



**Regional
Development**
Australia

LOGAN & REDLANDS INC

PURPOSE BEFORE PRICE

**ECONOMIC, SOCIAL AND
ENVIRONMENT SUSTAINABILITY FOR
REGIONAL AUSTRALIA:**

LOGAN AND REDLANDS

Disclaimer: This paper is raised to promote discussion across the Logan and Redlands Region and provided the base for the structure and content for the RDA's 25 September 2024 Forum. As such, no reliance should be placed on its contents for decision-making purposes.

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Executive Summary

The lack of coordinated planning in addressing key areas of regional development, such as infrastructure (both hard and soft), housing, healthcare, and education availability, significantly impedes the potential for value addition in regions, particularly in peri-urban areas. Without a comprehensive approach that interlinks these critical components, the overall growth and development of these regions remain stunted, affecting the quality of life and opportunities available to their residents.

By examining the interconnected challenges of these key areas, the paper aims to provide insights into how coordinated planning efforts can unlock the economic potential of peri-urban areas. Addressing the pitfalls of myopic planning, which often prioritises short-term gains over long-term sustainability, is a key focus. Through a collaborative approach involving stakeholders at all levels, including businesses, the wider community, and government entities, the paper advocates for strategic investments and policy interventions to address these pressing issues. By highlighting the importance of fair and inclusive development, the paper aims to ensure that no community is left behind in the pursuit of regional prosperity.

Introduction

This paper explores the multifaceted dimensions of regional development in Logan and Redlands, focusing on four key themes: Economic Infrastructure, Social Infrastructure, Skills and the Labour Market, and Leveraging Opportunities, including Amenities. These themes emerged from the *'Investing in SEQ summit'*, a pivotal event by Regional Development Australia Logan and Redlands (the RDA) in 2022. The summit engaged decision-makers and funders in a 20+ year vision for regional development, highlighting the importance of addressing infrastructure, social, and economic challenges in Logan and Redlands.

At the time of releasing its strategic document *'Logan and Redlands: Challenges and Opportunities for Sustainable Growth'*¹ in February 2023, RDA Logan & Redlands noted the unprecedented, concurrent impacts on Australia economic, social and natural environments over the previous two years. While there has been progress around inflation; the pandemic and interest rates the following continue to impact Australia's future direction:

- instability in geopolitical conditions;
- housing crisis;
- cost of living pressures;
- labour and skill shortages;
- disrupted supply chains;
- fires;
- floods;
- drought;
- changing work practices; and
- heightened internal migration.

Failure to allocate equitable funding to the Regions will not only deprive them of realising their full economic potential but also impede their capacity to foster sustainable growth and development. Such neglect perpetuates disparities and undermines the broader goal of fostering inclusive and balanced regional development across the nation.

According to Infrastructure Australia, trade and labour shortages are growing at the fastest rate and are expected to remain acute until 2025. It's important to note that Australia's labour shortage extends beyond high-skilled jobs.

While the impact of some of these challenges has lessened, the dynamic nature of our world continues to significantly affect the Logan and Redlands Region which demands attention be given to this often-overlooked Region.

Attachment A provides the building blocks on which this advocacy paper is based. The RDA's development work has been underpinned by in-depth research, exhaustive consultation and a tireless commitment to the Logan and Redlands Region. While drawing on previous RDA Logan and Redlands strategic and business plans, this advocacy paper builds on these previous documents rather than simply reiterating their content.

¹ Available at <https://rdaloganandredlands.org.au/images/documents/Strategic-Regional-Plan-February-2023.pdf>

In particular, it gives attention to the following key recurrent principles:

- Planning must prioritise sustainability over cost.
- Planning should focus on long-term investment rather than short-term expenses.
- An investment approach enables better identification of returns - financial, social and environmental.
- Uncertainty discourages investment, both financially and personally.

Building on these principles this advocacy paper challenges the thinking around planning for the Region noting whether Government or private, the language needs to be about investment and therefore recognise the role of *return on investment (ROI)* in decision making.

Furthermore, it is an unfortunate reality that competition dominates cooperation. Some interested parties prioritise self-interest, asking "*what's in it for me?*" This trend is particularly evident in peri-urban regions like the Logan and Redlands Region, where individuals outside the community exert significant influence, diverting attention from local issues.

Peri-urban areas, such as the Logan and Redlands Region, lie beyond the metropolitan fringe, positioned at the intersection of urban and rural dynamics. They remain within the economic and social catchment of large metropolitan areas, making them particularly vulnerable to external influences and self-interested parties.

This is not to suggest the Region exists in isolation. However, as long as regional planning and decision-making remain insular and parochial, driven by self-interest and characterised by obstructionist behaviour, the necessary vision for the South East Queensland Region to attract investment, sustain growth, and maximise synergies will continue to be stunted.

About the Region

Positioned strategically with robust infrastructure networks, the region is well-placed to attract investment and foster economic expansion, while continuing to draw and retain a growing population. Its diverse cultural landscapes provide fertile ground for innovation and entrepreneurship, enabling small businesses to thrive and contribute to local economic prosperity. The Region's natural assets present opportunities for sustainable tourism development, creating jobs and stimulating economic growth while preserving the environment. Logan's youthful demographic profile and Redlands' well-educated populace offer a skilled labour force ready to meet the demands of emerging industries and contribute to workforce innovation.

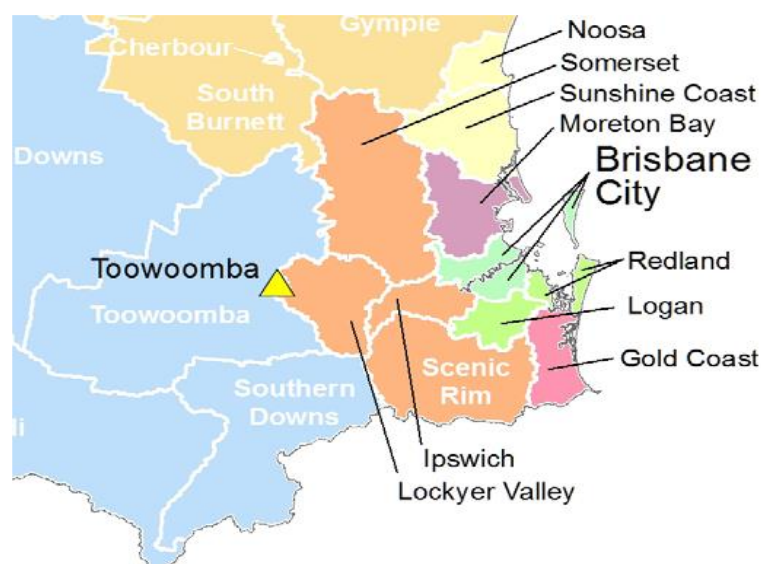
The Region is one of the most dynamic, high growth and economically, socially and environmentally important regions of Australia. Leveraging opportunities requires recognising and addressing key focus areas including:

- Addressing the growing demand for critical infrastructure such as transport, logistics, healthcare, and aged care.
- Managing the population surge through integrated policies and programs (see *Attachment B* for projected population implications).
- Tackling challenges related to affordable housing, transportation inadequacies, and access to timely and efficient healthcare and education options.
- Implementing proactive efforts to retain younger people through increased access to employment and education opportunities.

Environmental and Social Features

The boundary of the Logan and Redlands Region, comprising the Logan and Redland Local Government Areas, is at *Attachment C*. The Region is located within broader South-East Queensland (SEQ) as follows ²:

Figure 1: SEQ QLD Map



The Region extends to the Gold Coast to the south, Ipswich and Scenic Rim to the west and Brisbane to the north. Its corridors provide access to the Toowoomba, Brisbane and Gold Coast international and domestic airports, as well as the Port of Brisbane. The Region is characterised by diverse landscapes, including iconic flora and fauna, dense urban areas, industrial districts, villages, islands, rainforests, rural hinterlands, agriculture, beaches, bays, rivers, and freshwater lakes. The Logan and Redlands Region is also rich in heritage and culture, owing to its exceptionally heterogeneous population.

² Source : https://www.rda.gov.au/sites/default/files/documents/rda_map_qld.pdf

The City of Logan comprises a diverse and youthful population spread across a broad geographical area, with densely populated urban areas in the north and east and semi-rural communities in the west and south. Residents currently come from 217 cultural backgrounds and speak over 50 languages, making Logan a vibrant blend of cultures and traditions. With a median age of 34, Logan is a relatively young community compared to the broader Queensland and Australian demographics, reflecting its dynamic and energetic character.

In contrast, the Redlands is characterised by an older population, with a median age of 42, surpassing that of surrounding local government areas (LGA's). Despite its older demographic, the Redlands boasts a well-educated populace, with nearly 25% holding vocational qualifications and a further 15% possessing bachelor's degrees or higher. Additionally, the populated islands along the Redlands Coast are experiencing steady growth, with over 10,500 full-time residents estimated in 2021 across six inhabited islands.

The social demographics of the Logan and Redlands Region is summarised in the table below:

Table 1: Logan and Redlands Social Demographics

	Logan	Redlands
Median age	34	42
Aboriginal and Torres Strait population	4.2 %	2.9%
Overseas born	27.9%	23.1%
Less than 60 years of age	18.4%	27.7%
Estimations of the population by 2041	515,000	180,000

Economic Activities

The Region is predominantly comprised of small businesses, defined as those with fewer than 20 employees.

Redlands is characterised by a vibrant economy driven by a robust community of small businesses, constituting 98.4% of all companies in the Region. This high prevalence of small businesses highlights the entrepreneurial spirit and local business ethos of the Redlands. However, despite the solid local business landscape, over half of Redland City's working residents (52.3%), commute outside the Region for employment opportunities.

The economic diversity of Redlands is reflected in its top four industries by employment size, with healthcare and social assistance leading at 18.7%, followed by retail (12.9%), education and training (10.1%), and construction (10.0%). These sectors play vital roles in driving employment and economic growth in the Redlands. Along with manufacturing, these key industries significantly affect the Gross Regional Product (GRP) of Redlands, highlighting their pivotal contributions to the Region's prosperity.

Logan's economic diversity is evident in its top four industries by employment size, with construction leading at 19.9%, followed by healthcare and social assistance (12%), retail (10.4%), and education and training (9.0%). These sectors serve as pillars of employment and economic activity in Logan. Moreover, the Gross Regional Product (GRP) of Logan is shaped by critical industries such as healthcare and social assistance, construction, manufacturing, retail trade, education and training, and wholesale trade, underscoring their significant contributions to the Region's economic vitality.

Despite their economic vibrancy, both Logan and Redlands face numerous challenges. The commuting of workers to areas outside the Logan and Redlands Region suggests a disconnect between local job availability and workforce needs. Additionally, the Region grapples with various social and economic issues, including insufficient infrastructure and difficulty accessing essential services, particularly on the Redlands islands.

These challenges hinder social inclusion, exacerbate economic disparity, and impede sustainable development efforts. Furthermore, the reliance on external employment markets poses risks to the Region's economic resilience and long-term viability.

Addressing these challenges demands proactive planning focused on purpose rather than price, necessitating collaborative efforts and strategic investments. Planning must prioritise targeted investments in infrastructure, job creation initiatives and essential services to ensure inclusive growth and prosperity in the Logan and Redlands Region.

Recognising that effective planning involves making long-term investments that benefit the community rather than solely considering immediate costs is crucial. By prioritising investment over cost and fostering collaboration, the Region can overcome challenges, improve infrastructure, create local job opportunities, and enhance access to essential services, thus promoting inclusive growth and prosperity for all residents.

Key Attraction Features

Strategic Location: Positioned within the broader South East Queensland Region, Logan and Redlands connect major urban centres and transportation networks. The Region's strategic proximity to crucial economic hubs and natural assets presents economic growth, trade and tourism opportunities.

Economic Contribution: The Region's diverse economic activities, including small businesses, manufacturing, healthcare and retail trade contribute significantly to the regional and national economy. Regional development initiatives enhance key sectors' economic productivity, job creation and innovation.

Social Inclusion: Regional development efforts in the Logan and Redlands Region promote social inclusion, cohesion and equity by addressing social disparities, supporting multicultural communities and providing access to essential services and amenities for residents of all backgrounds and ages.

Environmental Sustainability: Sustainable regional development entails preserving and enhancing the natural beauty and environmental resilience of Logan and Redlands, ensuring the long-term sustainability of ecosystems, biodiversity and recreational amenities for future generations.

