

SCENIC RIM REGIONAL COUNCIL

ADVOCACY STATEMENTS





Jubilee Park, Beaudesert

CONTENTS

INTRODUCTION	4
OUR REGION	6
REGIONAL SNAPSHOT	8
OUR ADVOCACY APPROACH	9
WHY DO WE ADVOCATE	10
HOW DO WE ADVOCATE	10
OUR ADVOCACY PRIORITIES	12
ADVOCACY PRIORITIES	14

Acknowledgement of Country

Scenic Rim Regional Council respectfully acknowledges the traditional country across our region. We also acknowledge and pay our respects to the Mununjali, Wangerriburra and Ugarapul peoples of the Scenic Rim, and their elders past, present and emerging. We acknowledge the important role Aboriginal and Torres Strait Islander people continue to play within the Scenic Rim community.

ADVOCACY INTRODUCTION

The Scenic Rim Regional Council local government area encompasses 4,249km² of spectacular landscapes and is home to strong industry sectors including agriculture, construction and tourism.

The region's population has grown 17% over the last decade and is forecast to grow 25% over the next two decades.

According to the Queensland Government's population projections, the Scenic Rim's population is set to rise from 44,754 in 2021 to 67,290 in 2041, with Beaudesert East and Mundoolun on the north-eastern fringe considered suitable for future urban growth. The main town centres of Beaudesert, Boonah and Tamborine Mountain/Canungra make up more than 75 percent of the region's population.

The Scenic Rim economy is growing rapidly, averaging 3.4% annual growth over the last five years, faster than South East Queensland and the State. The region has experienced almost \$750 million in building investment over the last five years.

THE REGIONAL ECONOMY IS DIVERSE IN NATURE AND INCLUDES AGRICULTURE, TOURISM, KEY SERVICE SECTORS AND CONSTRUCTION, WHICH SERVICE THE ONGOING POPULATION GROWTH.

Council continues to pursue and support new industries to help diversify, grow and improve the resilience of our regional economy. These efforts are underpinned by our Scenic Rim Regional Prosperity Strategy 2020-25, which aims to create valuable jobs for local people and ensure the ongoing vibrancy of our communities. As part of our strategy we seek to partner existing and new business entrants to bring innovative ventures and expansion to the region.

FOR THE SCENIC RIM REGION TO CONTINUE TO PLAY A SUSTAINABLE PART IN THE QUEENSLAND ECONOMY AND FOR OUR RESIDENTS TO HAVE FAIR ACCESS TO AN EQUITABLE QUALITY OF LIFESTYLE, SECURING ONGOING SUPPORT AND COMMITMENT FROM THE QUEENSLAND GOVERNMENT IS IMPERATIVE. THIS SUPPORT SHOULD RECOGNISE THE CRITICAL NEED FOR AN INTEGRATED SOUTH EAST QUEENSLAND TO OPERATE SEAMLESSLY AND EFFICIENTLY.

In particular this Advocacy Plan focuses on transport connectivity, reasonable access for community amenity, and ongoing financial sustainability for service and infrastructure support.

Coronation Park, Boonah



OUR REGION

OUR SCENIC RIM

Author and naturalist Arthur Groom, who co-founded Binna Burra Lodge in 1933, coined the phrase Scenic Rim in describing the region's chain of mountains, plateaus and peaks that extend from the coastal hinterland in the east to the Great Dividing Range in the west.

The local government area formed during the council amalgamations of 2008 encompasses many of these features and was subsequently named Scenic Rim Regional Council.

OUR REGIONAL VISION

The Scenic Rim Community Plan 2011-2026 provides the shared vision for our region's future.

By 2026 Scenic Rim will be a network of unique rural communities embedded in a productive and sustainable landscape.

We will enjoy a high-quality rural lifestyle in self-reliant communities that provide a choice of quality local food, products, services and recreation opportunities. Our residents will have affordable transport options and ready access to the broader South-East Queensland region.

Our community will support sustainable farms, businesses and industries that are compatible with our environment and lifestyle and provide rewarding employment and prosperity for residents.

