



LOGAN AND REDLANDS:

CHALLENGES AND OPPORTUNITIES FOR SUSTAINABLE GROWTH

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Introduction

Since Regional Development Australia Logan & Redlands Inc (the RDA) released its strategic document *Logan and Redlands : The Centre for Economic and Employment Growth* in October 2020 ¹, Australia has seen unprecedented, concurrent impacts on its economic, social and natural environments. This has included:

- instability in geopolitical conditions;
- high inflation;
- rising interest rates;
- structural budget deficits / debt;
- disrupted supply chains;
- fires;
- floods;
- drought;
- an enduring pandemic;
- changing work practices;
- a growing call for and reliance on publicly funded business and employee assistance; and
- heightened internal migration.

While the impact of some of these has lessened, the changing world has had and continues to have major impacts on the Logan and Redlands Region which demands attention be given to this often overlooked Region.

A key contemporaneous activity for the RDA has been to revisit the strategic document to reflect current and emerging opportunities with the intention of challenging 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.

To ensure the RDA maximises opportunities for input to the development of the Logan and Redlands Strategic Regional Plan, an ambitious and extensive consultation process was put in place immediately following the release of *Logan and Redlands : The Centre for Economic and Employment Growth*. Engagement was sought with:

- All levels of Government;
- South East Queensland Regional Development Australia Committees;
- Business representative organisations;
- Businesses;
- Community organisations;
- Key individual stakeholders;
- Education and skilling service providers; and
- Potential investors.

¹ Refer <https://rdaloganandredlands.org.au/latest-news/160-rda-logan-redlands-releases-position-paper-for-region>

The drawing together of the findings from the RDA's consultations was through the successful conduct of its 29 September 2022 *To 2042 and Beyond: Investing in SEQ* Summit².

The aim of the Summit was broadly to engage decision makers and funders in a 20+ year vision. The closure of the Summit noted:

- following this inaugural Summit, the RDA Logan and Redlands Board sees a clear mandate to take forward a commitment to progress the concepts and ideas that were raised at the Summit and to ensure this process continues to gain traction and momentum amongst regional stakeholders; and
- in parallel the RDA will bring to a conclusion its development of this Strategic Regional Plan which will be substantially enriched as a result of the Summit and reflect the need for cohesive, co-ordinated and long-term strategic regional planning.

Taking the outcomes forward will be within the 4 identified themes arising from the Summit being:

- Infrastructure – Economic;
- Infrastructure – Social;
- Skills and the Labour Market; and
- Leveraging opportunities including amenities.

These themes have been validated through the outputs of other contemporary events (*Suburban Futures' Retrofitting Suburbia*; and Committee for Brisbane's *SEQ 2050 - A Vision for Transport & Mobility*) and research (Redlands Coast Chamber of Commerce's *Champion Redlands Coast*; and The Centre for Western Sydney's *WSROC Prospectus Framework Project Report*).

This is not to claim everyone participated in consultations nor the content of this Plan is universally supported. To have achieved these twin outcomes is implausible. However, the consultations did unearth key deficiencies in current planning generally and specifically for South East Queensland.

It is an unfortunate reality competition dominates cooperation. There is an element of some interested parties whose key question is "what is in it for me?" People who do not live in the community are having a greater say over the community than its residents particularly in peri urban regions distracting attention from key local issues.

In general, 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.

² Refer <https://summit2022.rdaloganandredlands.org.au/>

This is not to suggest the region exists in isolation. However, while regional planning and decision making remains insular and parochial rather than broad, driven by self interest and characterised by obstructionist behaviour, the necessary vision for the South East Queensland Region to Attract / Invest / Sustain at a level where synergies are maximised will continue to be stunted.

As has been attributed to Einstein, “The definition of insanity is doing the same thing over and over and expecting different results”. A better approach is needed.

As a headline issue, priority expenditure ³ in outer suburbs is per capita lower than inner city areas, but in addition, road and rail transit corridors in and around the Logan and Redlands Region have been about “passing through” rather than “getting around” the Region. In short, infrastructure expenditure needs to better match the needs of the Region to unleash its strategic importance to economic and employment growth, social cohesion and environmental sustainability.

It is within this environment the RDA continues to pursue its determined corporate goal of ensuring the Logan and Redlands Region will be at the centre of economic and employment growth for South East Queensland, Queensland statewide and Australia wide. It seeks to do this collegiately.

³ Priority expenditure in terms of government spending based on public priority need.

Across the Region

The boundary of the Logan and Redlands Region (the Region), comprising the Logan and Redland Local Government Areas, is at *Attachment 1*. The Region has substantial economic opportunity but unrealised potential in the areas of Health Care and Social Assistance; Advanced Manufacturing; Infrastructure (hard and soft); Transport, Logistics and Warehousing; Education and Training; Professional Services; Tourism; and Research.

The Region is characterised by small businesses, a vulnerable population cohort, a reliance on a limited number of industry areas and a diverse geography including substantial island populations. The Region is vulnerable to economic and social impacts with struggling supply chains, inadequate mobility corridors in and out of and around the Region, limited skilling, education and training opportunities and facilities and limited earning capacity for businesses and individuals. Additionally, Islands have a significant and persistent disadvantage across a broader range of social and economic indicators. Influences from churning global and domestic events within the economy have had major impacts.

The Region lies at the southern boundary of the Brisbane Local Government Area, the northern boundary of the Gold Coast and Scenic Rim Local Government Areas and the eastern boundary of the Ipswich Local Government Area. With a uniquely diverse community of cultures, the Region is steeped in culture and heritage. It features high-density city living, industrial precincts, villages, islands, rainforest, rural hinterland, farmland, beaches, bays, creeks and freshwater lakes as well as iconic flora and fauna.

However, the economic growth and social and environmental sustainability of the Region is unnecessarily impeded by the avoidance of engagement in evidence based public policy debate and the disruptive influence this has on considerations of economic investment by stakeholders (public and private).