Ensuring Sustainable Development: Addressing Risks and Embracing Opportunities

Neglecting or excluding regional development in Logan and Redlands based on a false economy poses significant risks to both the region and the broader community.

Economic Decline: Neglecting investment infrastructure, skills development and economic diversification restrains growth opportunities and weakens the Region's economic resilience, potentially resulting in job losses, reduced business competitiveness and declining living standards.

Social Disparities: Failure to prioritise social infrastructure and community development initiatives exacerbates social inequalities, fuelling social tensions, reducing social cohesion and diminishing the quality of life for residents, particularly among marginalised communities.

Environmental Degradation: Ignoring environmental sustainability measures can result in irreversible damage to natural ecosystems, loss of biodiversity and increased vulnerability to environmental hazards such as floods, fires and droughts. This threatens the Region's ecological integrity and compromises the well-being of its residents and the broader community.

The case studies of Chicago's rapid growth and the Netherlands' land reclamation demonstrate the benefits of purposeful investment in infrastructure and regional planning (*Attachment D*).

Like Logan and Redlands, Chicago witnessed substantial population growth. However, this demographic expansion was accompanied by economic development, facilitated by deliberate investments in transportation infrastructure. By investing in railways and canals, Chicago became a major transportation hub, fostering economic growth and urbanisation.

This highlights the potential for Logan and Redlands to stimulate economic development and population growth through targeted investments in transportation and other key infrastructure.

The Netherlands' history of land reclamation demonstrates the benefits of proactive planning and investment in managing environmental challenges. Similarly, Logan and Redlands face environmental risks such as flooding, making it crucial to invest in infrastructure that enhances resilience to natural hazards. By implementing measures to mitigate flood risks, such as improved drainage systems or coastal defences, Logan and Redlands can also protect communities and infrastructure from potential disasters.

Drawing from these insights, the benefits of making investments at crucial times become evident. From here, it becomes abundantly clear that neglecting to invest in essential infrastructure only compounds future expenses. While it is impossible to quantify now, what is certain is that our future generations will foot the bill.

The Policy Environment

The RDA Logan and Redlands identified and has been taking forward its strategic themes since 2020 (details are addressed in *Going Forward: Broadening the impact zone* below). The themes are consistent with the Australian Government’s revised RDA Charter ³, *Regional Investment Framework* ⁴ and key regional priorities ⁵ as follows:

Table 2: Strategic Themes RDA vs Commonwealth

RDA Logan and Redlands strategic themes	Australian Government’s Regional Investment Framework	Australian Government’s key regional priorities
Infrastructure – Economic	Investing in places	Infrastructure Investment
Infrastructure – Social	Investing in people	Economic Development
Education, Skills and the Labour Market	Investing in industries and local economies	Skills and Ready Workforce
Leveraging opportunities including amenities	Investing in services	Environmental and Natural Assets

Of specific relevance are the Australian Government’s revised RDA Charter and Regional Investment Framework (RIF). Under the Charter, RDAs will:

- focus their activities and strategy on delivery of the RIF in their region, including investment in people, places, services, and industries and local economies;
- support regional stakeholders, including local government and the not-for-profit-sector, to seek grant opportunities that advance strategic regional priorities;
- support decarbonisation efforts and the transformation to a net zero economy and enable regional linkages between sectors to achieve these aims;
- build the evidence for economic development, including innovation and diversification strategies;
- facilitate meaningful engagement across the three levels of government to ensure investments deliver better outcomes for regions;
- contribute relevant data and local intelligence to support the evidence base to inform regional development strategies, program design and policy responses; and

³ Available at <https://www.rda.gov.au/sites/default/files/documents/rda-charter.pdf>

⁴ Available at www.infrastructure.gov.au/sites/default/files/documents/regional-investment-framework-july2023.pdf

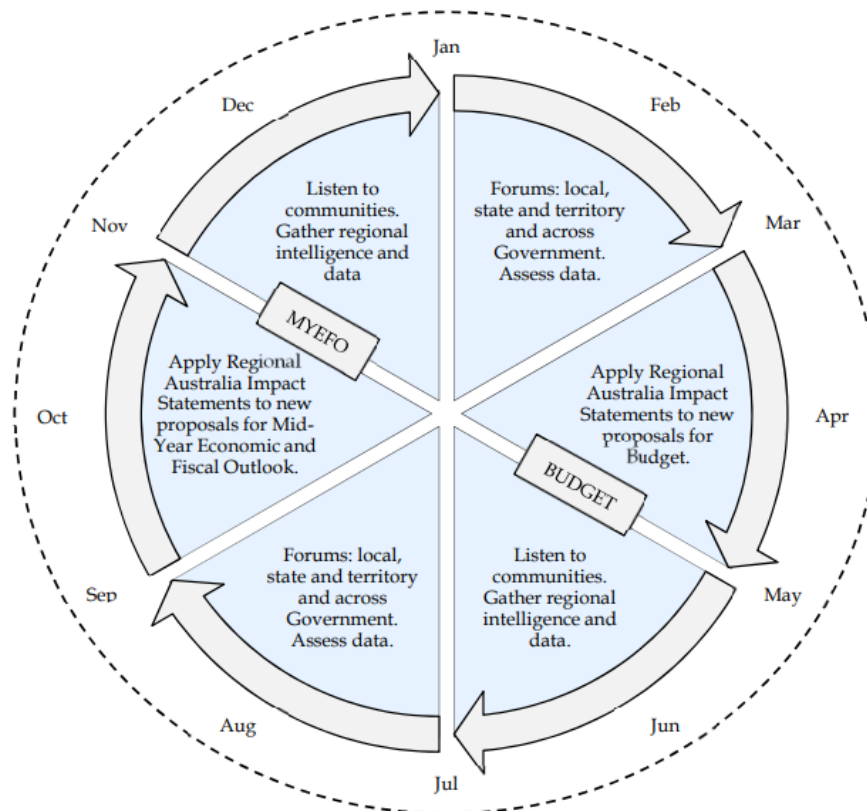
⁵ Available at <https://www.rda.gov.au/sites/default/files/documents/priorities-matrix.pdf>

- use their local, cross-sector expertise and regional voice to:
 - collaborate with integrity, transparency, respect and accountability;
 - engage with diverse communities, especially First Nations people;
 - support the Government’s ambition of ‘no one held back and no one left behind’; and
 - support gender equality opportunities in their regions.

The full Regional Investment Framework is in *Attachment E*. The Australian Government has widely disseminated the following representation of the implementation of the Regional Investment Framework:

Figure 2: Implementation of the Regional Investment Framework

Implementing the Regional Investment Framework through the Budget cycle



The Australian Government has tasked Regional Development Australia Committees with supporting the successful implementation of this Framework, which will guide a coordinated approach to regional development, underpinned by local engagement.

This cycle is being used as the framework through which RDA Logan and Redlands is releasing this Advocacy Paper, *Purpose Before Price; Economic, Social and Environment Sustainability for Regional Australia: Logan and Redlands*.

Additional inputs from the Australian Government include:

- The release of the Australian Government’s 2023 Intergenerational Report on 24 August 2023, projecting the outlook of the economy and the Australian Government’s budget until 2062 to 2063.
- The release of "Working Future: The Australian Government’s White Paper on Jobs and Opportunities" on 25 September 2023, outlining the Government’s vision for a dynamic and inclusive labour market, which aims to provide opportunities for secure and fairly paid work, fostering growth for individuals, businesses and communities with the following five objectives:
 1. Delivering sustained and inclusive full employment
 2. Promoting job security and strong, sustainable wage growth
 3. Reigniting productivity growth
 4. Filling skills needs and building our future workforce
 5. Overcoming barriers to employment and broadening opportunity

On 14 November 2023, the Australian Government announced it will invest in projects that only the Commonwealth can– those shaping cities, regions, and the nation.

It includes the following as its purpose:

“The Australian Government is committed to focusing on delivering nationally significant land transport projects in partnership with its stakeholders and taking a strategic view of its investments and the infrastructure pipeline”⁶.

This Policy Statement:

- defines nationally significant transport infrastructure;
- sets out three strategic themes (Productivity and Resilience, Liveability and Sustainability) that will guide the Government’s investment decisions in nationally significant infrastructure; and
- outlines how the Government will put these themes into action and leverage unique opportunities to deliver its policy objectives.

Transport infrastructure should not be an end in itself – when properly planned and targeted, it is an enabler that helps us unlock a range of significant economic, social and environmental objectives.

The Government considers nationally significant transport infrastructure projects to comprise projects which require a clear role for the Commonwealth, and include at least two of the following characteristics:

⁶ <https://www.infrastructure.gov.au/sites/default/files/documents/infrastructure-policy-statement-20231114.pdf>

- an Australian Government contribution of at least \$250 million; and/or
- alignment with Government priorities as articulated in this document; and/or
- situated on or connected to the National Land Transport Network and/or other key freight routes, such as those identified in the National Freight and Supply Chain Strategy; and/or
- supporting other emerging or broader national priorities such as housing, defence, the development of critical mineral resources and Closing the Gap.

As previously advised, the Australian Government released its Regional Investment Framework to guide its approach to how the Australian Government delivers regional investment – valuing local voices and priorities, being informed by and building the evidence, operating with flexibility, integrity and transparency, and coordinating across governments to make investments work better for regions. It provides an integrated and coordinated framework for regional development regardless of a region’s economic circumstances.

Guiding Principles of the Framework to be applied across all Australian Government investments in all regions are:

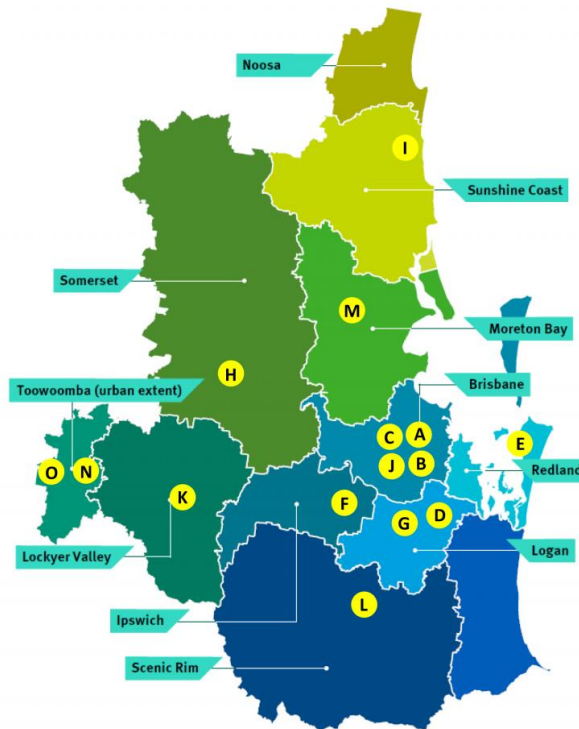
- Realising the Government’s ambition of *“no one held back and no one left behind”* requires specific regional investment across all portfolios.
- Australia’s regions and their economies are diverse, with each having unique strengths and challenges.
- Delivering on the potential of regional Australia requires building on each region’s unique strengths, including helping regions undergoing significant economic change to transition or adapt to specific structural challenges.
- Place-based decision making that draws on the experience of local government alongside regional bodies must guide investment in our regions.

This Framework must operate within the broader Infrastructure Policy Statement discussed above.

An equally important impact is the rollout of Australian Government grants and programs. However, the lack of precision in locational recognition, focusing solely on broad regional or urban distinctions is unfortunate. As a peri-urban area, the Logan and Redlands Region has missed out on merit based, competitive programs for 2022 to 2024. This is particularly critical as the approaching Olympic and Paralympic Games present opportunities for economic, social, and environmental legacy, which are currently being missed.