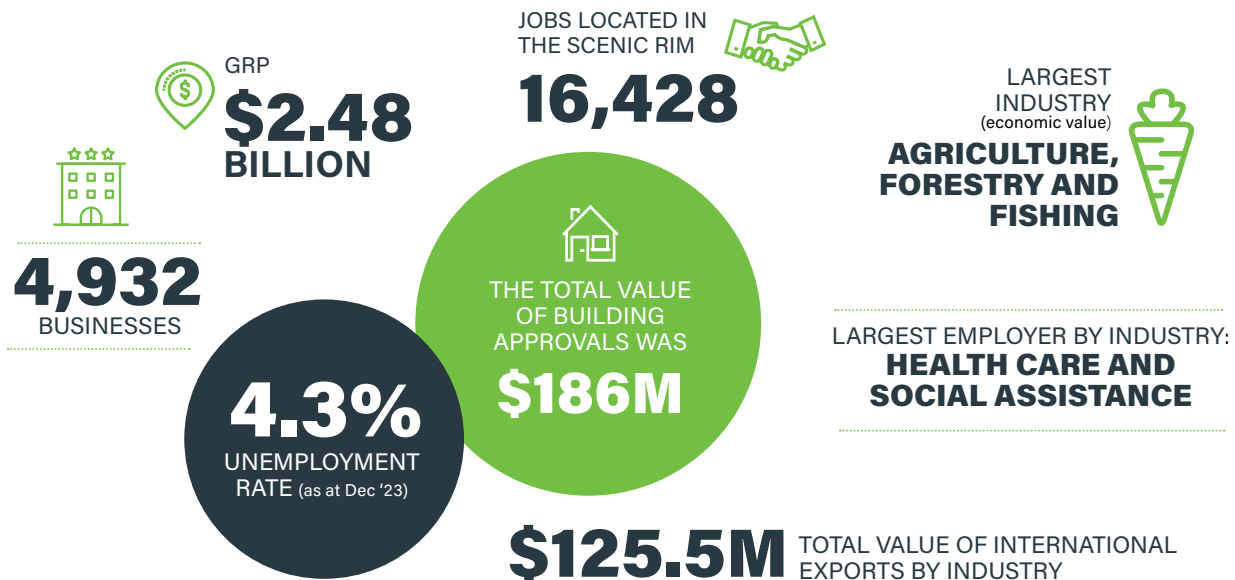
RESIDENTS WILL BENEFIT FROM THE REGION'S PRODUCTIVE FARMLAND, STUNNING NATURAL ENVIRONMENT AND CHARACTER-FILLED TOWNS AND VILLAGES, WHICH ATTRACT TOURISTS AND VISITORS AND PROVIDE ECOSYSTEM SERVICES FOR THE BROADER SOUTH-EAST QUEENSLAND COMMUNITY.

The Scenic Rim will be an inclusive, caring and creative environment with healthy and active residents. The region will provide a happy, safe and nurturing environment for children and families. We will participate in planning and managing our communities and act to ensure the Scenic Rim is enhanced for future generations.



REGIONAL SNAPSHOT

LOCAL ECONOMY AS AT JUNE 2023*



1.6M
visitors, 1,084,000+
visitor nights

\$171M
economic
contribution



1,994
jobs created

THE SCENIC RIM IS A GROWTH REGION...

3.4%
Avg Annual Growth
in the local economy
last 5 years *includes COVID years and is
growing faster than the State economy

\$750M
in building investment
over last five years

17%
population growth
last decade

29%
forecast
population
growth over next
decade

THE SCENIC RIM IS ACCESSIBLE...

**Approx. 1 hour to
Brisbane CBD**
Brisbane International
Airport, Gold Coast
International Airport
and the Port of Brisbane

1.2M
1.2 million workers
within a 1 hour drive

**Access to the main
North-South rail
freight line**
including an intermodal facility
at Bromelton

THE SCENIC RIM HAS UNTAPPED POTENTIAL...

**Food and Beverage
Production**

**Advanced
Manufacturing**

**Agribusiness &
Agritourism**

**Large-scale recycling/
Waste to Value**

Tourism

OUR ADVOCACY APPROACH

Advocacy is the action of influencing change in areas out of Council's direct control to bring about positive change that will ultimately improve or maintain the health and wellbeing of the community. For Council, advocacy might mean seeking external funding or in-kind contribution to a project, a new/changed policy or position, or another outcome that is important to the community.

ADVOCACY INITIATIVES CAN BE DELIVERED IN MANY WAYS AND COUNCIL WILL IDENTIFY THE MOST APPROPRIATE FORMS OF ADVOCACY TO ACHIEVE ITS DESIRED OUTCOMES.

Scenic Rim Regional Council's advocacy priorities are informed by a range of factors, including our existing strategies and the evidence and data underpinning them through our Community vision and Council Plan and other various strategic inputs.

To meet the needs of a growing region, Scenic Rim Regional Council's approach needs to:

1. Be multi-faceted, agile and responsive.
2. Work positively and collaboratively with all levels of Government as well as local community groups and representative bodies.
3. Recognise where leadership can offer the most significant advantages and acknowledge instances where management from other organisations might provide greater benefits.

Selwyn Park, Beaudesert



WHY DO WE ADVOCATE?

Many community needs and aspirations remain outside local governments' direct authority and are controlled or heavily influenced by other levels of government, and the private and community sectors.

ADVOCACY, THEREFORE, PLAYS A CRITICAL ROLE IN ENABLING COUNCIL TO ACHIEVE VITAL OUTCOMES FOR THE COMMUNITY.

Council primarily advocates to represent and address the needs, concerns, and interests of our community members. This includes initiatives for improved infrastructure, social services, policies, or funding allocations aimed at improving the overall wellbeing of our region.

HOW DO WE ADVOCATE?

