



**Sunshine Coast Business Council:
Think Tank Series
Adrian Allen, Stockland Sunshine Coast**

Today

- Growth and Infrastructure challenges
- Is the plan achievable?
- Is our approach right?

— Growth & Infrastructure Challenges

Population Growth – Bernard Salt Extract

Australian cities respond to economic opportunity

1954		
1	Sydney	1,863
2	Melbourne	1,524
3	Brisbane	502
4	Adelaide	484
5	Perth	349
6	Newcastle	178
7	Hobart	95
8	Wollongong	91
9	Geelong	72
10	Launceston	49

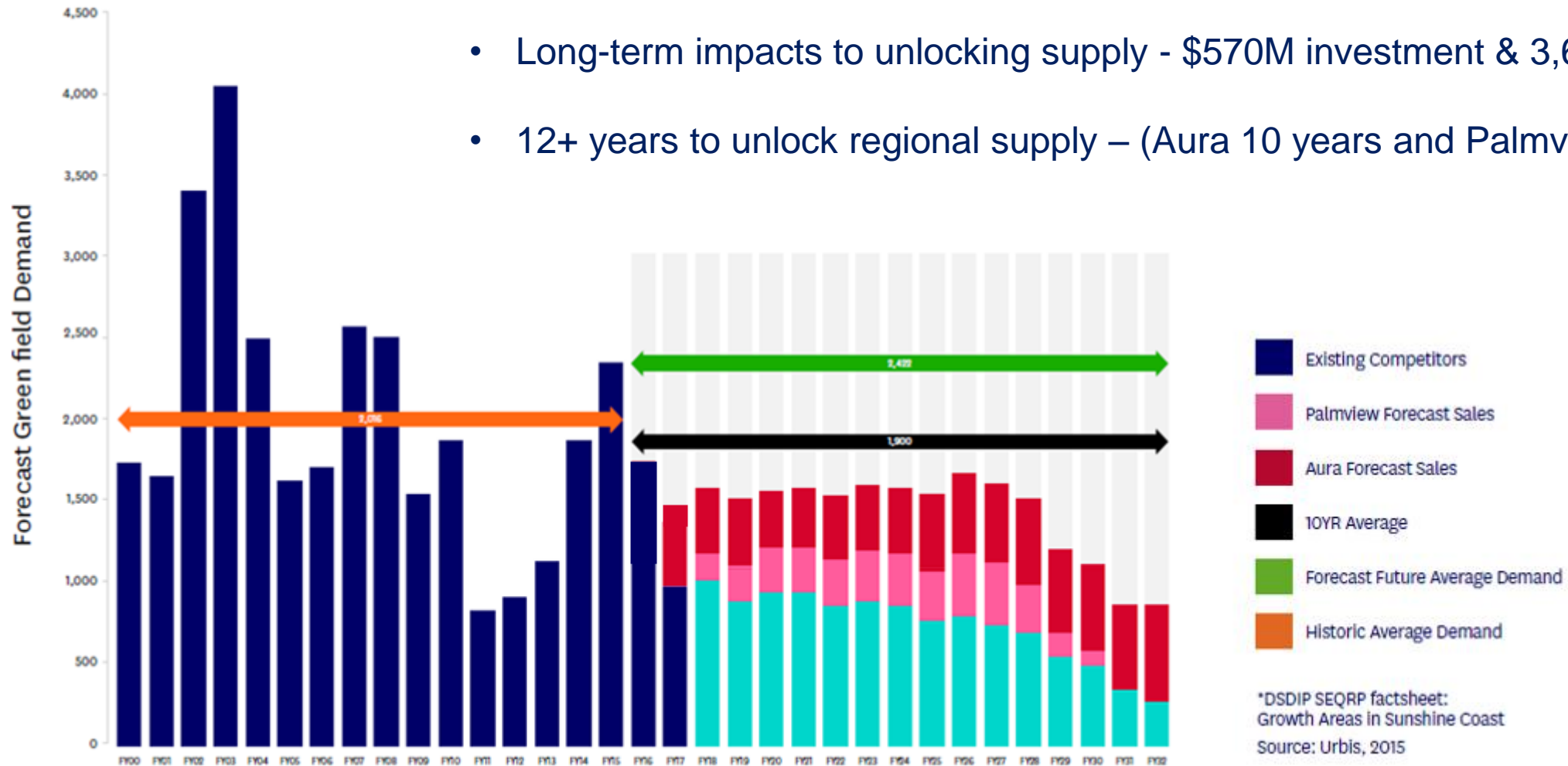
2016		
1	Sydney	5,005
2	Melbourne	4,642
3	Brisbane	2,350
4	Perth	2,067
5	Adelaide	1,326
6	Gold Coast – Tweed	638
7	Newcastle–Maitland	439
8	Canberra - Queanbeyan	429
9	Sunshine Coast	308
10	Wollongong	296