The SEQ City Deal coordinates collaboration between the three levels of government in partnership with the private sector. The latest available information is as follows:

Figure 3: Shaping SEQ Project Map



A	Kangaroo Point Green Bridge	I	Blue Heart Sunshine Coast
B	Brisbane Metro – Woolloongabba Station	J	First Nations Cultural Centre Detailed Business Case
C	Brisbane Metro – South Bank Transport Study	K	Water Initiatives in the Lockyer Valley
D	Loganlea-Meadowbrook Infrastructure	L	Bromelton State Development Area Business Case
E	Dunwich Ferry Terminal Upgrade	M	Growth Area Compact
F	Ipswich to Springfield Public Transport Corridor Options Analysis	N	Toowoomba Railway Parkland
G	Southern Gateway Strategic Corridor Planning	O	Wellcamp Entertainment Precinct
H	Brisbane Valley Highway Safety Upgrades	P	Region-wide reform initiatives are not mapped

(D and G relate to the Logan LGA and E relates to the Redland LGA)

ShapingSEQ 2023 is the Queensland Government's strategic blueprint for managing growth in South East Queensland, focusing on accommodating future population expansion and improving community sustainability. Effective since 15 December 2023, it builds upon ShapingSEQ 2017. Simultaneously, the December 2023 revision of the South East Queensland Infrastructure Plan aims to expedite the delivery of targeted infrastructure to support the region's growth, aligned with ShapingSEQ.

This plan includes accelerating the South East Queensland Infrastructure Supplement (SEQIS), which coordinates regional infrastructure to support growth and housing supply in SEQ, while also leveraging opportunities presented by the Brisbane 2032 Olympic and Paralympic Games. SEQIS represents the Queensland Government's initial infrastructure planning response to the growth needs and land-use amendments outlined in ShapingSEQ 2023.

The purpose of SEQIS is to:

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

The implementation actions are categorised into five themes:

1. Digital-driven infrastructure planning
2. Infrastructure coordination to support growth
3. Facilitate infrastructure to underpin industrial land use
4. Improving centre accessibility
5. Infrastructure planning and design to ensure density is done well.

Maximising the Brisbane 2032 opportunity is a key driver of change identified in SEQIS. The infrastructure investment program aims to catalyse long-term, sustainable growth for Queensland cities and regions by expediting infrastructure and urban development plans based on the review of Brisbane 2032 Olympic and Paralympic venue infrastructure.

It's important to note that SEQIS does not represent a final infrastructure plan responding to ShapingSEQ 2023. Rather, it lays the groundwork for the SEQ Infrastructure Plan (SEQIP), scheduled for development in 2025.

Additionally, the LGAs of Logan and Redlands have their own plans as follows:

Logan City

- Logan Plan 2025
- Logan Council Destination Management 2023-28
- Logan Natural Environment Strategy 2021-2031
- Logan Community Infrastructure Strategy 2019-2041
- Logan Transport and Infrastructure Strategy (Way2Go) 2018
- Logan Corporate Plan 2021-26
- Economic Development Strategy 2022-27

Redland City

- Redland City Council 25-year plan
- Redland Destination Management 2023-28
- Redland Corporate Plan to 2026
- Redland Economic Development Strategy 2014-41
- Redlands: The Stronger Communities Strategy and Young People's Action Plan 2024-27
- Redlands Housing Strategy to 2046 (Draft)

The final lens to be looked through in a policy context is investment. The Australian Government's Infrastructure Investment Policy Statement specifies that nationally significant transport infrastructure projects are those that require a clear role for the Commonwealth and meet specific criteria (see pages 13 to 14 above).

A more innovative application is needed to access some of the total superannuation assets of \$3.5 trillion (at the end of the June 2023 quarter) and would move behaviour from a cost drive to an investment drive in infrastructure investment.

Finally, as RDA Logan and Redlands pursues its agenda over the next 18 months within the policy environment, it's essential to recognise the highly political landscape:

- The Queensland Local Council elections were recently held on 16 March 2024;
- The Queensland State Election will be held on 26 October 2024; and
- The Australian Government election is to be held no later than 26 July 2025.

This environment presents opportunities rather than threats.

Going Forward: Broadening the impact zone

As noted earlier, this advocacy paper builds upon previous RDA Logan and Redlands strategic and business plans rather than duplicating their content. *Attachment F* provides an update against activities identified in these previous plans.

In October 2020, following initial broad consultations, the RDA released '*Logan and Redlands: The Centre for Economic and Employment Growth*' to widespread support. This served as the foundation for further extensive consultation with various stakeholders, including all levels of government, South East Queensland Regional Development Australia Committees, business representative organisations, businesses, community organisations, key individual stakeholders, education and training providers, and potential investors.

These consultations culminated in the September 2022 *To 2042 and Beyond: Investing in SEQ* Summit. All inputs gathered from the 2020 to 2022 period were consolidated into the Strategic Regional Plan (SRP) titled '*Logan and Redlands: Challenges and Opportunities for Sustainable Growth*', released in February 2023 and widely supported by all levels of government, the private sector, and the community.

Broadly, this work identified four strategic themes included in the Strategic Regional Plan, aligning with the Australian Government's revised RDA Charter (July 2023), Regional Investment Framework (May 2023) and key regional priorities (see page 11 above for details).

From 2023-24, the RDA Board's priority has been to advance the Strategic Regional Plan including through continuing its consultations, focus groups and discussions across the Logan and Redlands Region. The specifics of this work are guided by the RDA's 2023-2024 Business Plan, which has been accepted by the Australian Government. This phase involves practical actions to implement the strategic vision. The implementation of this Plan through key stakeholder meetings across the region has reaffirmed the findings of previous consultations. This reinforces confidence that the correct priorities are being identified but also highlights that the required work will exceed the region's current capacity.

The RDA Board's focus for 2023-24 remains on long-term (20+ years) strategic enabling issues. The RDA's role is not to duplicate or compete with specific local initiatives but to identify and advocate for key areas in the Logan and Redlands Region and the broader South East Queensland Region. This approach aims to avoid failure factors that could result from short-sighted planning, such as the need for better infrastructure and services to accommodate increased population and traffic, including mobility, health, education, cultural, and sports facilities.

Necessary Actions and Next Steps

The above lays the groundwork for understanding the economic, social and environmental conditions within and impacting the Logan and Redlands Region. To give substance to this context, it is crucial to outline the specific actions that need to be taken.

The target audience for this paper includes businesses, the wider community, and all levels of government, with specific advocacy directed towards the Australian Government regarding the implementation of the Regional Investment Framework for both the Logan and Redlands Region and the broader South East Queensland Region.

This advocacy will align with the requirements for the RDA to focus on delivering the Regional Investment Framework, which encompasses investment in people, places, services, and industries, as well as local economies. Additionally, it will involve building evidence for economic development, including innovation and diversification strategies, fostering meaningful engagement across government levels to ensure effective investments, and providing relevant data and local intelligence to inform regional development strategies, program design, and policy responses.

It is important to note the current focus on environmental, social and governance (ESG) which indicates how companies score on responsibility metrics and standards for [potential investments](#)⁷. Environmental criteria gauge how a company safeguards the environment. Social criteria examine how it manages relationships with employees, suppliers, customers, and communities. Governance measures a company's leadership, executive pay, [audits](#), [internal controls](#) and shareholder rights.

In addition, the mindset for considering the way forward demands an understanding of the connectedness of issues. For example, juvenile offenders are more likely to have been the subject of socio-economic disadvantage, neglect, and residential instability; to have lived in crowded dwellings; and to have experienced interrupted or sporadic participation in formal education⁸.

Several crucial issues need addressing to facilitate the goals needed to create the balance between economic development, social investment and environmental sustainability, including:

- **Integration of Plans:** Harmonising various plans at national, state, provincial, and private levels.
- **Addressing Myopic Planning:** Tackling issues like cross-region competition and insufficient planning for purpose, often resulting from an exclusive cost-focused approach rather than investment planning.

⁷ <https://www.investopedia.com/terms/e/environmental-social-and-governance-esg-criteria.asp>

⁸ 5th Annual Juvenile Justice Summit, Rydges Melbourne: Tuesday 25 March 2014, Judge Peter Johnstone, President of the Children's Court of NSW, "Emerging Developments in Juvenile Justice".

- **Exploring Alternative Investment Sources:** Considering avenues like superannuation funds to drive the shift from cost to investment-oriented planning.
- **Highlighting Ramifications of Inaction:** Emphasising the economic, social, and environmental consequences of neglecting disaster mitigation efforts.
- **Establishing KPIs and an M&E Framework:** Setting up Key Performance Indicators and a comprehensive Monitoring and Evaluation Framework.
- **Integrating Economic, Social and Environmental Issues:** Ensuring holistic consideration of dependencies and strategies' vulnerability, including distinguishing between disaster management and mitigation.
- **Addressing Funding Inadequacy:** Resolving funding shortfalls in for the Redlands and Logan Region.
- **Revisiting Peri-Urban Definitions:** Reviewing definitions and treatment of peri-urban areas in planning processes.
- **Ensuring Fair Treatment of Thin Markets:** Avoiding exploitation of thin markets and ensuring equitable resource allocation.

It is important to note that the revised population figures (*Attachment G*) represent a shift in degree rather than kind. Despite the downward revision, the magnitude remains sufficient to underscore population growth as a significant issue.

Peri-urban refers to areas beyond the metropolitan fringe, at the interface between city and country but within the economic and social catchment of a large metropolitan area – an apt description of the Logan and Redlands Region.

The exclusion of the recognition of peri urban areas in under development grants such as the *Urban Precincts and Partnership Program* (and similar) means under a “*greater capital city statistical area*” definition, Logan and Redland LGAs will be competing against Brisbane LGA under a co-contribution funding model. This will be a comparative disadvantage based on varying LGA wealth and social disadvantage. The unintended consequence of further disadvantaging the already disadvantaged may arise calling to account the “*no one gets left behind*” aim of the Regional Investment Framework.

For instance, under the Regional Precincts and Partnerships Program, Gold Coast has a remoteness classification of “Major Cities of Australia” and an “eligible” eligibility rating. This compares unfavourably with other areas classified as follows:

- Toowoomba has a remoteness classification of “Inner Regional Australia” and an “eligible” eligibility rating;
- North Stradbroke Island has a remoteness classification of “Remote Australia” and an “excluded” eligibility rating;
- Russell Island has a remoteness classification of “Outer Regional Australia” and an “excluded” eligibility rating; and
- Jimboomba has a remoteness classification of “Major Cities of Australia” and an “excluded” eligibility rating.

Efforts to ensure fair and inclusive development must address disparities in eligibility criteria.

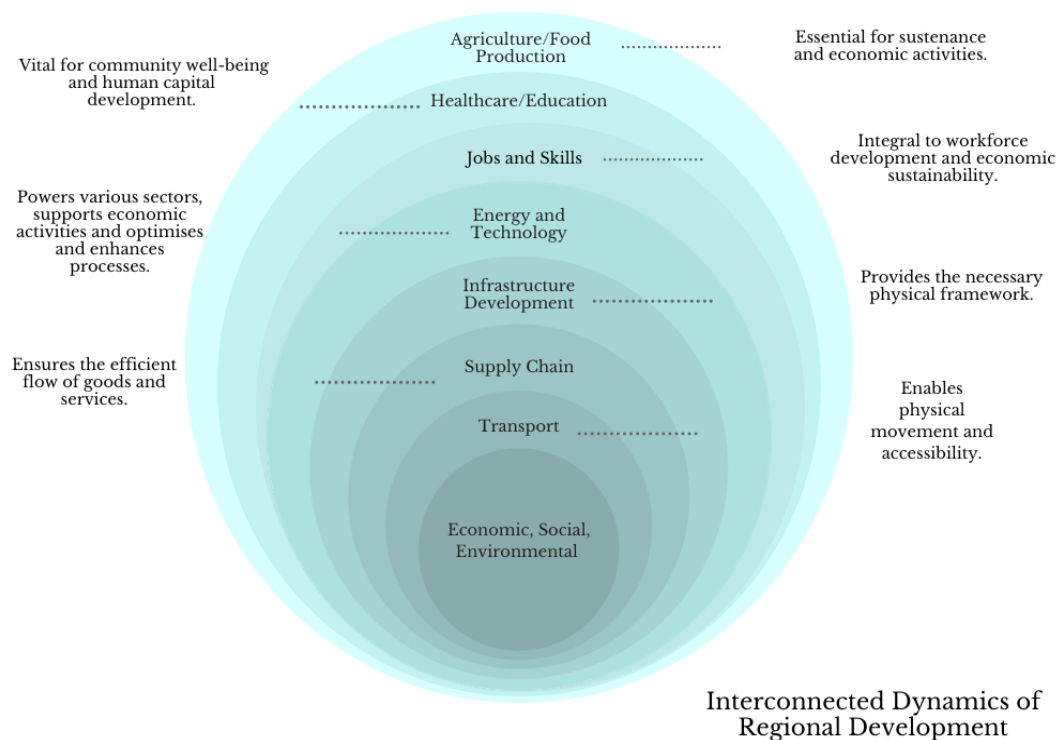
Currently, the Australian Government's allocation of grants and programs excludes areas other than regional or urban. Consequently, Logan and Redlands have been unable to access merit-based, competitive programs for 2022-23 and 2023-24. This exclusion is critical given the missed opportunities for economic, social and environmental legacy associated with the upcoming Olympic and Paralympic Games.