Regional Development Australia (RDA) Logan and Redlands was established by the Australian Government to consider, coordinate and collaborate with stakeholders across the three levels of government and private, public and community sector organisations. The RDA has a determined corporate goal to ensure the Region will be at the centre of economic and employment growth for South East Queensland, statewide Queensland and Australia wide.

The broader South East Queensland is at the heart of growth including traditional industries such as Transport, Logistics, Light Manufacturing, Building and Construction and Health Care and Social Assistance; emerging industries such as Space and Industry 4.0+; and sustaining industries such as Education and Training.

The increasing demands being placed on the South East Queensland region through drivers for investment such as the 2032 Brisbane Olympic and Paralympic Games (Brisbane 2032), the SEQ City Deal, the Queensland State Infrastructure Strategy 2022, Inland Rail, Southern Queensland Renewable energy zone and linking to the Infrastructure Australia Gaps Report(s) are compelling evidence of the need to focus on how the region will leverage opportunities to achieve economic and social advantage.

South East Queensland has seen unprecedented population growth over the past few years. Despite slowing growth over the pandemic from a lack of overseas arrivals, the pandemic drove northern migration decisions and saw an influx from southern major cities and regions such as Sydney and Melbourne. The overall growth in population has meant demand for skills has increased. With the current employment situation and compounding skills shortages the responsibility for all levels of Governments, stakeholders and policy leaders is to drive capitalising on opportunities for South East Queensland to compete on the world stage.

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:

- the growing demand on key infrastructure (transport, logistics, health care, age care etc);
- the infrastructure gaps throughout the Region with resultant global and domestic supply issues;
- the population surge which can only be managed efficiently through an integrated policy, program and priority focus;
- the lack of affordable housing, transport network inadequacies and a lack of timely and efficient health care and education options;
- areas suffering major economic disadvantage with a lack of reliable infrastructure and major housing and transport issues; and
- the need to be more proactive in efforts to retain younger people through access to employment and education opportunities.

Redlands

Redland City (the Redlands) has a diverse natural area spread along the mainland coast of Southern Moreton Bay and into the islands located within the Redlands. The region is home to over 1,400 conservation areas, parks and reserves. The region is strongly characterised by small business and has a strong local business outlook.

- Small business (less than 20 employees) : 98.4% of all businesses.
- 52.3% of Redland City's working residents travel outside the region to work.
- Aboriginal and Torres Strait Islander population : 2.9% of total population.
- Overseas born : 23.1% of total population.
- > 60 years of age : 27.7% of total population.
- Top 4 industries by employment size : Health Care and Social Assistance (18.7%); Retail (12.9%); Education and Training (10.1%); and Construction (10.0%).
- Largest industries contributing to Gross Regional Product: Health Care and Social Assistance, Manufacturing, Construction, Retail Trade, Education and Training.
- Estimated population in Redlands is set to exceed 192,431 residents by 2041.

Source: <https://economy.id.com.au/redland>

The Redlands has an ageing population with the median age in the region (42) considerably higher than surrounding LGA's and Australia's median age (38). This demographic trend means the region is in great need of further Health Care and Social Assistance and greater access to fit for purpose labour and facilities.

The region is well educated with nearly 25% of the residential population holding a vocational qualification and a further 15% with a bachelor's degree or higher, according to 2016 census data.

Redlands' Islands

Within Redlands sit the Southern Moreton Bay Islands and Coochiemudlo and North Stradbroke Islands. While the islands represent a small section of the population of the Redlands, each has its own unique challenges, opportunities and priorities that need addressing.

The populated islands off the Redlands' Coast have a growing population estimated in 2021 to be over 10,500 people living fulltime among the 6 inhabited islands which include North Stradbroke, Coochiemudlo, Russell, Lamb, Macleay and Karragarra Islands. The islands face many common issues around insufficient infrastructure, high unemployment and difficulty in accessing key essential infrastructure and services.

Infrastructure needs in the future require investment and for governments to explore viable options to aid in the future of life and business on the islands. Currently North Stradbroke Island struggles in business life with a lack of staff accessibility on the island due to housing shortages and limited ferry services (particularly in the early and late hours). Despite being controversial, bridges between some islands (where distances are measured in metres) warrant renewed consideration.

During consultations, island stakeholders identified the need for:

- better community consultation on local investment, infrastructure, and community needs;
- better, more affordable transport options not only inter island and mainland connections but greater access into the Redlands, Logan, Brisbane, Gold Coast etc;
- zoning of central business areas reviewed to unlock economic and social opportunities and benefits;
- a broadened labour force and better skills and training opportunities for island residents;
- better Health Care and Social Assistance services, particularly to support the ageing population of the islands and maintain adequate support for long term residents;
- light industry opportunities and supporting infrastructure;
- ensuring island growth is looked at with long term sustainability in mind; and
- being more proactive in selling the Bay Islands as an asset rather than a liability and promote the islands as an ideal location to invest.

The Redlands has major opportunities for economic growth. Under capitalised potential particularly in the tourism sector along the Redlands Coast, the Southern Morton Bay Islands (SMBI) and North Stradbroke Island impedes taking advantage of a wealth of opportunities.

The Redlands has seen an increase in investment interest, with a current 10-year pipeline of investment worth an estimated \$6 billion. The pipeline is made up of 138 individual projects set to create employment opportunities, increase infrastructure in the region and attract more visitors and residence. Efficiencies to ensure full benefit from the pipeline demands better transport infrastructure, east west connectivity and a greater capacity of essential infrastructure to ensure long term prosperity in the region.

Logan

The City of Logan has a large and culturally diverse population across a wide geographic area, from the heavily populated north and east of the city through to the semi-rural / rural communities of the west and south. The city is home to people from 217 cultural backgrounds who speak more than 50 languages. Logan residents have strong ties to their heritage and cultural traditions. Logan has a strong indigenous heritage with close to 10,000 residents identifying as Aboriginal or Torres Strait Islander.