2050		
1	Sydney	7,688
2	Melbourne	7,670
3	Perth	4,633
4	Brisbane	4,188
5	Adelaide	1,797
6	Gold Coast - Tweed	1,225
7	Canberra - Queanbeyan	722
8	Newcastle-Maitland	588
9	Sunshine Coast	503
10	Wollongong	384

Additional Pop	* By SSC Growth
2.7M	* 13.7 more people
3M	* 15.5 more people
2.3M	*11.7 more people
2.1M	*10.8 more people
470K	*2.4 more people
590K	* 3 more people
280K	*1.4 more people
160K	0.8 more people
195K	

Sunshine Coast - Supply

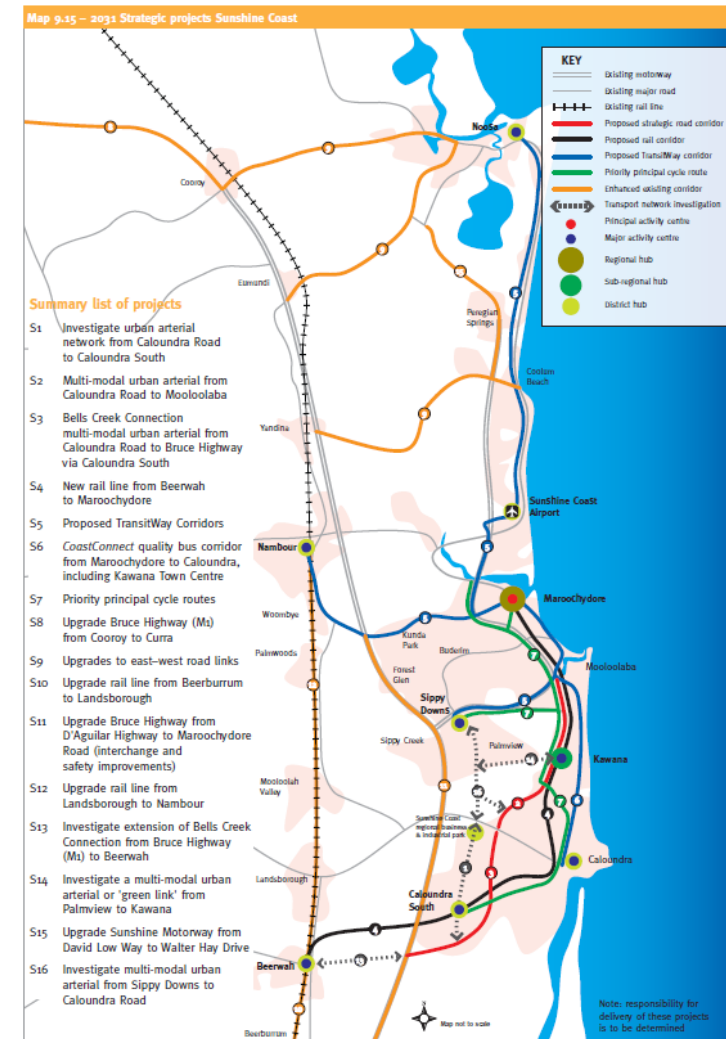
- Current supply limited to 15+ years (Urbis 2015)
- Long-term impacts to unlocking supply - \$570M investment & 3,650 jobs annually
- 12+ years to unlock regional supply – (Aura 10 years and Palmview 12 years)