This oversight carries profound implications for peri-urban areas, exacerbating existing disparities and hindering their ability to function optimally. Essential services are constantly squeezed, focusing on output rather than the quality of service they are meant to provide. As a result, these areas are at best functioning rather than thriving and often overshadowed by their neighbours — the "major cities."

The discussion highlights the importance of identifying both intended and unintended consequences of plans and decisions affecting the Logan and Redlands Region. The extensive range of Stakeholder Engagement Forums held by the RDA over five years has identified key common issues. While mobility within the Logan and Redlands Region is a dominant impediment to economic growth and social sustainability, it operates within a broader ecosystem and cannot be analysed in isolation from other key issues.

The below diagram illustrates the interconnectedness of economic, social, and environmental factors, highlighting their collective impact on regional development.

Figure 4: Interconnectedness Dynamics of Regional Development Diagram



The central circle symbolises the unity of these essential dimensions. Expanding outward, the first outer circle focuses on "transport" due to its recognised substantial influence on other sectors. This highlights the crucial role of mobility as a key link, shaping accessibility and facilitating the seamless movement of people, goods and services. Beyond "transport," each concentric circle represents additional sectors strategically placed to emphasise their significance in regional development.

Together, these circles portray the interconnected dynamics that shape the broader landscape of regional growth. The diagram offers a visual representation of how various sectors work together to influence and drive regional prosperity.

While this approach lends some integrity to understanding the components that must come together, more is needed to ensure the identification of intended and unintended consequences of plans and decisions within and impacting the Logan and Redlands Region and more broadly.

The strategic challenge is to make sure the current and future pipeline of activity across the Logan and Redlands Region is nourished, delivers benefits as expected and/or is as sustainable as should be the case due to the surrounding environment being considered and planned. This reflects the RDA's role is not to duplicate or compete on specific local initiatives but rather to identify and advocate on behalf of the Logan and Redlands Region and the broader South East Queensland Region on key areas of focus to avoid building in failure factors resulting from a myopic approach to planning, a competitive approach to prioritising, positioning between LGAs etc.

The headline findings from the RDA's stakeholder engagement work can be summarised as follows:

Transport Challenges: Transport infrastructure poses a significant challenge, affecting not only mobility and accessibility but also the success of various sectors. Efficient transport is crucial for labour market development, upskilling and the Region's economic prosperity and competitiveness.

Connectivity Hurdles: Traveling between Redlands and Logan is difficult due to a geographical divide, hindering economic, educational, and cultural interactions. Over 70% of the population rely on personal vehicles for daily commutes. Improved connectivity is essential to unlocking the Region's potential.

Missed Tourism Opportunities: The Region's unique characteristics and attractions remain underutilised. By leveraging natural beauty and increasing short-term accommodations, tourism can support economic growth and cultural exchange, attracting visitors to the area rather than just passing through.

Long-Term Vision Lacking: Stakeholders' express concerns over the lack of a comprehensive, long-term vision for the Region's development. Sustainable growth and resilience require a clear, forward-looking roadmap to guide planning and resource allocation and local accountability.

Myopic Planning: Short-sighted decision-making focused on immediate needs often overlooks long-term implications, potentially limiting the Region's future capacity to thrive and reducing the investment impact.

Preparing for Tourism Influx: With the 2032 Olympic and Paralympic Games approaching, there is concern about the Region's readiness to handle the anticipated surge in tourists and the resultant infrastructure demands. This highlights the need for strategic development to prepare for this significant event and, arguably more importantly, provide long term meaningful legacy that contributes to economic development, social investment and environmental sustainability.

Pressure on Existing Infrastructure: Existing infrastructure is under significant strain, affecting transport networks, public services and community amenities. The Region must address the challenge of accommodating growth while ensuring infrastructure evolves accordingly.

In challenging the prevailing thinking on regional planning, whether by Government or the Private sector, it is imperative to emphasise investment language and recognise the significance of Return on Investment (ROI) in decision-making. Past planning, rooted in "cost" rather than investment, has highlighted deficiencies amid population growth and its associated impacts. This has led to additional upgrade and maintenance costs, which could have been mitigated through an initial "investment" planning model.

This perspective sheds light on some public positioning that may be more assumed than real. In November 2023, the Australian Government expressed its commitment to collaboration with the local government sector, stating, "*We are serious about working with the local government sector.*"

However, local government planning often exhibits myopic tendencies, characterised by cross-regional competition and a lack of purposeful planning, further exacerbated by a prevalent reliance on cost-based planning rather than investment-oriented strategies. This is compounded by the hierarchical approach state governments adopt in their dealings with local governments.

In addition, it is reasonable to assume some degree of failure will continue to be built into infrastructure and amenities planning in the absence of a focus on:

- population;
- skills (for need rather than certification) including a skilled workforce;
- housing;
- mobility (vehicular and general mobility reflecting commerce and trade, tourism, social and specific such as school traffic);
- safety for aged and young in particular;

- education;
- health;
- social services;
- retail;
- supply chains (including food);
- the environment; etc.

Across stakeholder meetings, local council plans and RDA research in Logan and Redlands, striking similarities emerge despite regional differences. These shared concerns revolve around key issues consistently highlighted, including the tendency to approach planning from a cost perspective rather than an investment one.

Research by RDA and stakeholder insights reveal a predominant focus on evaluating upgrade costs in planning for Logan and Redlands. Unfortunately, this approach often treats upgrades as expenses rather than investments in long-term regional well-being.

This cost-centric mindset overlooks potential benefits and returns from strategic infrastructure and community investments. Contrarily, an investment-oriented approach anticipates greater returns over time, whether economically or in societal gains.

Justifying infrastructure neglect in regional and peri-urban areas due to thin markets is ethically and practically flawed. Governments should ensure equitable access to services and promote inclusive growth, viewing these areas as opportunities for development rather than hindrances.

These common concerns, although not new, are critically important. The fact that they have been recurrently discussed in the RDA's 2023 to 2024 Business Plan and recent strategic plan underscores their urgency. Regional stakeholders and local councils must collaborate, transcending regional differences and work together to capitalise on shared opportunities for growth and development.

In addition, the Logan and Redlands Region holds significant economic, social, and environmental opportunities as outlined in the Strategic Regional Plan. However, these prospects face obstacles such as vulnerable supply chains, inadequate mobility corridors and limited training opportunities.

To unlock the Region's economic potential, priority should be given to enhancing access to training, infrastructure, and investment.

Clarity within key policies is crucial for meaningful engagement with local businesses and communities to avoid unintended consequences and downstream costs. For instance, relying on outdated transport solutions exacerbates congestion issues instead of prioritising innovative, environmentally friendly public transport options (see Attachment H for map of current inadequate availability), particularly with the impending Olympic and Paralympic Games.

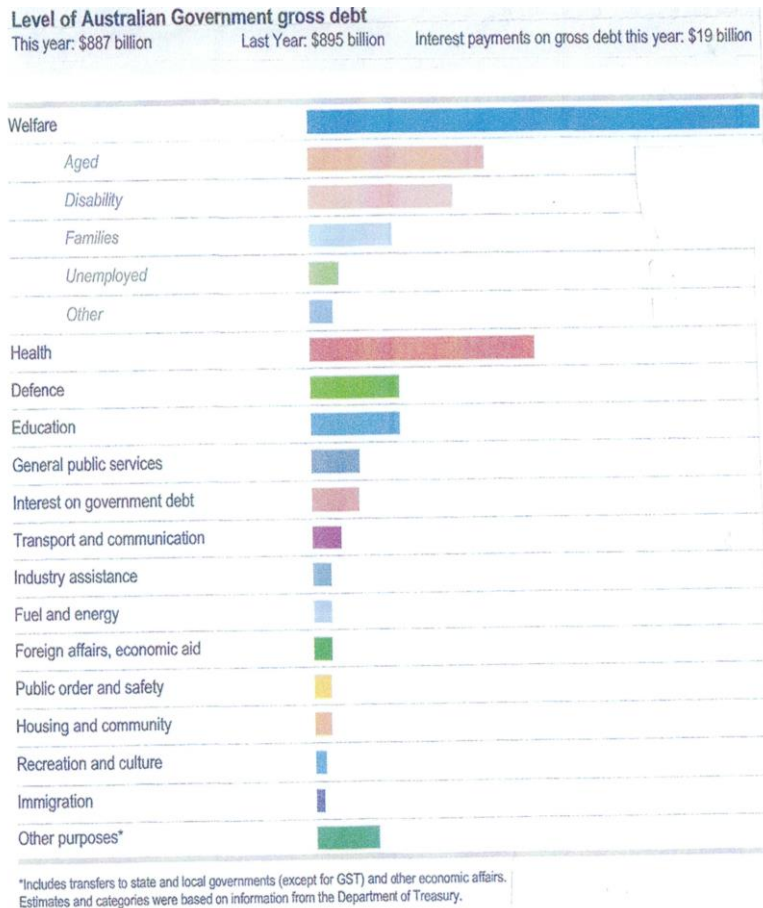
The RACQ's Red Spot Congestion Survey underscores the pressing need for improved transport infrastructure, with several orbital motorways in South East Queensland ranking among the most congested roads.

Following the NDIS review, proposed changes aim to tighten eligibility criteria and introduce foundational supports, but the lack of clarity surrounding these supports raises concerns. Without clear details, it's difficult to assess their effectiveness in addressing the needs of individuals with disabilities, especially in substantially disadvantaged regions like Logan and Redlands. The Beenleigh NDIS Detailed Market Dashboard (Attachment I) shows poor results for the Region against benchmarks 9. This uncertainty may adversely affect vulnerable members of the community.

In order to visualise the impacts of the inadequacy of attention on an investment planning model, the following table provides the breakdown of the Australian Government 2022 to 2023 debt:

Figure 4: Australian Gov Debt Breakdown 2022-23

⁹ <https://data.ndis.gov.au/reports-and-analyses/market-monitoring/market-monitoring-qld>



More investment focussed planning should reasonably be expected to focus on better balancing the areas of debt creation by supporting people to improve their ability to work (skills, infrastructure support etc) to generate a better return in the form of a wider tax base.

Conclusion

Shifting focus from inflation control to prioritising investment planning over cost planning presents a holistic approach to achieving economic, social and environmental objectives. A singular emphasis on cost overlooks valuable investment opportunities in local development, impeding long-term growth and sustainability. This short-sightedness results in significant opportunity costs, diverting resources from productive investments to short-term savings, thus hampering economic development, innovation, and community advancement. Balancing cost-saving measures with strategic investment is imperative to foster local development and societal well-being.

For the Logan and Redlands Region, achieving long-term economic development, social cohesion, and environmental sustainability entails:

- **Infrastructure:** Significant investment in healthcare, education, and transportation infrastructure to adequately support the growing population.

- **Manufacturing:** Leveraging strategic location and transport links to lead in advanced manufacturing and industry 4.0, with greater clarity on the role of the Inland Rail in boosting growth.
- **Textile Industry:** Expanding textile manufacturing operations in Logan, offering new job opportunities and skills training.
- **Labour Force:** Addressing historically high unemployment rates, especially among youth, by focusing on upskilling initiatives.
- **Tourism:** Tapping into untapped tourism potential, from hinterland to coastline, and the Redlands Coast Bay Islands, through investments in hospitality and infrastructure.
- **Health Care and Social Assistance:** Increased investment in care facilities to support an ageing population and people with disabilities.
- **Education and Training:** Expanding tertiary education facilities and improving access to primary, secondary and vocational education to address under-served communities.

