infrastructure

Time Frame: 0-10 years

Proponents: Council

Project Status: Shovel-ready

Project Status: \$92m in federal assistance to support timely delivery of trunk infrastructure to Ripley PDA

Ripley Valley is a 4,680 hectare Priority Development Area (PDA) scheduled to accommodate 120,000 residents and 50,000 dwellings as a key residential expansion area for South East Queensland. Due to shortfalls in trunk infrastructure funding, there will be infrastructure shortfalls creating misalignment with scheduled population growth, leaving the residential expansion area with congested roads and undeveloped public spaces.

The trunk routes requiring upgrade are low quality rural roads and are operating overcapacity, which will worsen as the Ripley Priority Development Area is developed for residential uses. Open spaces will remain undeveloped, impacting on liveability and health and wellbeing outcomes. Failure to construct or upgrade trunk infrastructure will inhibit planned development and affordable housing objectives. Funding is required to address shortfalls and deliver critical lead trunk infrastructure in the short term (10 years).

PDA catalyst funding provided to Ripley PDA by the Queensland Government was markedly lower (\$45m) than Flagstone PDA, which received \$70m for a development with the same trunk infrastructure costings and similar population and dwelling accommodation.

It is expected that the HomeBuilder Grant will hasten residential land uptake in the Ripley Valley PDA and drive negative impacts caused by the infrastructure shortfall as increased uptake will require trunk infrastructure to be delivered ahead of schedule.

Providing funding support to deliver trunk infrastructure in line with residential development will:

- Support road safety and efficiency outcomes
- Promote accessibility to services including employment, education and health
- Safeguard affordable housing objectives

Council is requesting assistance from the federal government to ensure that trunk infrastructure is delivered to this residential expansion area.

7. University of Southern Queensland (USQ) – Tartan Track

Sector: Social Infrastructure

Time Frame: 0-5 years

Proponents: Council

Project Status: Shovel-ready

Budget request: \$2m federal contribution

Investing in world-class sporting facilities in support of the providing national-standard education facilities and social infrastructure that supports the health and wellbeing outcomes of both students and residents.

Ipswich and USQ suffer from a lack of world-class sporting facilities, which is limiting access to sporting outcomes and participation and is disadvantaging the local community. An upgrade to sporting facilities at USQ will provide an accessible and quality sporting infrastructure that can form the basis of sporting programs

for local schools, university sporting students and general sporting participation within the community. This will assist in achieving health and wellbeing outcomes and removes the penalty associated with accessing quality sporting infrastructure for Ipswich residents.

Benefits:

- World class sporting facilities to support the local community
- Health and wellbeing programs
- Sporting programs
- Attraction of students

Council and USQ are seeking a \$2m federal contribution to this project, of which the remaining \$2m will be funded by USQ. This project has also been submitted to the Queensland Government's Activate Program EOI, requesting \$1m in support.

8. South East Queensland (SEQ) City Deal

Sector: Infrastructure

Time Frame: 0-5 years

Proponents: South East Queensland Councils, Queensland Government, Federal Government

Project Status: Requiring commitment

Budget request: Allocation of resources to prioritise and commit to the tri-partite SEQ City Deal

South East Queensland is scheduled to grow by 1.9 million people in the next twenty years, with Ipswich growing at 4.5% per annum to 2036. A tri-partite city deal is required to ensure that infrastructure for the growing region is staged appropriately and synergies identified to maximise investment. In the wake of COVID-19, this will also provide a necessary vehicle for whole-of-region economic recovery. Action is required from the federal government to prioritise and commit to the SEQ City Deal to safeguard our region's liveability and economy during this critical growth and recovery phase.

Benefits:

- Appropriately staged infrastructure with a view to whole-of-region advancement
- 30 minute cities, 45 minute regions to support productivity and liveability
- Direct and indirect employment generated through public and private investment to stimulate the economy
- Business and investor confidence in the SEQ region

Council, alongside the Council of Mayors SEQ, is seeking federal commitment to prioritise and finalise the SEQ City Deal, ensuring that critical infrastructure for Ipswich is incorporated.

9. Circular Economy Centre of Excellence – Business Case

Sector: Policy

Time Frame: 0-5 years

Proponents: Council

Project Status: Investigative

Budget request: \$2m in federal support to progress business case

Investing in a future-focused, collaborative pathway towards resource recovery and achieving the circular economy will provide a roadmap towards industry development, education and employment opportunities for Ipswich and Queensland.

Ipswich received 42% of Queensland's waste and 55% of South East Queensland's waste in 2019-20 and is well positioned to take a leadership role in the transition to a circular economy. In line with the National Waste Policy 2018 and the Recycling Modernisation Fund, Ipswich is seeking to define strategies, goals, and indicators for waste avoidance and resource recovery, and to identify a collaborative pathway forward to stimulate these sectors and promote sustainable and green economic recovery.

A Circular Economy Centre of Excellence business case process to define problems and options for solutions in a collaborative process between government, industry, academia, and the community is required to ensure that investment is made in the right sectors for long-term benefit in industry development, employment and skills development, and that environment and economic outcomes across the broader region leverage young, skilled populations, strategic location on freight routes and substantial supply of greenfield industrial land.

Benefits:

- Collaborative, partnership-based approach to industry development
- Ability to seed innovation
- Forward-focused strategy to guide the SEQ transition to a circular economy.

Council is seeking federal support to progress a business case into this project to catalyse industry development in a collaborative, coordinated and employment-focused approach.