Sunshine Coast – Infrastructure Funding

- \$9B+ worth of infrastructure projects - majority uncommitted
- Cost per new dwelling - \$90,000+

Transport Infrastructure	Estimated Cost	Key Projects
Road	\$4Bn+	<ul style="list-style-type: none"> • Bruce Highway Upgrade Caloundra Road to Sunshine Coast Mtway (\$0.9Bn) • Maroochyore Road Interchange (\$187M) • Sunshine Motorway - Mooloolah River Interchange Stage 1 (\$440M) • Multi-Modal Urban Arterial (\$2B+) • Bells Creek Arterial Duplication (\$400m) • East West Link Road (\$150M)
Public Transport	\$5Bn+	<ul style="list-style-type: none"> • CAMCOS (\$2B+) • Beerburrum to Nambour Rail Upgrade (\$700M) • Light Rail – Maroochyore to Beerwah (\$3Bn) • High Quality bus connection between Caloundra and Maroochyore • Infrastructure support Maroochyore Priority Development Centre
Airport	\$347M	<ul style="list-style-type: none"> • Sunshine Coast Airport Expansion (\$347M)
Other	\$527M	<ul style="list-style-type: none"> • Convention, exhibition and Performing Arts Centre (\$327M) • Undersea Data Cable (\$200M)

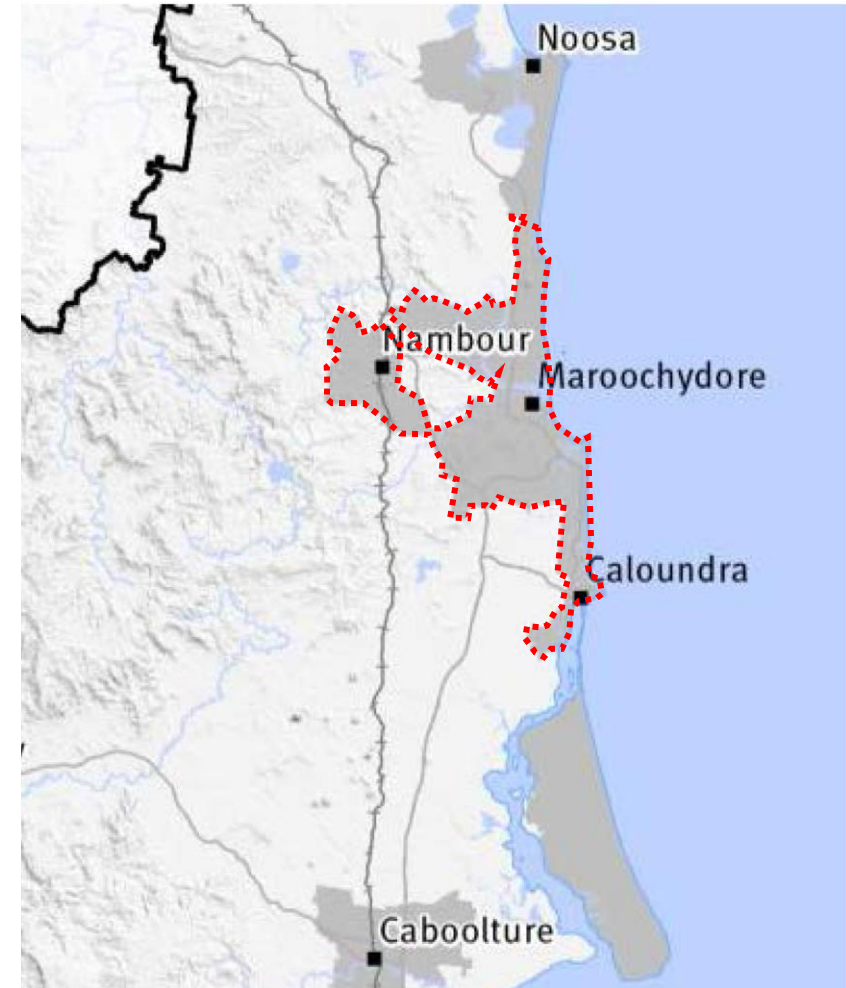


Is the plan achievable?