Council delivers its advocacy efforts through a range of activities, including:

- Working with the Mayor, Councillors, the Executive Leadership Team and internal subject matter experts to identify advocacy priorities and to help inform our advocacy actions.
- Regularly meeting with State and Federal government ministers, parliamentarians and senior government executives to ensure our city's needs are well understood and front of mind when decisions are being made.
- Facilitating targeted advocacy campaigns through the media, community mobilisation, as well as direct advocacy to political leaders and government executives.
- Actively engaging with State and Federal election candidates as part of advocacy campaign activities.
- Making grant applications across a wide range of Council business areas to secure funding to deliver projects and programs.
- Making submissions to influence State and Federal government budget decisions.
- Making formal and informal submissions to State and Federal governments on key policy and regulatory issues.
- Commissioning research to develop an evidence base that informs our advocacy efforts.
- Developing strategic partnerships with the Federal and State governments that support innovation in the design and delivery of new and improved services to the region.
- Working collaboratively with peak local government and regional associations to influence their agendas in support of Council priorities, for example the Local Government Association of Queensland (LGAQ) and the Council of Mayors South East Queensland (COMSEQ).



OUR ADVOCACY PRIORITIES

Advocacy priorities define the core priorities that Council will voice to government for the duration of councillors' terms. This approach helps identify gaps, necessary actions, and areas requiring more extensive research and community engagement for effective advocacy on any issue.

These priorities change from year to year, shaped by community needs, the political climate and shifts in importance in the local and regional environment. Events like natural disasters, public health crises, leadership changes, cabinet shuffles and new ministerial appointments can influence these changes.

Scenic Rim Regional Council's advocacy priorities for 2024 and beyond include:

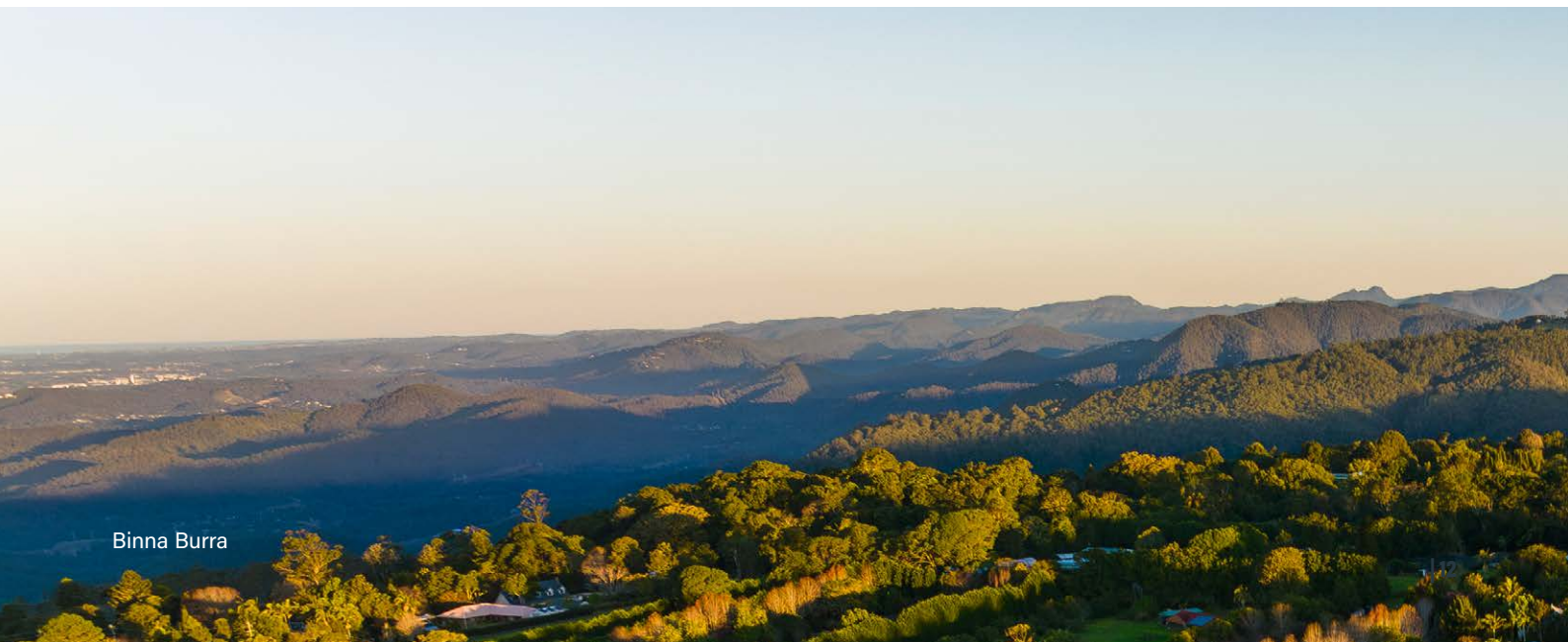
ONGOING FINANCIAL SUSTAINABILITY FOR SERVICE AND INFRASTRUCTURE SUPPORT

As a local government area that is in close proximity to major urbanised centres such as Brisbane, Logan, Gold Coast and Ipswich, there is increasing expectation for our community to meet the service level expectations of urban rather than rural precincts. This is further exacerbated by the nature of our communities being small population centres scattered across the region with high legacy infrastructure burdens per capita and limited opportunities for consolidation.