Planning should be underpinned by:

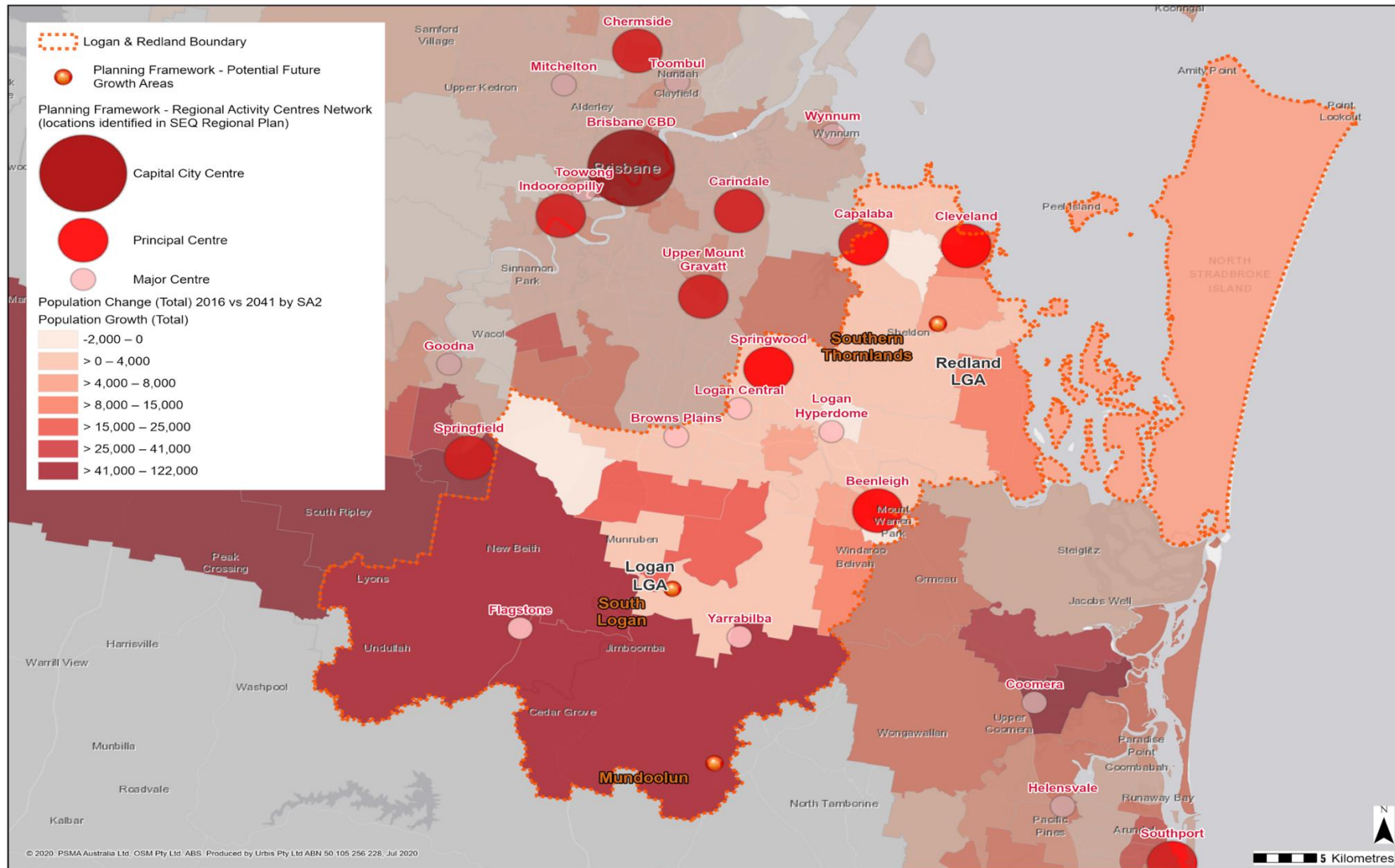
- Identifying and prioritising actions based on their economic, social, and environmental impact.
- Evaluating cost-benefit across all stakeholders rather than through a myopic lens.
- Adopting a future-oriented investment mindset.
- Considering unintended consequences.
- Analysing policies holistically.
- Acknowledging economic development, social investment, and environmental sustainability as interconnected.

Without this framework, the rhetoric of "*no one gets left behind*" appears hollow.

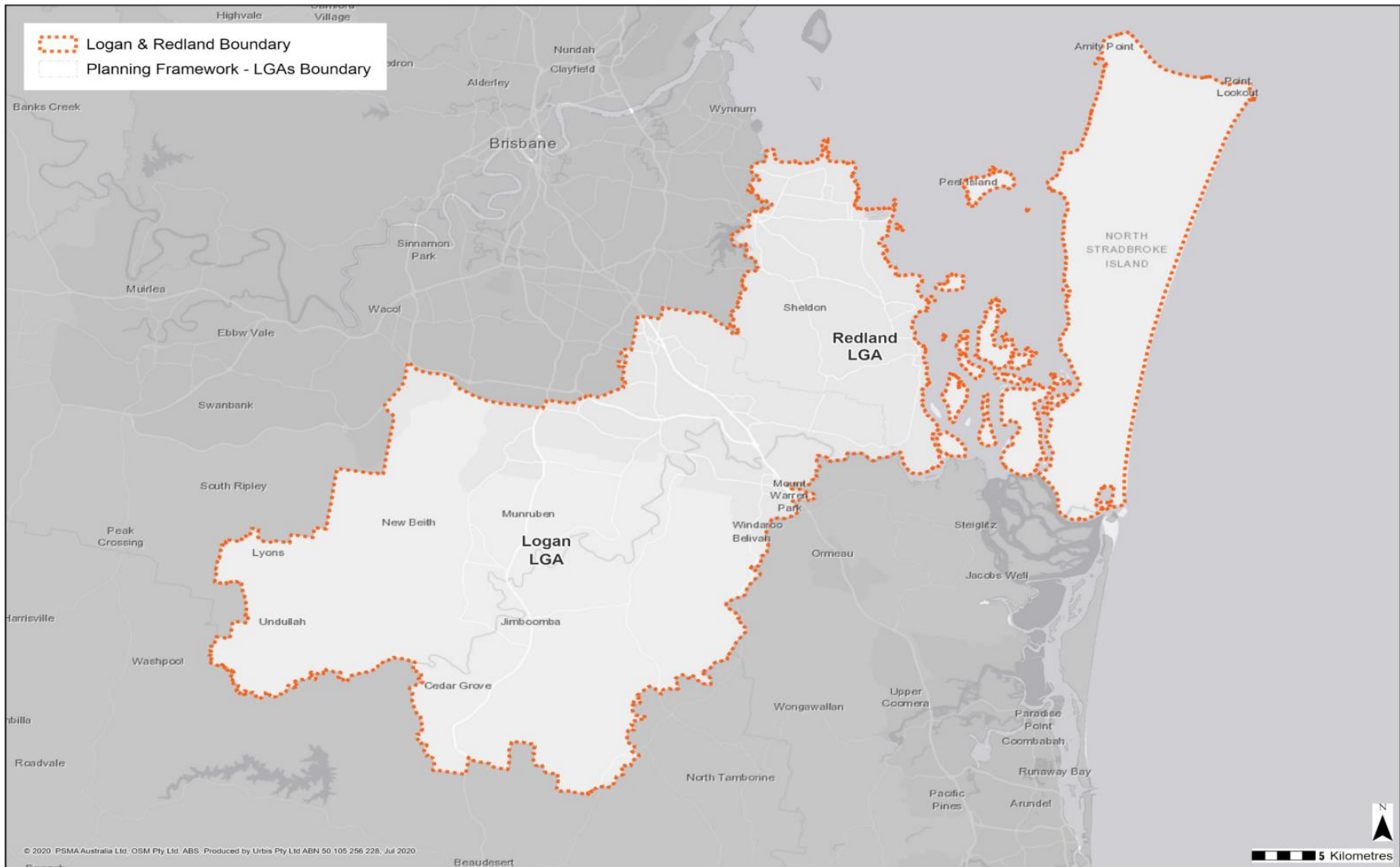
STRATEGIC DEVELOPMENT

- AUGUST 2020
Logan and Redlands: The Centre of Economic and Employment Growth for Queensland.
- SEPTEMBER 2022
Annual Report on Outcomes (Abridged 2021-2022)
- SEPTEMBER 2022
'To 2042 and Beyond: Investing in SEQ' Summit
- JULY 2022
Annual Business Plan (Abridged 2022-2023)
- SEPTEMBER 2023
Annual Report on Outcomes (Abridged 2022-2023)
- JULY 2023
Annual Business Plan (Abridged 2023-2024)
- FEBRUARY 2023
RDA Logan & Redlands - Logan and Redlands: Challenges and Opportunities for Sustainable Growth

Attachment B: Expected Areas and Extent of Population Growth Over the Period 2016-41



Attachment C: The Geography Specific to The Logan and Redlands Region



Attachment D: Case Studies – What is Achievable With and Without Vision

Case Study 1:

On 12 August 1833, Chicago had a population of about 200. Within seven years it grew to more than 6,000 people. On 15 June 1835, the first public land sales began with the City of Chicago incorporated on 4 March 1837, and for several decades was the world's fastest-growing city.

Chicago became an important transportation hub between the eastern and western United States. Chicago's first railway, Galena and Chicago Union Railroad, and the Illinois and Michigan Canal opened in 1848. The canal allowed steamboats and sailing ships on the Great Lakes to connect to the Mississippi River.

A flourishing economy brought residents from rural communities and immigrants from abroad. Manufacturing and retail and finance sectors became dominant, influencing the American economy.

To accommodate rapid population growth and demand for better sanitation, the city improved its infrastructure. In February 1856, Chicago's Common Council approved a plan to build the United States' first comprehensive sewerage system. The project raised much of central Chicago to a new grade with the use of jackscrews for raising buildings. While elevating Chicago, and at first improving the city's health, the untreated sewage and industrial waste now flowed into the Chicago River, and subsequently into Lake Michigan, polluting the city's primary freshwater source.

The city responded by tunnelling two miles (3.2 km) out into Lake Michigan to newly built water cribs. In 1900, the problem of sewage contamination was largely resolved when the city completed a major engineering feat. It reversed the flow of the Chicago River so that the water flowed away from Lake Michigan rather than into it. This project began with the construction and improvement of the Illinois and Michigan Canal, and was completed with the Chicago Sanitary and Ship Canal that connects to the Illinois River, which flows into the Mississippi River.

This example shows the value of both investing for a purpose and planning for the future (intended and unintended consequences).

Case Study 2:

Similarly, land reclamation in the Netherlands has a long history. As early as in the 14th century, the first reclaimed land had been settled. Much of the modern land reclamation has been done as a part of the Zuiderzee Works since 1919.

According to a 2007 study by Calvin College Michigan (USA), about 65% of the country would be under water at high tide if it were not for the existence and the country's use of dikes, dunes and pumps. Land reclamation in the 20th century added an additional 1,650 square kilometres (640 sq mi) to the country's land area. Of the country's population, 21% lives in the 26% of the land located below mean sea level.

Case Study 3:

Conversely, there is criticism over the decision to spend billions of dollars replacing an unsafe 20-year-old dam before completing a business case for the scheme. The dam was built in 2005 to serve the surrounding agricultural industry, but it was found to be at risk of collapse in 2019 due to

engineering mistakes, including the use of a new concrete construction method. It has been determined by experts the dam could not be repaired or reinforced.

Case Study 4:

Further, substantial work has been carried out over the past several years on the M1 through Brisbane and Logan. Further planning is underway for the Pacific Motorway (M1) – Daisy Hill to Logan Motorway upgrade. This section of the M1 cannot accommodate current traffic volumes and, as a result, experiences frequent and prolonged periods of congestion and poor travel time reliability.

Current advice notes that "Work on the business case for the Daisy Hill to Logan Motorway upgrade commenced in late 2021 and was completed in June 2023. At this stage in planning, there are no fixed timeframes for delivering the project." Had the initial planning been investment-focused, the project might have been better executed, with the main South East Queensland corridor designed for future needs rather than present constraints.

Such shortsighted, cost-driven planning must be avoided when developing an interconnected, accessible, and safe public transport system. This requires innovative technologies and more efficient, socially and environmentally friendly solutions like tunnels, bridges, and flyovers.

Case Study 5:

The Olympic and Paralympic Games present a significant opportunity for the region. The Council of Mayors (SEQ) Feasibility Study found hosting the Games in South East Queensland feasible, likely to generate substantial economic and community benefits. The 2032 Olympic and Paralympic Games Value Proposition Assessment highlights recent reforms by the International Olympic Committee (IOC), promoting innovative, cost-effective, and sustainable Games concepts.