ShapingSEQ:

- Sunshine Coast's population grow to 495,000 people in 2041
- Sunshine Coast dwelling targets (excludes Noosa):
- Sunshine Coast jobs targets (excludes Noosa) - 80,500 new jobs
- Key Metrics to be achieved by Council
 - 60% Infill Target
 - 15 year rolling supply of zoned greenfield land (increased if infill target not met)

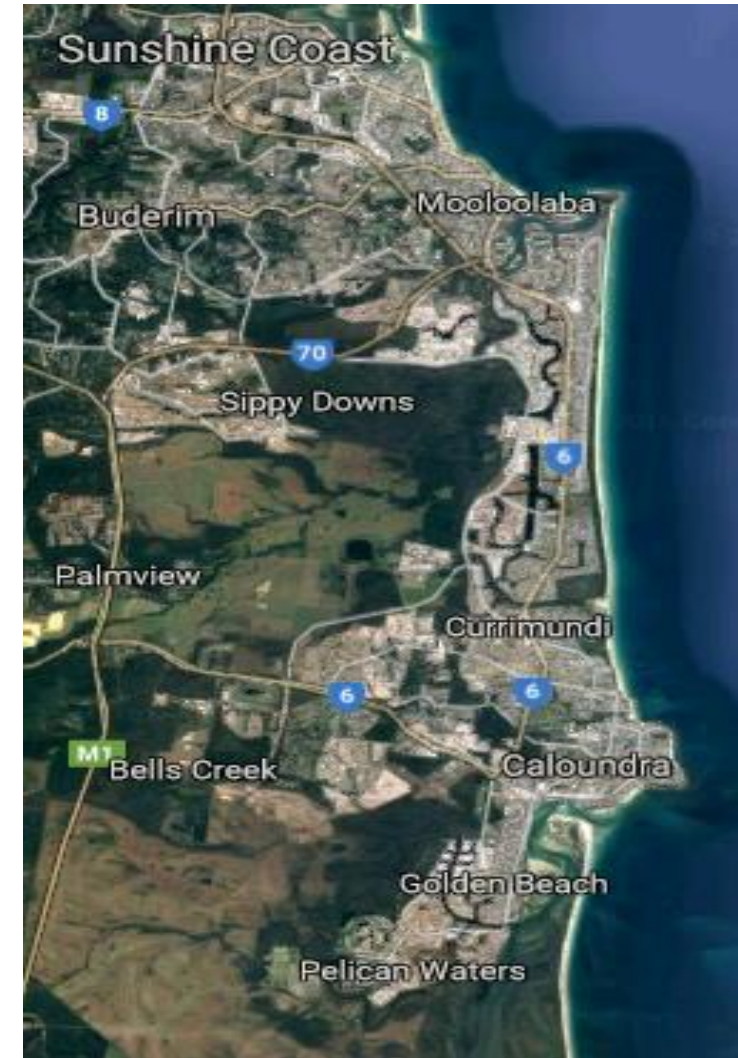
Area	Additional dwellings 2011-41		
	Infill	Greenfield	Total
Sunshine Coast	64,200	35,100	99,300
	65%	35%	100%
Key Metric Target	41,730	18,750	



ShapingSEQ: Sunshine Coast Infill

- 7,500 dwellings since 2011 in the EUA (excludes Noosa LGA)
- 10,000 dwelling capacity remaining in the EUA
- 52,500 additional dwellings required in the EUA
- Since 2011 this will see the population and density increase by 70%
- Task is equivalent to establishing a city the size of Toowoomba into the EUA

Source: Urbis 2016



Or 1 Brightwater every 9 months

Brightwater Key Facts

- 215ha
- 1540 lots
- Commenced 2008
- Features 12ha lake and P-7 school & retail centre

Is the Approach Right?