Like many regional councils, Scenic Rim Regional Council relies heavily on raising its revenue via rates and charges to service both recurring and capital expenses. The effect of this is further compounded by the limited commercial and industrial sectors within that structure and, further, the limitations on alternate revenue raising through other commercial service activities, such as parking centres and commercial properties, which are readily available to more urbanised centres.

Through the South East Queensland Regional Plan ShapingSEQ, the State of Queensland has also placed significant expectations on the Scenic Rim to limit a number of growth opportunities that would otherwise allow further diversification of revenue, while at the same time articulating expectations to preserve critical environmental and rural assets for the good of the greater region. While Council is committed to fulfilling its obligations to ensure its infrastructure and asset base is relevant and sustainable for the future, balancing this with maintaining financial sustainability and affordability for ratepayers is a constant challenge.

Council greatly appreciates the availability of tied grant programs to support (mostly) capital improvements or developments, however the uncertainty of these arrangements leads to inefficiency in capital planning and difficulty in strategic program sequencing for such works.



TRANSPORT AND LOGISTICS CONNECTIVITY

Covering 4,249km², the Scenic Rim is made up of many towns and villages dispersed across the region. This means every economic activity relies on safe effective road-based transport connectivity for industry logistics, commuter travel and our visitor economy. Council is committed to the ongoing systematic upgrade of its own road and bridge infrastructure, however the pressing need for Queensland Government investment in critical State-controlled transport infrastructure to serve a modern economy has now become paramount.

SUPPORT FOR REASONABLE ACCESS FOR COMMUNITY AMENITY

Council acknowledges and respects the shared challenge at all levels of government for reviewing and improving the cost effectiveness of service delivery. At a State level, this has led to a long-term consolidation of services to higher population density centres. The nett effect of this has seen Scenic Rim communities miss out on the parallel investment in public transport that should fairly support reasonable and close access and amenity to services.

This means additional costs and risks have shifted to Scenic Rim community members, both in the form of increased direct personal travel costs, loss of access for those unable to self-transport and missed educational, health and social amenity.

.....

THE MAJORITY OF SCENIC RIM COMMUNITIES HAVE NO EFFECTIVE PUBLIC TRANSPORT ACCESS. THIS MEANS FOR MANY RESIDENTS THERE ARE LIMITED OPTIONS TO PARTICIPATE IN EMPLOYMENT, EDUCATION AND SOCIAL OPPORTUNITIES, WHILE ALSO FACING SIGNIFICANT LIMITATIONS FOR ACCESSING HEALTH AND MEDICAL SERVICES.

.....



ADVOCACY PRIORITIES

1. SALISBURY TO BEAUDESERT PASSENGER RAIL

This infrastructure is the key driver to unlocking the growth potential of Beaudesert and Gleneagle to provide affordable living opportunities, including higher density Transit-Oriented Development around the three railway stations currently proposed in the Scenic Rim.

THE PASSENGER RAIL CONNECTION TO BEAUDESERT FROM THE BRISBANE CBD WILL SUPPORT A FAST AND EFFICIENT CONNECTION TO THE 2032 OLYMPIC GAMES EVENT VENUE FOR ROWING AND CANOEING PROPOSED AT THE WYARALONG DAM.

The infrastructure would also have significant benefits for the existing and future residents of Greater Flagstone (a population of up to 100,000) which is currently operating on a largely car-dependent basis.

Passenger rail to the Brisbane CBD and other employment centres will be transformative in improving the liveability and access to transport networks and employment for existing and future residents of Beaudesert/Gleneagle and surrounds.

The rail link will facilitate greater worker accessibility and synergies with the Bromelton State Development Area. The Salisbury to Beaudesert Passenger Rail will be a key driver to the development of more diverse housing options to meet the needs of the projected population and changing household characteristics. The location of new railway stations will provide a catalyst for alternative forms of development taking advantage of the value uplift that accompanies such infrastructure projects.

THE INCREASING COST OF LIVING PRESSURES WOULD BE LESSENED THROUGH AVAILABILITY OF ACCESSIBLE AND EFFICIENT PUBLIC TRANSPORT WHICH WOULD REDUCE RELIANCE ON PRIVATE VEHICLES.

It is recommended that various funding options to construct the railway prior to 2032 be explored, including private investment opportunities that could deliver the infrastructure within the timeframe.



Stock image (concept only)

2. EXTENSION TO THE RAIL TRAIL

The Bethania to Beaudesert Rail Trail corridor, which is approximately 43 km in length, with approximately 8 km located within the Scenic Rim Regional Council area. The removal of redundant rail infrastructure presents an opportunity to open the Beaudesert section of the Bethania to Beaudesert (B2B) Rail Trail and maximise Scenic Rim Regional Council's opportunities for Rail Trail funding, providing recreational and commuter facilities for local communities, as well as tourism potential.

The B2B is identified as a priority route on the Southeast Queensland Principal Cycle Network Plan and also forms part of Council's Integrated Transport Plan (currently under development).