It is indefensible to waste time on self-aggrandising plans for new builds under the guise of "legacy."

The debate around rebuilding the Gabba versus constructing a new stadium at Victoria Park exemplifies this issue. Real legacy should align with the original feasibility study's vision, setting a framework for a comprehensive mobility strategy. Rebalancing this debate could provide a genuine, broad-based legacy for the entire South East Queensland Region.

Attachment E: Australian Government Regional Investment Framework



Regional Investment Framework

The Australian Government's approach to supporting strong and sustainable regions.

Purpose

The Framework is a new approach to how the Australian Government delivers regional investment – valuing local voices and priorities, being informed by and building the evidence, operating with flexibility, integrity and transparency, and coordinating across governments to make investments work better for regions. It provides an integrated and coordinated framework for regional development regardless of a region's economic circumstances.

Guiding Principles – applied across all Australian Government investments in all regions

- ✓ Realising the Government's ambition of "no one held back and no one left behind" requires specific regional investment across all portfolios.
- ✓ Australia's regions and their economies are diverse, with each having unique strengths and challenges.
- ✓ Delivering on the potential of regional Australia requires building on each region's unique strengths, including helping regions undergoing significant economic change to transition or adapt to specific structural challenges.
- ✓ Place-based decision making that draws on the experience of local government alongside regional bodies must guide investment in our regions.

Priority Focus Areas – our investments in regions will have key objectives across all Australian Government portfolios

- ✓ Meeting the needs of, and providing opportunities for, First Nations people.
- ✓ Supporting the transformation to a net zero economy and decarbonisation.
- ✓ Achieving gender equality.

Investing in People	Investing in Places	Investing in Services	Investing in Industries and Local Economies
<i>Putting people at the forefront of growth, with local voices influencing decision making.</i>	<i>Targeted and place-based investment that enables communities to thrive.</i>	<i>Investment in regional services with a focus on improving quality and accessibility.</i>	<i>Ensuring regional industries and economies are positioned for sustainable growth.</i>
<ul style="list-style-type: none"> ✓ Listening to local voices and partnering with communities. ✓ Targeted investment in skills, education, training and local leadership capacity. 	<ul style="list-style-type: none"> ✓ Supporting adaptive, accessible, sustainable and liveable regions. ✓ Delivering infrastructure where and when it is needed. 	<ul style="list-style-type: none"> ✓ Enhancing connectivity, accessibility and equity of services. ✓ Investment including across communications, health, water, and transport. 	<ul style="list-style-type: none"> ✓ Investment to help activate economic and industry growth. ✓ Supporting the conditions needed for industries to diversify and grow.

Implementation



The Framework guides the Government's approach to design and delivery of regional initiatives. It will influence decision making in Budget processes, drive meaningful collaboration across and between governments, embed data and evidence to support better outcomes, and ensure local voices are heard and influence responses.

Informed Investment

- The Commonwealth's **Budget and Mid-Year Economic and Fiscal Outlook** processes will ensure the Framework is influencing Government decision making.
- Agencies across the Commonwealth will embed the Framework's principles and priorities in their proposals, with the support of a refreshed **Regional Australia Impact Statement** process.

Coordination and Collaboration

- A new and regular forum for **engagement and collaboration** between Australian Government agencies will ensure investments are complementary and coordinated.
- The Commonwealth will work in **genuine partnerships** with local and state and territory governments through refreshed, regular forums - supporting joined-up outcomes.

Insights and Intelligence

- **Local insights, data and intelligence** will be central to decision making, drawing on a broad range of groups and networks, such as local government and Regional Development Australia committees.
- Local insights, data and intelligence will contribute to **evidence-based decision making** and delivery of regular State of the Regions reports.

Attachment F: 2020 to 23 Strategic Plans: Actions and Outcomes List 10

Identified Project	Reference	Status
Inland Rail	<p>Page 17 2020 Paper</p> <p>Page 25 2023 Paper</p>	<p>\$8.4 billion commitment to the inland rail project in 2024-25 Federal Budget, connecting Brisbane and Melbourne through a seamless freight corridor.</p> <p>Work on the rail has predominately stayed south of QLD. Since the release of Kerry Schott’s Inland Rail Review in January 2023, the Federal Government adopted a “<i>least-regrets approach</i>” aimed at completing the four sections south at Parkes, totaling about 650km, before starting other projects.</p> <p>https://railfreightalliance.com/inland-rail-a-big-win-in-federal-budget/</p> <p>https://www.graincentral.com/logistics/no-end-in-sight-for-inland-rail-as-work-stays-south-of-qld/#:~:text=INLAND%20Rail%20Ltd%20has,by%20the%20end%20of%202027.</p>
SEQ City Deal	<p>Page 9 2020 Paper</p> <p>Page 19-21 2023 Paper</p>	<p>The Australian Government, Queensland Government and Council of Mayors partnered to establish the SEQ Liveability Fund as one of the key commitments being delivered under the SEQ City Deal.</p> <p>Eligible local governments were able to submit EOIs for new funding to deliver projects under the SEQ Liveability fund. Successful nominations from the 11 SEQ local governments and local governments were invited to submit a detailed application.</p> <p>Logan and Redlands Projects that received successful nomination include:</p> <p>Logan City Council</p> <ol style="list-style-type: none"> 1. Beenleigh Aquatic Centre Upgrade 2. Construction of Waterford West District Park <p>Redland City Council</p> <ol style="list-style-type: none"> 1. Lighting upgrades at multiple sporting venues in the Redland region 2. Upgrade to elements of the William Taylor Memorial Sports Precinct <p>Timeline:</p> <ul style="list-style-type: none"> • Q2 2023 - Guidelines finalised • Q3 2023 - Funding applications open • Q4 2023 - Projects selected and announced • Q4 2024 - Commencement of projects

¹⁰ Refers to *Logan and Redlands: The Centre for Economic and Employment Growth released in October 2020* and *Logan and Redlands: Challenges and Opportunities for Sustainable Growth*¹⁰ released in February 2023.

		https://www.statedevelopment.qld.gov.au/infrastructure/projects-and-programs/south-east-queensland-seq-city-deal/a-more-liveable-seq https://statements.qld.gov.au/statements/99568
State Government's \$200 million COVID Works for Queensland program	Page 3 2020 Paper	<p>2020 Logan City Council to receive \$6.57 mil: On Aug 11 2020, Logan's projects funded via the COVID-works program were announced. These included</p> <ul style="list-style-type: none"> • Logan Village to Yarrabilba Rail Trail- construction of this new pathway, costing \$2 million and estimated to create or support 16 jobs. • Beenleigh Streetscape and Shade Solutions- streetscape improvements in Beenleigh CBD and Town Square- State contribution of \$2 million and estimated to create or support 47 jobs. • Loganlea Road Healthy Street Project- a project centered on the Meadowbrook Health Precinct- shared pathways, streetscapes, cycle infrastructure and pedestrian connections. State contribution of \$2.4 million and estimated to create or support 31 jobs. <p>https://statements.qld.gov.au/statements/90395 https://livinginlogan.com.au/logan-city-news/state-covid-funding-for-logan/</p> <p>2020 Redland City Council to receive \$2.5 mil: On 9 September 2020, \$2.5 million for the Southern Moreton Bay Islands green sealing projects brought forward – sealing 8.3km of roads on Russell and Macleay Islands. https://www.redlandcitybulletin.com.au/story/6873508/redlands-projects-announced-through-50-million-stimulus-package/ https://documents.parliament.qld.gov.au/speeches/spk2020/Kim_Richards-Redlands-20200909-735044186595.pdf</p>
State Government: <ul style="list-style-type: none"> • \$37.5 million for the jointly-funded Mount Lindesay Highway upgrade from Stoney Camp Road to Chambers Flat Road; • \$30 million for the Beaudesert Road and Illaweena Street intersection upgrade; and • \$10 million for the Beaudesert-Beenleigh Road upgrade 	Page 3 2020 Paper	<ul style="list-style-type: none"> • Construction for the Mount Lindesay Highway began in March 2021 and was completed in early 2023. The upgrade involved widening the highway from 2 to 4 lanes between Stoney Camp Road and Chambers Flat Road. https://www.tmr.qld.gov.au/projects/mount-lindesay-highway-brisbane-beaudesert-stoney-camp-road-to-chambers-flat-road • The Beaudesert Road and Illaweena Street construction commenced in mid-2022 and was scheduled to be completed by mid 2023. Updates are yet to follow. https://www.tmr.qld.gov.au/projects/mount-lindesay-arterial-road-beaudesert-road-and-illaweena-street-upgrade-intersection-known-as-the-community-update • The Beaudesert-Beenleigh Road (Belivah) upgrade was completed in late 2023. Construction began in August 2022 and included pavement widening, resurfacing, flood mitigation, and safety improvements. The project aimed to enhance safety, network efficiency, and flood immunity for the community.

		https://www.tmr.qld.gov.au/projects/beaudesert-to-beenleigh-corridor-safety-improvements
SEQ Olympic Games + Birkdale Community Precinct	Page 14 2020 Paper Page 21 2023 Paper	<p>The new Redland Whitewater Centre will be a sustainable, international-standard venue, enhancing Redlands' sport and recreation facilities. Paddle Australia and Paddle Queensland will use it for high-performance sport and development, and it will offer year-round swift water training for emergency services.</p> <p>Project status as at Mar 2024: This venue was included in the Sport Venue Review and, based on the recommendations, is proceeding as planned. A Project Validation Report is underway</p> <p>May 2024: No construction, beyond heritage and maintenance works, will be undertaken on the site until the EPBC referral process has been decided.</p> <p>https://www.statedevelopment.qld.gov.au/resources/accordions/industry/b2023/redland-whitewater-centre</p> <p>https://www.redlandscoasttoday.com.au/2024/05/council-confirms-commitment-to-proposed-redland-whitewater-centre/</p>
Visitor Economy 2031	Page 8 2020 Paper	<p>Tourism and Events Queensland's (TEQ) Visitor Economy 2031: Vision for the Brisbane Region, aimed to enhance the contribution of the visitor economy to the region's lifestyle, environment, and economy. It sought to capture greater value for communities while sustainably managing growth. The Brisbane Region, which extends from Moreton Bay and Redlands Coast to the Scenic Rim and beyond, was experiencing a once-in-a-generation transformation with over \$12 billion in new projects planned and underway. The goal was to secure an additional \$6.5 billion per year in visitor expenditure by 2031, above the forecast growth.</p> <p>In August 2023, the Palaszczuk Government increased funding for TEQ by \$125 million per year, locked in over the next four years, to support TEQ's Five-point Plan and Blueprint for growing the domestic visitor economy and fast-tracking international recovery.</p> <p>https://statements.qld.gov.au/statements/98342</p>
NDIS	Page 18 2020 Paper	<p>The 2024-25 federal budget papers show funding for the scheme was at \$44.3bn and projected to rise to \$60.7bn by 2027-28.</p> <p>On 27 March 2024, the Australian Government introduced changes to the <i>NDIS Act 2013</i> (NDIS Act) that will enable future improvements to the NDIS and strengthen the NDIS Quality and Safeguards Commission.</p> <p>The Bill provides governments, and the disability community, with a framework to start improving the scheme for NDIS participants. Reforms in the Bill include:</p> <ul style="list-style-type: none"> • taking a whole of person approach to participant support needs • improving service quality and safeguards • reforming participant pathways onto the NDIS and working towards a unified system of support for people with disability.