Planning Scheme

Certainty

- Council advises that the future growth precincts will be updated progressively over the next 20-30 years

Infrastructure

- Existing local infrastructure is at or close to capacity
- No clear plan to enable infrastructure funding and delivery to be coordinated
- Viability of development if funded though value capture on top of headwork's charges

Community Support

- Minimal community engagement about where increased density and impact to character and lifestyle will occur
- Continual community opposition to increasing densities within existing residential development areas eg Yaroomba, Sekisui House

Capacity

- Fragmented ownership – delivery is now focused on redevelopment not greenfield sites



Many roads already at capacity



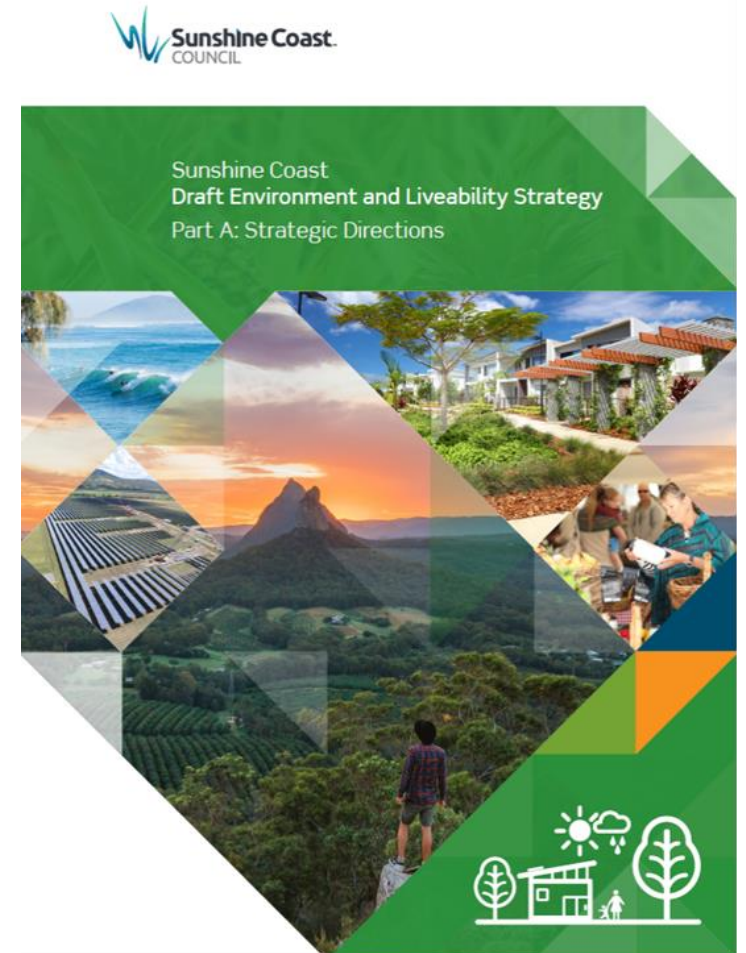
Additional 500ha sports and recreation lands required