- Small business (less than 20 employees) : 97.9% of all businesses.
- 54.1% of Logan City's working residents travel outside the region to work.
- Aboriginal and Torres Strait population : 4.2% of total population.
- Overseas born : 27.9% of total population.
- > 60 years of age : 18.4% of total population.
- Top 4 industries by employment size: Construction (19.9%); Health Care and Social Assistance (12%); Retail (10.4%); and Education and Training (9.0%).
- Largest industries contributing Gross Regional Product: Health Care and Social Assistance, Construction, Manufacturing, Retail Trade, Education and Training, Wholesale Trade.
- Estimated population in Logan is set to exceed 550,000 residents by 2041.

Source: <https://economy.id.com.au/logan>

The City of Logan has a comparatively young community, with the median age (34) being reasonably lower than the median age for the rest of Queensland (37). The young and diverse socioeconomic make up of Logan sets it apart from most economies in Australia, where an ageing population is more typical. Logan has a significant economic advantage among the age of its labour force. However, to harness the full potential of the region's population, further access to training, infrastructure, facilities, amenities and education around pathway options need to be prioritised.

Youth unemployment in Logan needs to remain a priority focus for the community. In April 2020, the youth unemployment rate was 20 per cent, before falling back to 17.6 per cent in June 2021. Unemployment is particularly higher around Logan Central, Kingston, Woodridge and Beenleigh. The region's unemployment rate has been rising increasingly in the past 5 years, from 5.5 per cent in March 2017, to 7.9 per cent in June 2019 and 9.1 per cent in June 2021. Unemployment in Logan has dropped over the 2022 year with October 2022 recording an unemployment rate of 6.6%. This is still higher than the QLD rate at the same time (4%) or Australia (3.5%).

Logan is in a unique position in the region. It is a major manufacturing hub and boasts untapped land potential.

South East Queensland

South East Queensland is a hive of activity. Securing the Olympic and Paralympic Games for South East Queensland for 2032 provides a platform for a major economic boost to the region which is already seeing increased investment around potential games venues and infrastructure. Queensland has the opportunity through such a major world event to drive the post games period and ensure infrastructure and investment are aligned with the long term goals of the region. Looking to 2042 and population projections over the intervening period the region must adapt now to manage economic growth, sustain social responsibility and maintain regional amenities.

Its infrastructure corridors provide access to the Port of Brisbane and the Toowoomba, Sunshine Coast, Brisbane and Gold Coast international and domestic airports. The planned Inland Rail is an opportunity to better leverage the Region's aspiration to be the centre of economic growth and employment opportunities in Australia.

The economy of South East Queensland and adjoining regions is being driven forward with large population growth, increasing demand for skills and training within regional areas and infrastructure investment better connecting Queensland. However, the Region has not received sufficient infrastructure investment for achieving its ambition.

In parallel with this, planning will be necessary to initiate and accelerate labour market analysis/projected industry mix to implement structural changes to local economies including workforce skill requirements for emerging industries and occupations.

Planning and bringing forward programming expenditure of key infrastructure activities will provide an opportunity to soften the employment and social blows heightened in the post pandemic environment.

Queensland

Queensland is home to 5.2 million people with a population seeing continuous growth and an economy worth over \$360 billion. Health, Mining & Energy, Agriculture, Construction, Education & Training, Financial & Professional Services and Tourism are the major contributing industries to continued economic growth in Queensland (Queensland's population could be more than 8 million by 2066).

The pandemic has had an impact on the increasing inflation Australia is now seeing. Increased costs in many areas, particularly supply chain costs and housing cost increase and shortages have also led to many people being disadvantaged and unable to maintain their pre-pandemic lifestyles. Many families have been forced to find alternative housing and had no alternate option than to move to areas they can afford to buy or rent. Rental availability has been at an all-time low and prices in Queensland have increased 13.5% in the recent year, with Logan and Beaudesert rents estimated 16.5% higher than the previous 12 months.

The effects of the pandemic will be long and it may be many years before the true cost is realised.

Australian Economy – Pressures, Impacts, Future initiatives

The current economic state of Australia requires reflection. The economy is in constant churn and there are many issues impacting planning including:

- Labour shortages;
- Skill shortages;
- Low unemployment;
- High inflation;
- Fiscal pressure;
- Rising cost of living (petrol, energy);
- Supply chain shocks;
- Lack of affordable housing; and
- Interest rate rises.

Australia is facing a large labour shortage which is not restricted to high skilled jobs. It is estimated there is a shortfall of labour close to 1 million people. In the face of the pandemic, the closure of domestic and international borders had a major effect on labour force migration both coming into and leaving Australia. Labour shortages are exacerbated as the economy rebounds from the pandemic and expansionary fiscal and monetary policy increasing overall demand. Impacts for many industries have meant that key staff moved onto new roles, different careers or retired early. The effects are only truly being captured now as much of the Australia job market fight for staff. The current Australian unemployment rate of 3.5% (November 2022) suggests more people than ever are in employment and there are less looking for work.

The current inflation rate in Australia is putting more pressure on the lives of Australians and the economy as a whole. Inflation driven by spending but equally a supply shortage and supply chain issues are difficult to control. The cost of living and cost of basic everyday essentials such as food, electricity and petrol are causing real pressures on many Australian residents. Our regions more than ever are feeling these effects as housing becomes further out of reach and people are forced to move away or share housing.

In relation to the Logan and Redlands Region, the increasing cost of living pressures would be lessened through availability of accessible and efficient public transport which would reduce reliance on private vehicles.

The Region, along with many others, struggles with labour shortages. Further thought should be given to how we find alternative solutions to bring people into or back into the labour force. This includes how we help youth unemployment, incentives for older Australians to gain part time work, migrant support, looking into staff retention, employment incentives and how the current welfare system potentially drives long term unemployment.

In parallel, the current planning focus around housing (with access to amenities such as education and health services) must be retained.