COUNCIL HAS RECEIVED FUNDING FROM DTMR TO UNDERTAKE WORK ON THE FIRST SECTION OF 1.8KILMS. THIS SECTION RUNS BEHIND THE BEAUDESERT ENTERPRISE PRECINCT AND ENDS ACROSS WATERS CREEK AT THE OUTLOOK RESIDENTIAL DEVELOPMENT, WHICH HAS GOOD CONNECTIONS ACROSS THE MOUNT LINDESAY HIGHWAY TO SCENIC RISE, AND ALONG THE EXISTING SHARED PATH BACK TO BEAUDESERT.

This section provides a valuable potential recreational and active transport route from the growth area of Gleneagle back to Beaudesert. Future sections run to Allan Creek Road and then on to the boundary with LCC at Walker Road. To continue the development of the remaining 6.2klms Council would require additional funding to construct this trail. Demand for nature and adventure-based tourism experiences is on the rise and can also provide an economic benefit to the region.

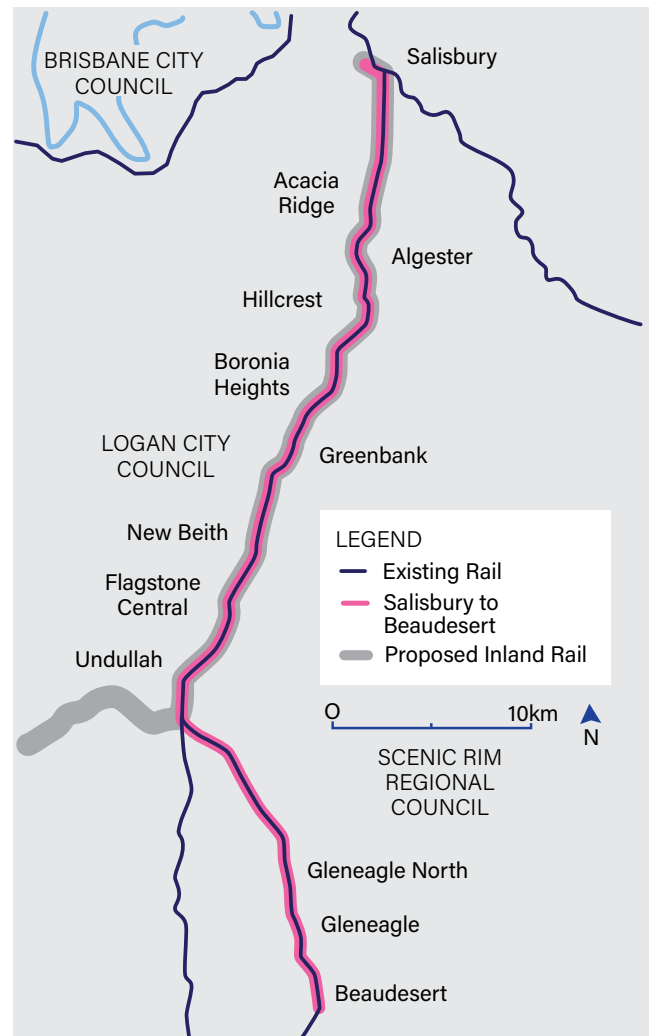


FIGURE 1: PLANNED SALISBURY-BEAUDESERT PASSENGER RAIL CORRIDOR AND STATIONS

ADVOCACY PRIORITIES

3. ROADS

The Scenic Rim Regional Council currently encompasses 4,256 km² and is home to approximately 18,500 residences. Council is currently responsible for a Road network of 1,767 kms (974 kms Sealed Roads and 793 kms Unsealed Roads), this is a large road base over a large geographical area to manage. Council is committed to managing the current and future needs of the Transport network and is currently undertaking the development of an Integrated Transport Plan that will serve as a strategic decision-making tool for Council and provide a long-term vision for improving transportation in the Local Government Area.

IT IS EVIDENT THAT AS PART OF THIS PROJECT, THAT BASED ON THE CURRENT AND FUTURE DEMAND THAT THE CURRENT FUNDING AVAILABLE WILL BE INADEQUATE TO DELIVER THE SERVICES REQUIRED FOR THE TRANSPORT NETWORK, WHICH ALSO ENCOMPASSES FREIGHT (GOODS MOVEMENT) AND ACTIVE TRANSPORT. THEREFORE, ADDITIONAL FUNDING SUPPORT WOULD ASSIST COUNCIL DELIVER THE OUTCOMES OF THIS PLAN TO THE COMMUNITY.

Investing more money in Transport infrastructure is crucial for promoting economic growth, enhancing public safety, and improving quality of life. Well-maintained roads are the backbone of a functioning economy, enabling efficient transportation of goods and services, reducing travel times, and decreasing vehicle maintenance costs.

Enhanced road infrastructure also supports job creation, both through construction projects and the stimulation of local businesses. Furthermore, investing in road safety measures can significantly reduce accidents and fatalities, making our communities safer. Upgrading roads to accommodate modern traffic demands and environmental considerations can also contribute to long-term sustainability and resilience against climate-related challenges.