9 new schools required

Environment & Liveability Strategy

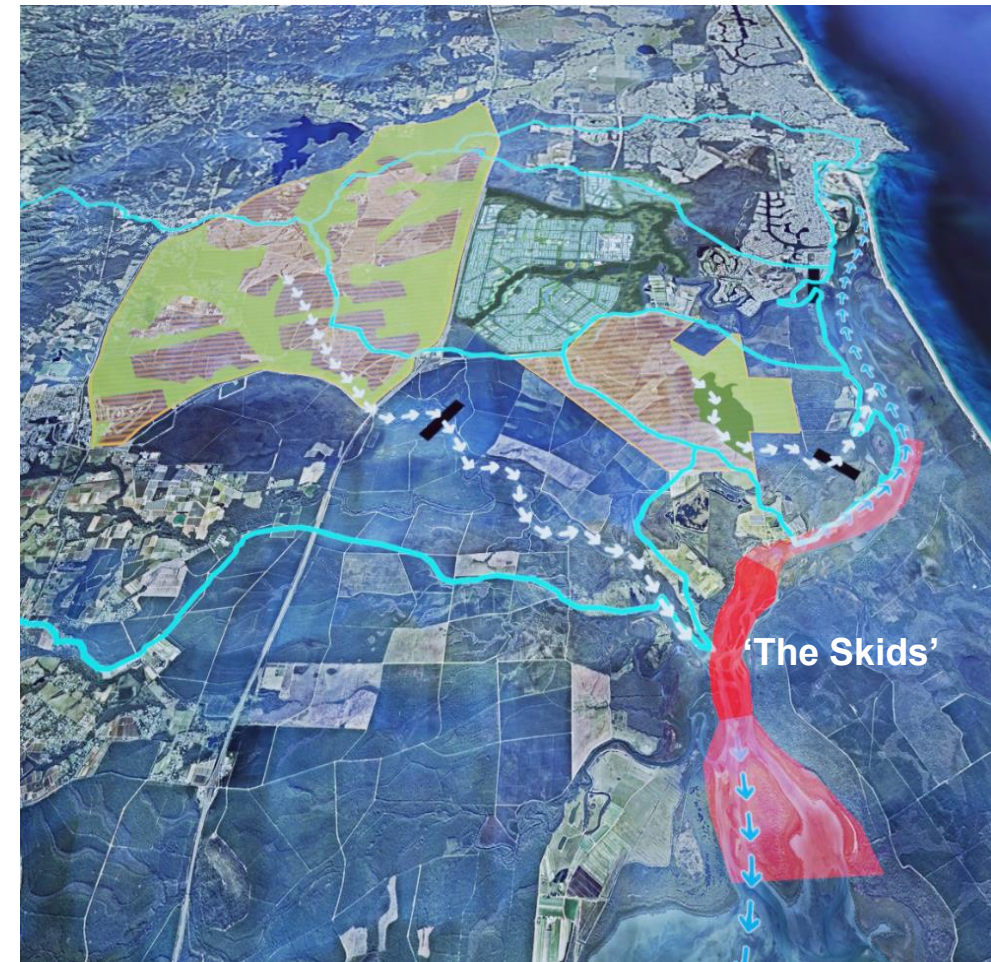
- Limited Industry Engagement
- Constraints lead approach – Removes flexibility to respond
- Devil is in the detail
 - i.e. Not consistent with the SEQRP
 - i.e Stops development in flood prone areas in absence of community need



Future Greenfield Growth Areas

- Extensive investigations undertaken over last 18 months – identified Halls Creek is suitable for urban development
- Both sites will need a full and proper assessment process to determine their suitability to meet long-term housing demand
- State and Federal Environmental Approvals required for both sites

IGA	Halls Creek	Beerwah East
Site Characteristics	<ul style="list-style-type: none"> • 1,200ha • Cleared (85%) freehold site • Located minimum 1.7kms from Bruce Highway 	<ul style="list-style-type: none"> • 5,000ha • 99 forestry licence expiring 2109 • Leasehold Land • Native Title / Cultural Heritage issues
Water Quality	<ul style="list-style-type: none"> • Self-contained catchment draining to onsite wetland • Discharges 6km north of Skids into wide part of the passage – no impact to The Passage • Science supported by Healthy Waterways 	<ul style="list-style-type: none"> • Drains to HEV protected Coochin Creek – no change at this point • Discharge into the most sensitive part of The Passage known as 'The Skids' • Flood risk to downstream communities
Transport	<ul style="list-style-type: none"> • \$650M of planned and committed infrastructure • Provide comparable road and public transport solution at minimal additional cost to State and Council 	<ul style="list-style-type: none"> • \$1B Funding required to deliver Camcos/ Light Rail



Inter-Urban Break

- Stockland is committed to the retention and protection of the regional Inter Urban Break
- Urbis research identified:
 - 23km core along Bruce Highway extending to 30km unchanged
 - 16km 'green separation belt' retained between either Beerwah and Halls Creek
 - Halls Creek will never be visible - set back a minimum 1.7kms from the Bruce Highway
- Draft SEQRP identifies two future growth areas in northern Caboolture at Elimbah and Caboolture East



Summary

- Land and housing supply remains a challenge both now and into the future for the region
- Sunshine Coast region not growing to the extent of other regions and therefore attracting significant infrastructure funding will be difficult
- A plan is required that is:
 - Supported by the region
 - Is transparent and identifiable
 - Clearly identifies where the infill and greenfield growth will be available
 - Can be used to support long term infrastructure planning and funding
- Council needs to work with industry and the community to build agreement around the plan