Engaging Stakeholders

In September 2022 Regional Development Australia Logan and Redlands held an inaugural Summit 'To 2042 and Beyond: Investing in SEQ'⁴. The Summit brought together key stakeholders from across South East Queensland with the aim to encourage dialogue focusing on ensuring regional opportunities are acted on and challenges facing the region addressed.

Prior to the Summit, imbalance was identified between infrastructure priorities and support for growth (via infrastructure) and support for jobs in areas of South East Queensland (SEQ).

This was reflected in Summit presentations as follows:

- South East Queensland has seen unprecedented population growth over the past few years and is struggling to keep up with the growing demand on key infrastructure.
- Key infrastructure is essential to support industry sectors such as Transport, Logistics, Healthcare and Aged Care, but equally acts as an enabler to movement and travel (e.g., east-west links, and north-south links).
- The Region is facing a population surge which it cannot manage efficiently unless given the necessary policy and program support and priority focus.
- A lack of affordable housing, transport network inadequacies and a lack of timely and efficient health care and education options all are impediments to capitalising on emerging opportunities.
- The Olympic and Paralympic games are less than 10 years away; it is a huge draw card for the region for investment and greater priority infrastructure and to champion the Region's role for the future decades post the Olympic and Paralympic Games.

Key Points identified throughout the Summit included:

- There is a need to capitalise on investment corridors and continue keeping the focus on the abilities to drive investment within the Region.
- Growth corridors⁵ are the future and the driving force of the Australian economy.
- Community consultation is important, ensuring investment in the Region is aligned where possible, with a focus on educating people of the advantages and disadvantages and need for development, investment and economic growth.
- 7 out of 8 people in the Region work in surrounding suburban areas rather than a CBD.
- Education needs a substantial amount of infrastructure investment to cater to the population.
- Infrastructure support within and around businesses is needed (e.g., greenspace, greyspace, food, amenities), and in turn infrastructure is an enabler to movement and logistics across the region to access services and amenities.

⁴ Refer <https://summit2022.rdaloganandredlands.org.au/>

⁵ Growth corridors defined as by a geographical area identified as a priority for investment to catalyse economic growth and development.

- Instead of continually reinvesting in existing hospitals and education facilities, give consideration to a better investment policy to create new infrastructure.
- Water and energy supply is an increasingly important consideration.

At the Summit a key speaker noted that if by 20 July 2025 ⁶ we have not made substantial progress for the 2032 South East Queensland Olympic and Paralympic games and moved forward in planning and infrastructure, we will have wasted the long lead time.

The Region cannot afford to have expended so much effort to get to this point and then not capitalise on the future.

During the Summit there was substantial focus on the future of transportation in South East Queensland with questions raised about what needs to happen to current infrastructure, what is working and what is not and what could the future of public transport look like reflecting the inadequacy of the current service (see Attachment 2).

Commentary raised on this issue included:

- how transport better links the Region;
- public transport is not always the answer;
- what is the future of autonomous vehicles;
- emphasising the benefits of 24/7 airports;
- dedicated transport links (freight lanes);
- creating greater corridors for logistics; and
- factoring in drones.

We need to do a better job including learning faster and changing policies around South East Queensland policy and investment.

At the Summit the speaker from All Purpose Transport (<https://allpurpose.com.au/>) gave an overview of the business decision to locate in Logan as follows:

All Purpose Transport (APT) made a move back to Logan in 2016. Many factors made this move the right one however it was highlighted that the new links at the time within Logan to the gateway motorway north, M1 South and Logan motorway West were a large determining factor to the success in the location. Access to heavy vehicle freight routes and B/A double trucks access were essential. Additionally, the proximity to Toll, Linfox and DHL made connections easier. Time and money saving opportunities are a major fundamental to business success.

⁶ 20 July 2025 is an important date, given that is the date the old Olympic and Paralympics tender process would have awarded the games – 7 years out. Without progress prior to this date, long lead time is wasted.

What this case study means for the region?

Although great success has been achieved in Logan by APT, these opportunities are no longer as easy. The area has become over populated and there is no longer commercial / industrial / manufacturing space readily available. Learning from the success of local businesses and investing in more areas within SEQ that boast similar logistical benefits is important.

What Staff are looking for:

- Location – Reduced travel times (cost of fuel / loss of time);
- Working From Home – Does not work for Logistics (e.g., Forklift / Storeperson);
- Access to Public Transport – Start-up Roles;
- Availability of food options – Snack Bars / Healthy Options;
- Greenspace – Time-out Areas / Exercise; and
- Access to “future” workforce – Schools.

Over the past 2 years consultations with key stakeholders has included aligning 2 monthly Board meetings with stakeholders round tables. Local businesses, employment intermediaries (including Australian Government funded Employment Facilitators), education and training providers, Councils, Queensland Government State Departments, Members of the Australian and Queensland Parliaments and community groups. This has included holding meetings on the islands off the Redlands mainland.