		<p>The Crack Down on Fraud program, announced in February and deployed by the NDIA, allowed detection of assessments and claims by dodgy providers. A new taskforce to crackdown on unfair price hikes for (NDIS) participants became operational in March 2024.</p> <p>The 2024-25 budget is introducing a new specialist disability employment program, at a cost of \$227.6 million over five years, to replace the existing Disability Employment Services (DES) by July 2025.</p>
Queensland State Infrastructure Strategy 2022-42	Page 7 2023 Paper	The Queensland State Infrastructure Strategy 2022-42 outlines the state government’s infrastructure requirements for the next two decades. While there are no direct outcomes associated, the strategy continues to guide infrastructure policy and planning.
Southern Queensland Renewable energy zone	Page 7 2023 Paper	<p>The Southern Queensland Renewable Energy Zone (REZ) is a significant initiative aimed at coordinating the planning and development of clean energy infrastructure in Southern Queensland.</p> <p>In 2024, a Strategic REZ Readiness Assessment will begin to understand potential impacts and opportunities at a regional level, including workforce, housing, and infrastructure considerations.</p> <p>https://www.energyandclimate.qld.gov.au/energy/renewable-energy-zones/rez-roadmap/southern-REZs</p> <p>In 2023, the Department of Energy and Climate asked communities for their views on how they are experiencing the energy transformation. In summary, Queenslanders told them:</p> <ul style="list-style-type: none"> • The energy transformation can help the state grow but local and overall impacts need to be carefully managed. • Improved strategic coordination and planning is important for the success of the energy transformation. • Communities want to see more genuine, early and ongoing engagement. • There needs to be increased focus on delivering real and long-lasting benefits in communities. <p>Consultation in the Stakeholder Insights on the Energy Transformation Report can be found here: https://www.epw.qld.gov.au/_data/assets/pdf_file/0019/49240/rez-stakeholder-insights-report.pdf (released March 2024).</p>
Queensland Hydrogen and Renewable Energy Industry	Page 26 2023 Paper	<p>The Queensland Hydrogen Industry is a strategic focus area for the Queensland Government, aiming to harness renewable energy resources and create a sustainable hydrogen industry.</p> <p>In October 2022, the Enabling Queensland’s Hydrogen Production and Export Opportunities Report provided insights into hydrogen potential and challenges by region.</p>

		<p>The report found that each region of Queensland faces specific opportunities and challenges: Darling Downs and Surat Basin have abundant resources but need to manage water and infrastructure costs; Gladstone and Central Queensland benefit from industrial zones and export proximity but require sustainable water and emissions solutions; Townsville and North Queensland show strong interest and export potential but need infrastructure and investment; Wide Bay-Burnett and Sunshine Coast have coastal locations and infrastructure but must balance demand and regulations; and South East Queensland offers urban centers and a skilled workforce but faces land and grid capacity issues</p> <p>Recent developments:</p> <ul style="list-style-type: none"> • The Hydrogen Industry Strategy will be refreshed for 2024-2028 to further support sector growth. <p>https://www.energyandclimate.qld.gov.au/hydrogen/qld</p>
<p>Infrastructure Australia’s 2022 Release – Regional Strengths and Opportunities Plan</p>	<p>Page 27 2023 Paper</p>	<p>The Infrastructure Australia 2022 Regional Strengths and Infrastructure Gaps report provides a national view of the diverse strengths and infrastructure gaps facing Australia’s regions</p> <p>A key outcome of the Plan was the creation of the Regional Strengths and Infrastructure Gaps interactive map. This tool explores the report’s findings, offering a snapshot of key strengths and infrastructure gaps for each region across Australia, excluding the fast-growing cities defined by Regional Development Australia (RDA) boundaries. The benefits of this interactive map include providing a clear visual representation of regional capabilities and shortcomings, aiding policymakers and investors in making informed decisions, and facilitating targeted infrastructure development to enhance regional growth and sustainability.</p> <p>https://www.infrastructureaustralia.gov.au/regional-strengths-map</p> <p>However, this specific line of work from Infrastructure Australia appears to have ceased in 2022.</p>
<p>Logan and Redlands Hospital Investment</p>	<p>Page 32 2023 Paper</p>	<p>The Logan Hospital Expansion has reached several milestones:</p> <ul style="list-style-type: none"> • Building 3 Tower: The first three areas in the tower have officially opened, signifying significant progress. • Medical Imaging Department: The new department is operational, boosting capacity for patient scans. • Late 2023: Expanded kitchen opens. • Early 2024: New wards in Stage 1 expansion open. • Late 2024: Stage 1 expansion and maternity refurbishment complete. • Early 2027: Stage 2 expansion expected to be complete • \$80 million allocated in the 2024-25 budget out of a \$530 million total spend to deliver the Logan Hospital Stage 2 Expansion Project, providing an additional 112 overnight beds and a range of other clinical and support services. <p>https://metrosouth.health.qld.gov.au/loganexpansion</p>

		<p>https://www.hospitalmanagement.net/news/building-logan-hospital-expansion-queensland/</p> <p>http://budget.qld.gov.au/regional-action-plans/logan/</p> <p>Completion dates and milestones for the Redland Hospital projects include:</p> <ol style="list-style-type: none"> 1. Stage 1 Expansion: <ul style="list-style-type: none"> • Completion: Early works are now complete. Construction is commencing in October 2023 and expected to be completed in early 2025. • Milestones: New Intensive Care Unit (ICU) and a 32-bed ward . • A multi-level car park also opened in 2023, significantly increased car parking capacity for patients, visitors and staff by more than 1000 undercover parking spaces. • \$27 million allocated in the 2024-25 Budget out of a \$77.9 million total spend for Stage 1 of the Redland Hospital • The Stage 1 Expansion will provide an additional 37 beds on the campus, including the delivery of a new 12-bed Intensive Care and High Dependency Unit, and a 25-bed inpatient ward 2. Stage 2 Expansion: <ul style="list-style-type: none"> • Construction is expected to commence in 2025. • The new Mental Health building is expected to be completed and operational in late 2027, weather and construction conditions permitting. <p>https://metrosouth.health.qld.gov.au/redlandexpansion/redland-hospital-expansion</p> <p>https://statements.qld.gov.au/statements/97814#:~:text=%E2%80%9CThe%20new%20Mental%20Health%20building,weather%20and%20construction%20conditions%20permitting</p> <p>https://budget.qld.gov.au/files/RAP_2024-25_BrisbaneAndRedlands.pdf</p>
Coomera Hospital	Page 33 2023 Paper	<p>As at Mar 2024, the Coomera Hospital site was cleared, with retaining walls and earthworks in progress. Schematic design is nearly complete and will soon move to detailed design.</p> <p>Schematic design outlines basic project features and costs, while detailed design finalises the structure's precise plans.</p> <p>https://www.goldcoast.health.qld.gov.au/about-us/news/coomera-hospital-continues-progress</p>
Disaster Relief and Recovery Funding	Page 35 2023 Paper	<p>\$519.1 million from the Future Drought Fund for farmers and rural communities</p> <p>https://budget.gov.au/content/overview/download/budget-overview-final.pdf p29)</p> <p>The Government will provide \$138.7 million to improve Australia's response and resilience to natural hazards and disasters. Support includes funding for the National Emergency Management Agency</p>

		<p>to supply communities with vital goods, equipment, and temporary accommodation during an emergency, aerial firefighting capability, and mental health support. This is in addition to the \$11.4 billion previously committed for Disaster Recovery Funding Arrangements for the states and territories.</p> <p>https://budget.gov.au/content/overview/download/budget-overview-final.pdf p41)</p>
Coomera Connector		<p>\$431.7 million additional funding will be provided for the Coomera Connector Stage 1 project and \$39.4 million for the relocation of the Loganlea Station to ensure better connectivity for the growing hubs south of Brisbane.</p> <p>https://budget.gov.au/content/overview/download/budget-overview-final.pdf p27)</p>
Toondah Harbour		<p>Environment Minister Tanya Plibersek announced her decision to refuse the application for development on Toondah Harbour in April 2024.</p> <p>Redlands Council long supported the proposed development and believes the impact of a refusal would be detrimental to the city, and a missed opportunity for significant private investment in Redlands Coast.</p> <p>The Council has since announced they will write to the Minister with a statement of ongoing support for the project</p> <p>https://www.redlandscosttoday.com.au/2024/04/council-acknowledges-proposed-decision-on-toondah-harbour/</p>

Attachment G: Logan And Redlands Region Updated Population Projections

(<https://www.qgso.qld.gov.au/statistics/theme/population/population-projections/state>)

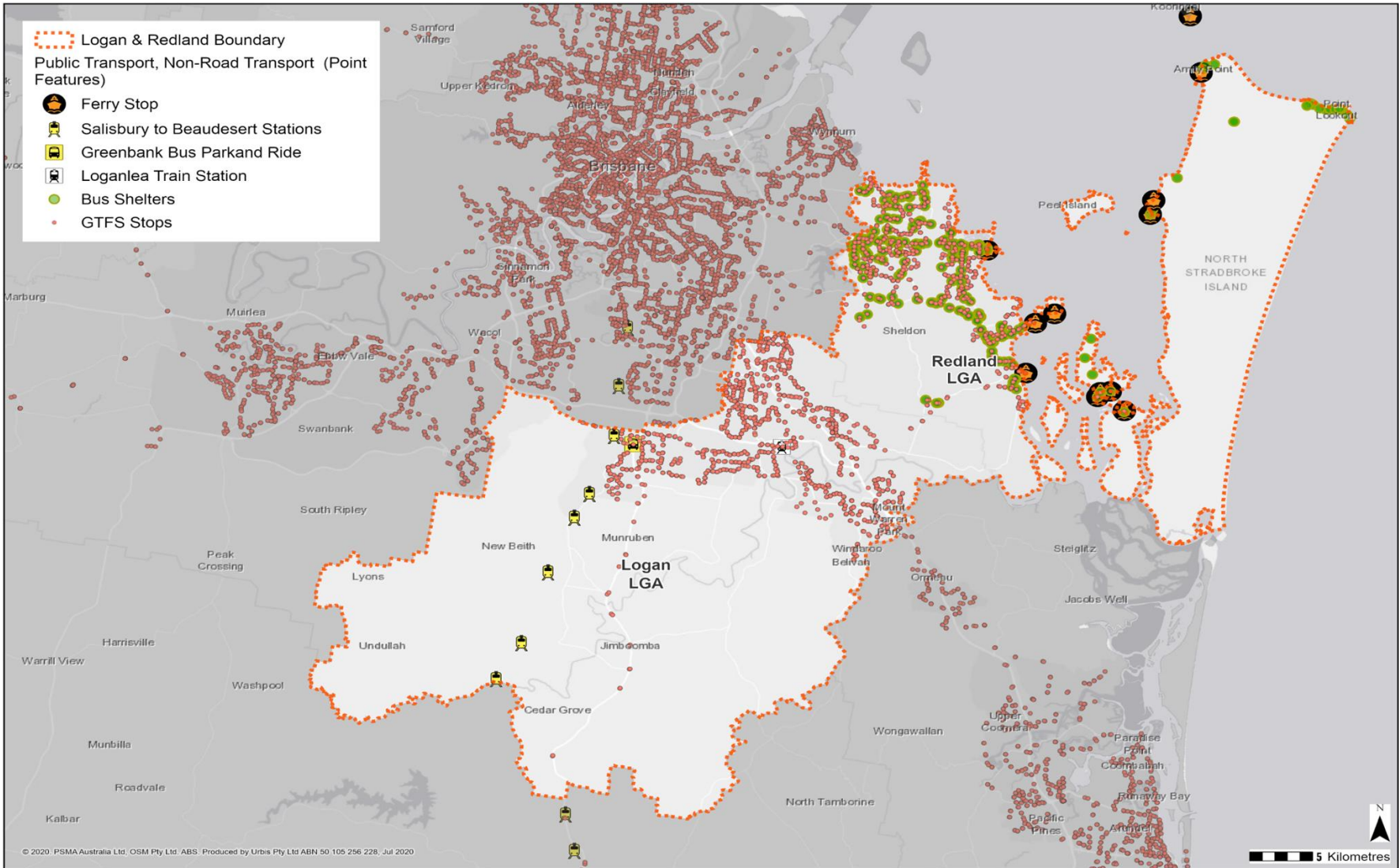
- Previous estimate was for Redland to exceed 192,431 residents by 2041 – now estimated at 182,752 (-5.0%).