THE LEVEL OF FUNDING FOR STATE CONTROLLED ROADS WITHIN THE REGION IS NOT KEEPING UP WITH THE RATE OF USAGE OF THE ROAD NETWORK.

The network needs increased injection of funds to undertake pavement rehabilitation of aged pavements on lower order State Roads as well as investment in widening of sections of the network that are not to an acceptable service standard with increased traffic with narrow seals with poor geometry, Boonah Rathdowney Road West of Rathdowney towards Maroon being an example of this.

In addition to the improved capital investment in the State Controlled road network. Council has concerns with the level of service provided through the current Maintenance funding which does not adequately address the management of vegetation on the verges of the road network. Using intervention levels for grass growth management rather than a combination of intervention and pre-emptive slashing and other treatments. Historically slashing of Main roads (regardless of grass length and subject to fire risk rating) toward the end of November – early December ensures that over the Christmas period most of the network has an acceptable level of grass growth that will be less likely to be exceeding intervention for an excessive period.

PRIORITISING ADDITIONAL FUNDING FOR TRANSPORT INFRASTRUCTURE IS NOT JUST AN EXPENDITURE; IT'S AN INVESTMENT IN A MORE CONNECTED, PROSPEROUS, AND SECURE COMMUNITY.

PROJECT	DESCRIPTION
Upgrade of the Mt Lindesay Highway	The upgrading of the Mt Lindesay highway to improve efficiency and safety, creating a major freight access route to Brisbane
	Development of the Beaudesert Bypass
Reliable, high performance digital capability	Increase mobile and digital coverage in the region
	Creation of a reliable, high-speed digital network across the region
Eastern Ring Road	Development of the Eastern Ring Road to divert heavy vehicle traffic and create opportunities for better centre activation in the Beaudesert Town Centre
Gallery Walk (Stage 1-4)	Gallery Walk additional off-street parking and pedestrian link
	Provision of additional/ alternative public facilities for gallery walk
	Streetscape works for Gallery Walk to promote pedestrian movements and enhance the appeal of the street
Canungra	Streetscape for Canungra Township
	The Canungra Library Space be expanded to cater for the growth of the area
	Visitor Information Centre is enhanced to provide better information services

Warril View



ADVOCACY PRIORITIES

4. COULSON ROAD UPGRADE

Coulson Road infrastructure upgrade to improve flood mitigation within the region. The Coulson crossing of Teviot Brook between Beaudesert and Boonah floods regularly during wet weather and heavy rain, cutting off this key corridor in the region.

This crossing is a strategic east-west connector between the Cunningham and Mount Lindesay Highways for industry logistics, the region's growing visitor economy, and is a significant connection for Beaudesert and Boonah's local economies for retail service and employment related travel. This section of road experiences regular flooding, during even relatively small rainfall events, which has major implications for Scenic Rim communities and commuters, and significant economic impacts for commercial sectors. The Bromelton State Development Area and major logistics hub adjacent to Beaudesert is essential for economic growth and certainty for investment, so ensuring reliability through this corridor (across the significantly changeable seasonal cycles evidenced over recent years) is critical.

INFRASTRUCTURE UPGRADES TO ENHANCE FLOOD MITIGATION WITHIN THIS AREA ARE ESSENTIAL FOR MAINTAINING CONNECTED TRAVEL, ESPECIALLY AS THE SCENIC RIM CONTINUES TO GROW.



5. KOORALBYN TO BOONAH CONNECTION ROAD

Kooralbyn is a community within the Scenic Rim which is zoned as Major Tourism and aligned with Canungra and Kalbar as townships of a similar size within Scenic Rim region. Kooralbyn has one road access in and one road out and has no road connection to the closest neighbouring community, Boonah.

Kooralbyn and Boonah communities have advocated for Kooralbyn Road to link directly from Kooralbyn to Boonah for over 30 years. A feasibility study was conducted by a Boonah resident in 1991 and a private Design Engineering company was engaged in 2005 to provide drawings for a route from Kooralbyn to Boonah via Greenhills Road. Regional Development Australia Ipswich and West Moreton have identified a 'missing link' within the region due to the absence of this connecting road.

A road would showcase this view to tourists from Queensland, Australia and international visitors. A lookout and cafe would provide another Scenic Rim destination. A Tourist Drive would attract visitors from Ipswich, Brisbane, Gold Coast and beyond who may wish to connect with the Lions Road into New South Wales or vice versa. Overnight stays and tourist spending would increase.

The road would support increased employment opportunities due to an increase in tourist visitation. Increased access to employment opportunities for Kooralbyn residents to the west as Kooralbyn residents are currently disadvantaged if they wish to work in Kalbar or Boonah. A road from Kooralbyn to Boonah would reduce travel time and fuel costs and improve work-life balance. The road would also provide increased safety as it would result in the provision of a second evacuation route.

Given costings that have emanated from initial investigations, Council will need to rely on continued advocacy from other levels of government to consider funding the construction and ongoing maintenance requirements of the road.