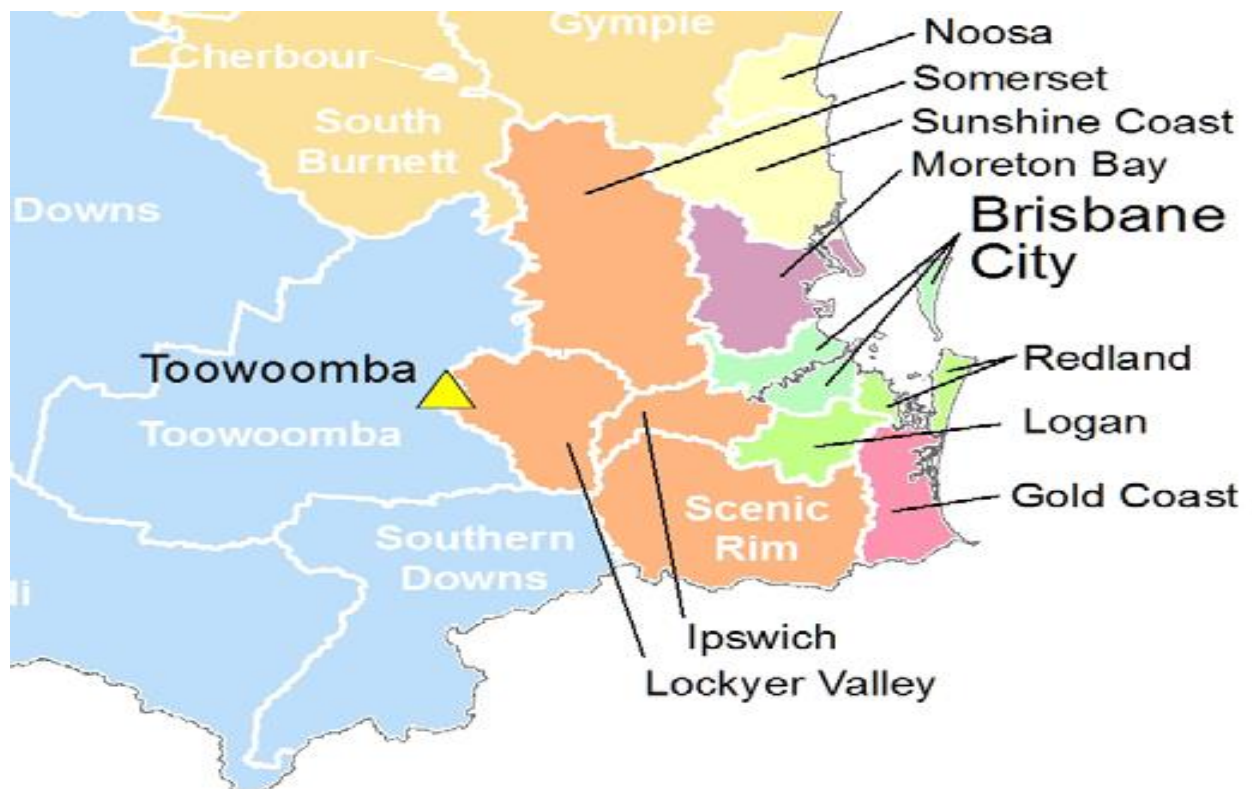
The above activity was underpinned by the RDA’s membership of all local Chambers of Commerce and the Secretariat holding one on one meetings across the Region.

Logan and Redlands and the Broader South East Queensland Region

Across the broader SEQ Region, the SEQ Council of Mayors operates with members being:

- Brisbane City Council;
- Ipswich City Council;
- Lockyer Valley Regional Council;
- Logan City Council;
- Moreton Bay Regional Council;
- Noosa Shire Council;
- Redland City Council;
- Scenic Rim Regional Council;
- Somerset Regional Council;
- Sunshine Coast Regional Council; and
- Toowoomba Regional Council.

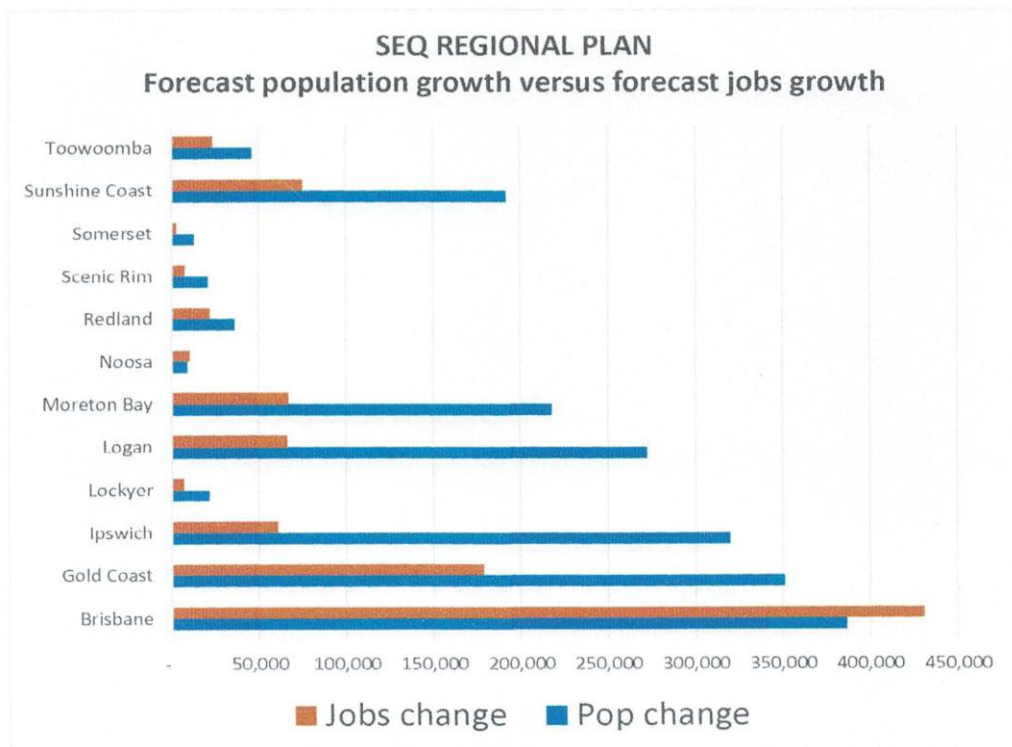
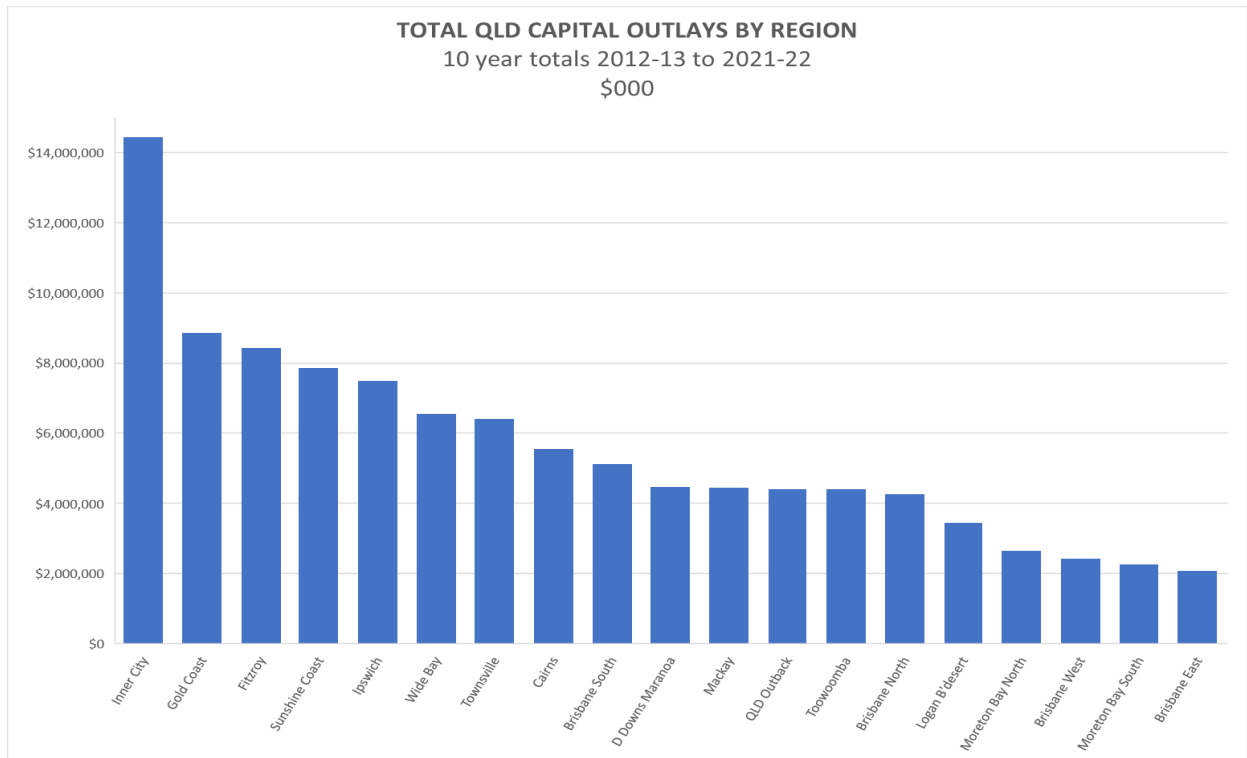
The broader SEQ Region is as follows:



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

The increasing demands being placed on the South East Queensland (SEQ) region through drivers for investment such as the 2032 Brisbane Olympic and Paralympic Games, the SEQ City Deal, the Queensland State Infrastructure Strategy 2022, Inland Rail and linking to the Infrastructure Australia Gaps Report(s) are compelling evidence of the need to focus on how the region will leverage opportunities to achieve economic and social advantage.

Based on Suburban Futures ⁷ analysis of Queensland budgets, Logan and the Redlands (especially Logan) is expected to take a large burden of population growth despite budgets having strongly favoured Brisbane’s inner city, in both absolute and per capita terms, and without commensurate jobs growth (see below graphs).



⁷ Suburban Futures submission; Draft State Infrastructure Strategy; 19 October 2021 available at <https://suburbanfutures.com.au/causes/state-infrastructure-submission/>

South East Queensland (SEQ) City Deal

As one of the fastest growing regions in Australia, the SEQ Region is experiencing significant change. In the period to 2041, the region is expected to accommodate an additional 1.9 million residents and almost 800,000 new homes. The region is also expecting to support one million new jobs.

Attachment 3 provides a visual of the expected areas and extent of population growth over the period 2016 to 2041 for the Logan and Redlands Region.

The SEQ City Deal participants have agreed to collaborate with industry and the community to realise opportunities to improve the region's global competitiveness and connectivity, create higher value jobs and enhance the liveability of our communities. The SEQ City Deal will provide the platform for SEQ to become "one region that is connected locally and competing globally".

Early 2022 saw the release of the agreed SEQ City Deal. Priority areas for the SEQ City Deal include a focus on:

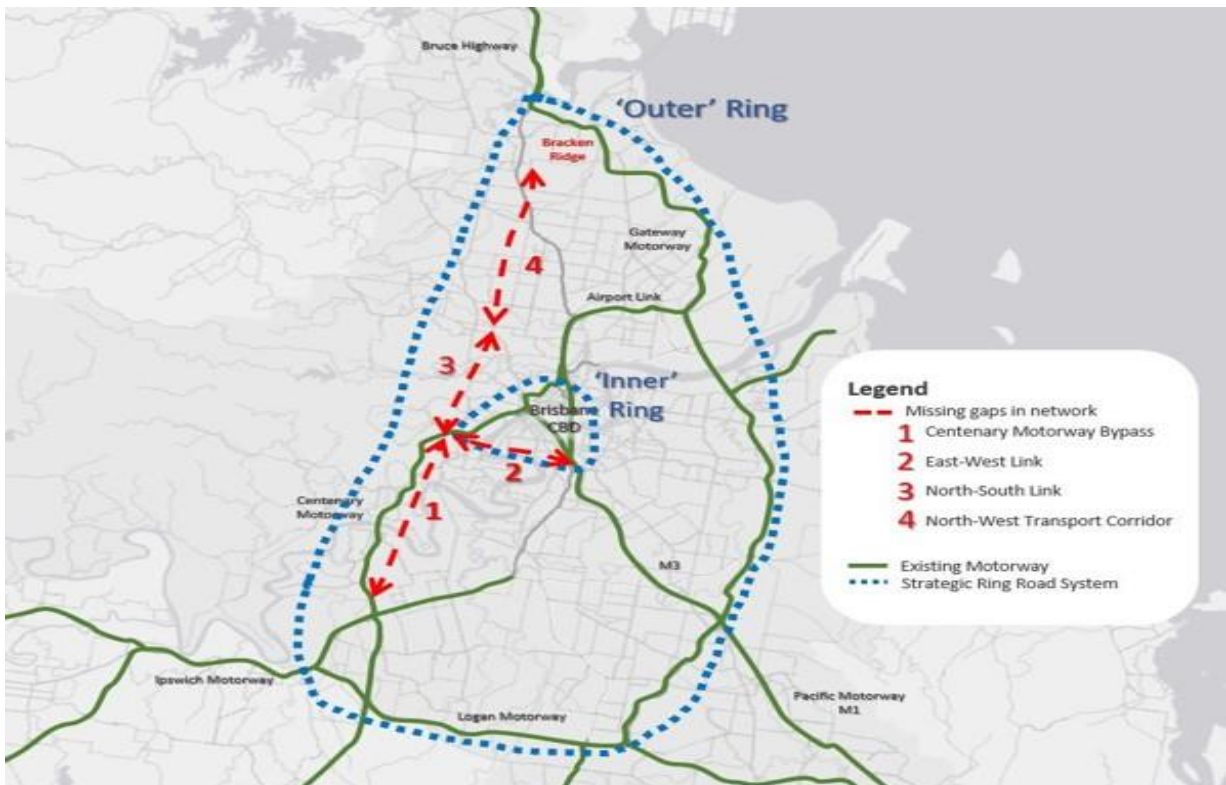
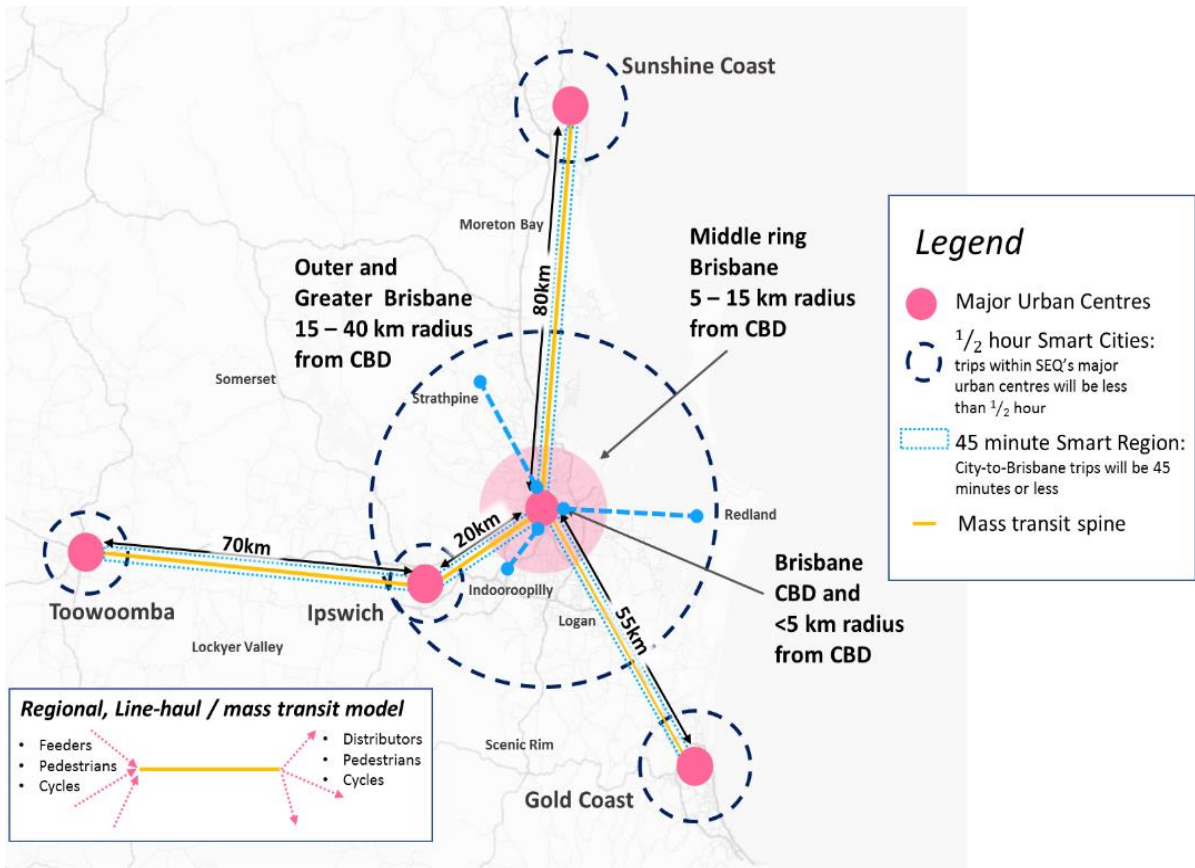
1. connecting Infrastructure which focusses on transforming regional connectivity with better mobility for people, goods and services;
2. jobs and skills including developing a more export-competitive and knowledge-intensive region which delivers higher-value jobs, investment and region-wide prosperity, including through supporting Indigenous businesses, growing youth and Indigenous employment;
3. liveability and sustainability including enhancing SEQ's lifestyle with sustainable communities through the planning and delivery of great places and spaces and a focus on biodiversity, liveability and sustainable regional outcomes;
4. housing and planning delivering sustainable growth through greater housing choice, more affordable living, better access to jobs and improved coordination of community-enabling infrastructure and services;
5. establishing SEQ as a leading Smart Digital Region; and
6. providing governance and leadership that unites civic, government, industry and community leaders to collaboratively drive the success of SEQ.

The SEQ City Deal's next phase spanning from 2023 through 2028 is projected to be a period of major infrastructure spend to prepare the region for hosting the 2032 Brisbane Olympic and Paralympic Games. The City Deal is hoped to look at both the needs in the lead up to the games but also focus post Olympic and Paralympic Games on the needs of the region as its population booms.

The SEQ City Deal is expected to make strategic transport and digital infrastructure investments with the objective of transforming regional connectivity to support a 45-minute region and 30-minute cities, with better mobility for people, goods and services ⁸.