Redland LGA												
Year	2021 (b)		2026		2031		2036		2041		2046	
Age Group	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females
0-4	4,336	4,123	4,292	4,089	4,261	4,065	4,271	4,075	4,344	4,143	4,327	4,128
5-9	5,075	4,606	4,706	4,511	4,611	4,457	4,564	4,414	4,598	4,447	4,650	4,497
10-14	5,721	5,319	5,403	5,017	5,020	4,816	4,918	4,751	4,885	4,720	4,895	4,729
15-19	5,391	4,859	5,754	5,473	5,516	5,243	5,129	4,982	5,047	4,935	4,977	4,869
20-24	4,559	3,836	4,769	4,193	5,257	4,773	5,073	4,606	4,738	4,348	4,603	4,245
25-29	3,904	3,892	4,207	3,839	4,470	4,142	4,828	4,540	4,691	4,423	4,380	4,152
30-34	4,280	4,587	4,198	4,409	4,301	4,335	4,482	4,554	4,777	4,878	4,630	4,746
35-39	4,867	5,208	4,681	5,134	4,591	4,997	4,608	4,898	4,770	5,097	4,999	5,354
40-44	4,693	5,137	5,254	5,744	5,087	5,706	4,999	5,582	4,997	5,484	5,117	5,634
45-49	5,336	5,720	4,980	5,496	5,444	6,032	5,303	5,999	5,244	5,905	5,187	5,757
50-54	5,249	5,748	5,632	5,909	5,268	5,688	5,710	6,184	5,614	6,182	5,523	6,053
55-59	5,411	5,749	5,383	5,922	5,604	6,001	5,282	5,808	5,718	6,296	5,607	6,264
60-64	5,186	5,725	5,414	5,766	5,357	5,873	5,502	5,921	5,242	5,774	5,625	6,189
65-69	4,743	5,196	5,159	5,812	5,316	5,826	5,278	5,910	5,406	5,976	5,147	5,813
70-74	4,342	4,767	4,750	5,184	5,110	5,710	5,253	5,728	5,263	5,825	5,340	5,849
75-79	3,090	3,290	4,021	4,588	4,326	4,934	4,652	5,414	4,810	5,470	4,809	5,530
80-84	1,822	2,128	2,664	3,008	3,424	4,114	3,685	4,420	4,004	4,880	4,133	4,921
85+	1,524	2,311	1,952	2,701	2,745	3,533	3,612	4,751	4,187	5,634	4,614	6,357
Grand Total	79,529	82,201	83,218	86,796	85,708	90,245	87,148	92,537	88,336	94,416	88,562	95,087

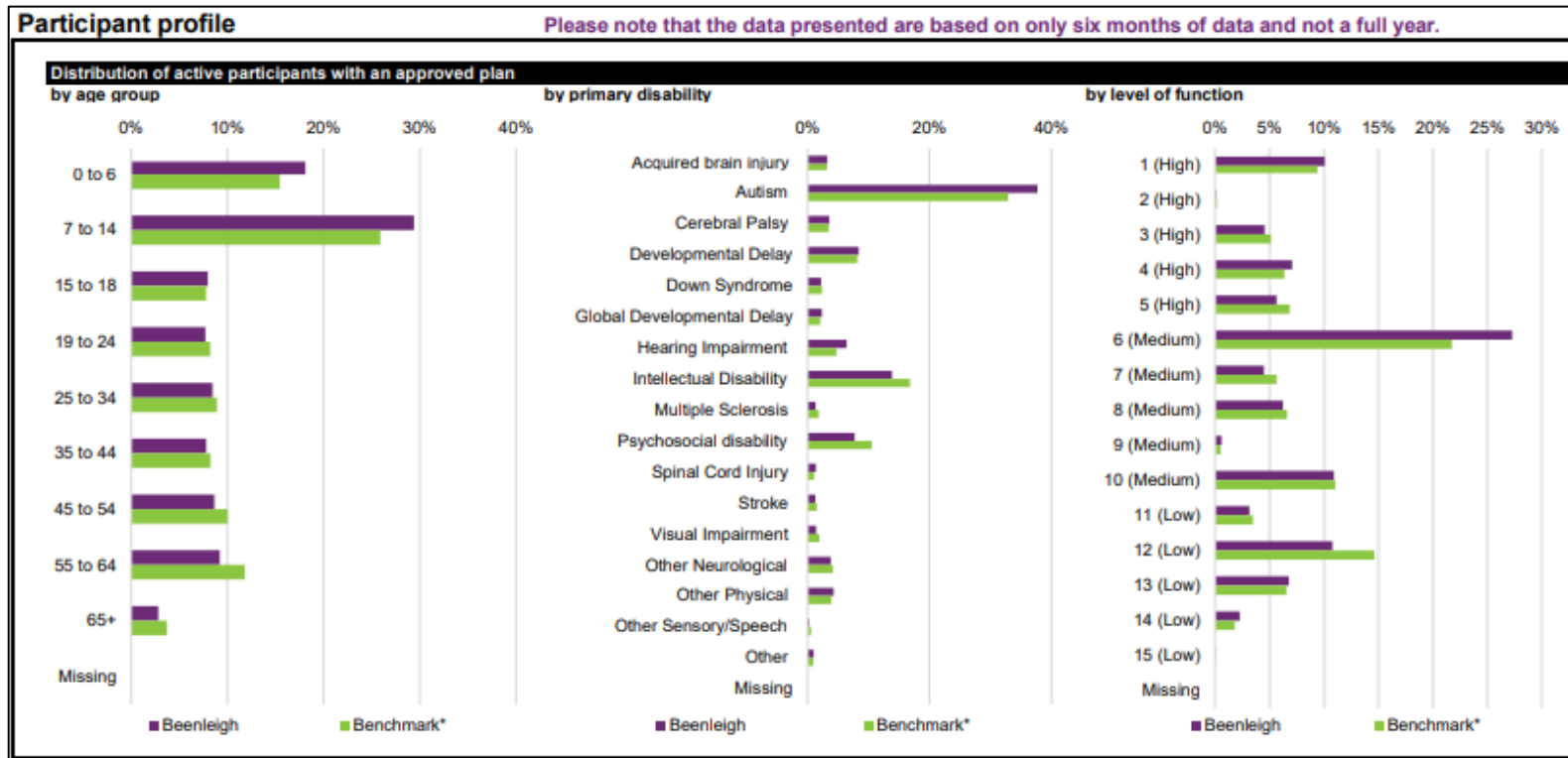
- Previous estimate was for Logan to exceed 550,000 residents by 2041 – now estimated at 516,118 (-6,2%).

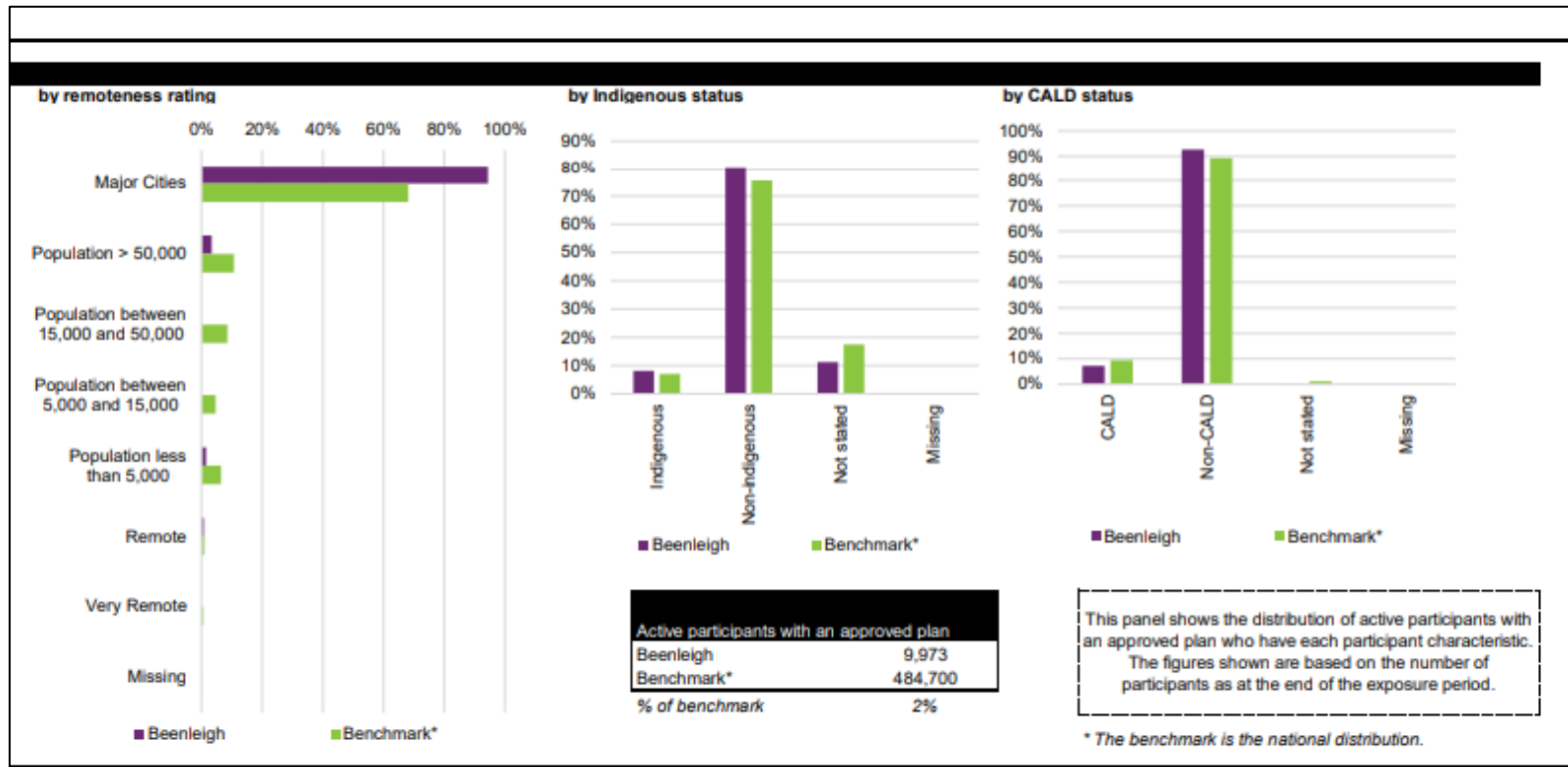
Logan LGA												
Year	2021		2026		2031		2036		2041		2046	
Age Group	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females	Sum of Males	Sum of Females
0-4	13,146	12,686	14,388	13,710	15,555	14,840	16,937	16,157	18,008	17,177	18,647	17,786
5-9	13,809	13,105	14,934	14,399	16,060	15,484	17,079	16,477	18,056	17,410	18,985	18,302
10-14	13,790	13,168	15,067	14,432	15,936	15,443	16,858	16,371	17,448	16,954	18,228	17,705
15-19	12,259	11,262	14,661	14,024	15,947	15,264	16,493	15,931	16,952	16,424	17,348	16,819
20-24	12,121	11,479	12,467	11,771	15,221	14,612	16,318	15,629	16,337	15,748	16,574	16,028
25-29	12,676	12,840	12,704	12,667	13,880	13,826	16,316	16,296	16,932	16,853	16,738	16,733
30-34	12,692	13,281	13,642	14,061	14,111	14,408	15,293	15,588	17,172	17,472	17,547	17,799
35-39	12,660	12,813	14,256	14,884	15,211	15,812	15,684	16,140	16,604	17,046	18,236	18,692
40-44	10,910	11,428	13,824	13,953	15,226	15,863	16,055	16,707	16,215	16,701	16,994	17,484
45-49	10,900	11,132	11,798	12,450	14,596	14,999	15,813	16,732	16,265	17,185	16,317	17,065
50-54	10,371	10,594	11,606	11,959	12,420	13,189	15,020	15,584	15,796	16,852	16,098	17,150
55-59	9,277	9,729	10,661	10,905	11,792	12,178	12,449	13,231	14,567	15,156	15,135	16,173
60-64	8,394	8,878	9,402	9,953	10,632	11,091	11,628	12,215	11,999	12,921	13,806	14,581
65-69	6,985	7,613	8,582	8,983	9,584	10,027	10,655	11,049	11,386	11,852	11,643	12,396
70-74	6,277	6,946	6,728	7,522	8,148	8,825	9,052	9,776	9,816	10,501	10,402	11,155
75-79	4,159	4,361	5,788	6,504	6,206	7,099	7,469	8,303	8,161	9,012	8,772	9,608
80-84	2,355	2,679	3,442	3,928	4,793	5,806	5,180	6,379	6,131	7,334	6,686	7,938
85+	1,519	2,446	2,472	3,442	3,747	4,994	5,402	7,345	6,466	9,037	7,652	10,651
Grand Total	174,300	176,440	196,420	199,546	219,064	223,760	239,701	245,912	254,310	261,636	265,808	274,066

Attachment H: Public Transport Connectivity Map



Attachment I: NDIS Market Detailed Dashboard Beenleigh (Logan and Redlands Region)





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