6. BETTER SOCIAL AND SUPPORTING INFRASTRUCTURE FOR TOURISM

Due to its diverse landscape, the Scenic Rim region is geographically divided into three key sub-regions that have different operational, agricultural, and climatic environments.

AGRIBUSINESSES TEND TO BE CLUSTERED IN THE WEST AND CENTRAL REGIONS, WHILE TOURISM AND ACCOMMODATION IS PRIMARILY OFFERED IN THE EASTERN REGION.

The significant increase of 71 per cent in domestic daytrips from 2022 to 2023 to the Scenic Rim, has highlighted areas for improvement in the current social and tourism infrastructure to support higher car and foot traffic, such as roads, parking, and public amenities.

7. BROMELTON STATE DEVELOPMENT AREA

The Bromelton State Development Area (SDA) is a declared 15,610 ha special industrial estate that is located approximately 6 km west of Beaudesert.

Businesses already established and operating in the Bromelton SDA include:

- SCT Logistics
- Gelita Australia Pty Ltd
- AJ Bush and Sons (Manufactures) Pty Ltd
- Bromelton Quarry
- The Neilsen Group
- Quickcell Technology Products Pty Ltd
- Beaudesert Waste Management Facility

The Bromelton SDA provides land, adjacent to Sydney-Brisbane rail corridor, that has sufficient buffers in place to cater for large freight and logistics operations as well as other, medium to large scale industrial activities. It is one of only a very few locations where large-scale industry can locate within Southeast Queensland.



Given its significant size and lack of competing areas, as well as the development of Inland Rail, the Bromelton SDA has the potential to provide considerable economic benefits to the region, generating hundreds of valuable jobs. Unlocking these benefits will require closely working with the State Government, which controls all planning and development across the estate.

Investigate feasibility of connecting water services to the Bromelton State Development Area. Collaborate with Seqwater to support outcomes of the planned water availability study, due to be completed in 2026, to guide identification and investment for water access projects to support agricultural development.

Other key strategic enabling projects have been identified, which address the current needs of the region. These include a combination of both enabling infrastructure projects and initiatives which will influence community development.

ADVOCACY PRIORITIES

8. COUNTRY UNIVERSITY CENTRE (CUC)

The CUC program had its origins in 2013 (when the Cooma Universities Centre was funded by Snowy Hydro Limited and the Cooma Monaro Shire Council). It creates tailored learning and study spaces in regional areas that facilitate the delivery of and access to higher education. It also involves provision of fast connectivity, technology and staff to assist students to successfully study their higher educational and vocational courses. The Centres generally have long opening hours (e.g. 7am to midnight) to accommodate different demands and are a boon not just to local residents but to students from other areas doing placements associated with their degrees (eg. in nursing or teaching).

The CUC in the Scenic Rim community specifically in Beaudesert will have the following characteristics:

- Strong local community support
- Significant distance from existing university infrastructure
- High representation of students from equity groups such as Regional, low socioeconomic status (SES), and Aboriginal and Torres Strait Islander peoples.
- Low higher education participation and bachelor attainment rates in the region
- Small to medium-sized regional towns
- Clear regional development goals

The Beaudesert CUC will operate similar to existing centres in St George, Roma, Mount Isa and Cooktown (Queensland), Broken Hill, Parkes and Grafton (NSW) and Karratha and Broome (Western Australia) as well as in other towns and will be locally governed and driven by the community through an independent Board of Directors.

In terms of the need for local higher education facilities, the Australian Universities Accord Interim Report (released in July 2023) identified that more and more jobs will require a university qualification in the years ahead and that many of those Australians will need to come from the outer suburbs of our major cities and our regions.

Thirty-six percent of the current Australian workforce has a university degree, and the report estimates that this could jump to 55 percent by the middle of this century.

STUDIES HAVE SHOWN THAT STUDENTS WHO STUDY LOCALLY ARE MORE LIKELY TO ENGAGE IN THE LOCAL WORKFORCE, PROVIDING REGIONAL BUSINESSES WITH NEW OPPORTUNITIES TO EMPLOY HIGHLY TRAINED LOCAL PROFESSIONALS.

Council has completed investigations about the potential and viability for the Scenic Rim to be part of this program which shows extensive support across the region.

9. PCYC BEAUDESERT

Council and PCYC Queensland intend to construct a Police Citizens Youth Club on land set aside by Council at Dick Westerman Park, Beaudesert. Police-Citizens Youth Clubs are a charity based operation providing youth and community programs, services and facilities.

The establishment of a PCYC upon the land will enhance the reserves use for 'recreation' purposes and the completed facility is to be accessible to the public, with access fees chargeable as appropriate. The final design and layout of the PCYC will conform to the natural attributes and shape of the land with any overland waterway flow paths to be adequately managed.

The sites use for operation of a PCYC facility is complimentary to the locality, being in close proximity to the Beaudesert State High School, open space parkland, and employment / economic development opportunities contained within the adjacent Beaudesert Enterprise Precinct industrial estate, which underwent an expansion through creation of additional industrial land during 2023. Whilst focusing on young people's personal and leadership development,

PCYC FACILITIES OFFERS ACTIVITIES AND PROGRAMS FOR ALL AGES AND ALL LEVELS. CONCEPT PLANNING FOR THE FACILITY IS IN INITIAL PHASE, HOWEVER MAY INCLUDE CAR PARKING, RECEPTION, MULTI-PURPOSE INDOOR ROOMS AND YOUTH SPACES, INCLUDING TOILET AND BATHROOM AMENITIES AS REQUIRED.

Initial estimates of funding required for development of the facility is in the region of circa \$20,000,000, with State Government already allocating \$5m to PCYC Qld, leaving circa \$15,000,000 to complete the project.

10. A BUSINESS ACCELERATOR/ INCUBATOR IN THE BEAUDESERT ENTERPRISE PRECINCT IN PARTNERSHIP WITH TRACTION

The activation of an Accelerator / Incubators supporting local start-ups in the Beaudesert Enterprise Precinct, to help to start ups to achieve commercial success in domestic and international markets.

Incubator Support — New and Existing Incubators gives incubators the help they need to assist start-ups, through:

- delivering high quality services to start-ups to improve their chances of commercial success in international markets
- partnering with first-generation migrant and refugee support organisations to assist migrant and refugee founders to establish their business both nationally and internationally
- assisting start-ups with a regional focus to expand and scale their business building incubators/ accelerators to accommodate small and micro businesses.

Council would also investigate the opportunity to partner with Traction who empower young people through mentoring and hands-on learning designed to build confidence and skills.

As part of their operating model, Traction regularly partner with referral agencies, such as schools and other government agencies, to reach young people who are facing challenges and need support.



Beaudesert Enterprise Precinct

ADVOCACY PRIORITIES

11. STRATEGIC WASTE MANAGEMENT INCLUDING DISPOSAL OF ARTC LAND TO LOCAL GOVERNMENT

Council recognises the State Government's target of waste reduction however also recognises the need to manage municipal waste in the short to medium term.

Council's Bromelton Landfill is the largest local government landfill in South East Queensland (SEQ) and will play a central role for SEQ as we transition towards a circular economy given that:

- The SEQ region generates around 80% of Queensland's municipal solid waste (MSW);
- There are currently no significant alternatives to landfill in SEQ and the development of new landfills or alternatives (including Energy from Waste) are likely to take 10 to 15 years before they are operational;
- Many of the large SEQ Councils have limited airspace and capacity and have expressed an interest in working collaboratively with SRRC for the disposal of their MSW streams.
- Given the size and strategic location of Council's Bromelton landfill, there are opportunities to take on increased volumes in collaboration with other SEQ Councils. This approach will increase the operational efficiency of the Bromelton landfill while assisting other SEQ partners in managing their MSW in the short to medium term. However, these increased services will require:
- New road infrastructure to bypass the current route on Mt Lindsay Highway that currently runs past 2 schools;
- Upgrades to local roads to a standard that allows B-Double access from the Mt Lindsay Highway to the Bromelton site; and
- Acquisition of land adjoining the Bromelton site as a transport corridor and to unlock the development potential of Council's site and the State Development Area.

Council's current Structural Plan includes provision for these road upgrades, through land currently owned by Australian Rail Track Corporation (ARTC).

It is Council's understanding that ARTC is looking to divest some or all of its landholdings in the vicinity of the Bromelton landfill.

The portion of land required to include Council's road upgrade, and to unlock the development potential of the State Development Area, may be in the vicinity of \$10m-\$20m in value (to be formally assessed).

Given the broader strategic importance of Council's Bromelton site from a regional development perspective, Council requires assistance from the Queensland Government as follows:

- Prioritising currently funded studies into roads upgrades - as per Council's preferred option to support additional volumes of material being taken to and from the Bromelton Landfill to enable use of a Mt Lindsay Highway bypass by 2026;

Providing assistance to Council in funding, and management if required, for land acquisition of selected parcels of land currently owned by ARTC to unlock the development potential of the state Development Area, and development of local roads also supporting the

12. RELIABLE TELECOMMUNICATIONS AND INTERNET CONNECTIVITY

There is a clear requirement for improved and upgraded telecommunications infrastructure in the region.

THIS ISSUE RECEIVED CONSIDERABLE ATTENTION FROM QUEENSLAND AND AUSTRALIAN GOVERNMENTS FOLLOWING THE 2019/20 BUSHFIRE SEASON, HOWEVER STAKEHOLDERS CONTINUE TO REPORT GAPS IN CONNECTIVITY. CURRENTLY, THE SCENIC RIM LOCAL GOVERNMENT AREA (LGA) HAS 145 IDENTIFIED MOBILE BLACKSPOTS ON THE AUSTRALIAN GOVERNMENT'S MOBILE BLACK SPOT DATABASE.



Wyaralong Dam

PO Box 25 | 82 Brisbane Street
Beaudesert QLD 4285
mail@scenicrim.qld.gov.au | 07 5540 5111