⁸ Major centres will be ½ hour Smart Cities connected within a 45-minute Smart Region. This is meant to mean all urban trips will be within ½ hour and all city-to-city trips within 45 minutes.

Embedded within the SEQ City Deal is expected to be the major projects able to derive value from the integrated whole as a system to achieve this aim as follows:



(Source : SEQ People Mass Movement Study)

However, there is an uncertainty around the 45 and 30 minute targets reflecting planning for a hub and spoke servicing the CBD. The east / west corridor, critical for the growing Logan and Redlands and the broader SEQ footprints, the success of the 2032 Olympic and Paralympic Games and the social cohesion for a growing region along with environmental sustainability needs greater profile.

The initial 5 year city deal outlined the following planned initiatives for Logan and Redlands:

- \$1 million - The Australian Government, Queensland Government and Logan City Council will develop a business case for a proposed transport corridor to connect communities in Park Ridge, Flagstone and Yarrabilba. The connection would provide a direct link to the Logan and Gateway motorways.
- \$45 million - The Australian Government, Queensland Government and Logan City Council will support the revitalisation of the Loganlea/ Meadowbrook precinct through improved connectivity and mobility investments. Any further funding contributions will be considered by the Queensland Government following completion of the agreed business case and detailed design work.
- \$41 million - The Australian Government, Queensland Government and Redland City Council will upgrade the Ferry Terminal at Junner Street, Dunwich to include a new pontoon, shelters, retail and commercial premises, improved landscape and arrivals area. The upgraded infrastructure and services will improve connectivity and promote tourism to North Stradbroke Island.

The next phase of the SEQ City Deal will hopefully draw further on industry consultations and recent reports such as Infrastructure Australia's Regional Strengths and Opportunities, Logan Office of Economic Development's Economic Development Strategy 2022-2027 and Redlands Coast Chamber of Commerce's Champion Redlands Coast research. Additionally, the output from the \$1 million case study will bring to light many opportunities within the proposed transport corridor connecting the outer Logan Priority Development Area (PDA) to the major motorways. It is noted that the case study should consider the broader SEQ and where appropriate work in conjunction with infrastructure planning updates and the SEQ regional planning update (as identified in the recent state government housing summit).

2032 Brisbane Olympic and Paralympic Games

Attachments 4 and 5 provide information on the Olympic and Paralympic Games Concepts for the Brisbane and SEQ Zone maps.

The 2032 Brisbane Olympic and Paralympic Games bid has been confirmed by the International Olympic Committee (IOC). The Australian and Queensland governments, the Council of Mayors (SEQ) and the Australian Olympic Committee partnership proposal for the games is now handed to the Brisbane Organising Committee for the Olympic and Paralympic games (BOCOG) to pull together the vision and begin organising the 2032 Brisbane games.

BOCOG is expected to employ a total of 3,000 people and enlist the help of 70,000 volunteers. These jobs are hoped to be partially filled by a local workforce with the volunteers gaining new skills that are transferable to future work. In addition to jobs with the organising committee, SEQ is expecting an additional 130,000 direct supporting jobs in the next 10 years leading up to the games, as well as the indirect jobs surrounding these.

The confirmation of the games brings attention to key infrastructure projects that will help facilitate the success of the games. Redland City Council has expressed the view this initiative is of particular benefit to smaller councils which could leverage off the proposal for key infrastructure projects.

This key infrastructure relates to accessible and readily available public transport and improved and better-connected roads. The improvement of public transport will be lucrative for tourism and games attendance. It is essential this also includes more adaptive planning such as tunnels, connectivity, venues, accommodation and media facilities. The regions surrounding the Brisbane and the Gold Coast Local Government Areas (LGAs) are important transport links and corridors, not only for visitors but for the greater supply chain for the games. Ensuring access for the workforce, media, catering, event crew and the athletes and visitors is important. These infrastructure additions must be relevant post games. Sustainably improved infrastructure and connectivity must be the SEQ legacy.

Redland and Logan LGA's lack much of the key infrastructure to support large-scale events such as the 2032 Olympic and Paralympic Games. Ensuring the region sees investment particularly in accommodation, public transport and road infrastructure is essential to utilising the vast landscape of SEQ and not funneling investment into Brisbane and the Gold Coast.

Brisbane Olympic and Paralympic Games Legacy

The Olympic and Paralympic Games are not only a great opportunity for the next 10 years and a hook for securing investment and infrastructure in the lead up to the games. It more importantly can be used as a long term focussed opportunity for the 10, 20 and 50 years that follow.

The Legacy projects from the Olympic and Paralympic Games have great potential to make social, environmental and economic impact for future generations. The Brisbane Olympic and Paralympic Games must plan for the long term benefit including:

- *An Accessible City* : event access, transport, pathways, shops and attractions must be well planned to use the opportunity of the 2032 Olympic and Paralympic games to bring more inclusive access throughout SEQ. Logan in particular has a high proportion of residents with a disability and Redlands a high population over 60 years of age. These investments must make long term positive impacts for residents as well as tourists, athletes and the greater population.
- *Energy Efficient Stadiums / Renewable Energy Investment* : Investment into renewable energy sources at new and pre-existing stadiums.

- *Multipurpose Precincts* : Dedicated single use venues and precincts offer a limited long term investment and many without continued use have long been a victim of disrepair and squalor. Dedicated multipurpose precincts with facilities that will be regularly used post the games are important. Venues must attract sporting teams, aim to have family friendly facilities and attract regular post games use.
- *Volunteer Training and Skilling* : The legacy of the future volunteers of the 2032 Brisbane Olympic and Paralympic Games is a major opportunity. 70,000 potential volunteers will undertake training before beginning their roles to support the operations of the games. This opportunity even for a strategic smaller number of workers trying to re-enter the workforce or develop new skills could be greatly beneficial for the region post games.

We should learn from previous success in Legacy projects including:

- Rio 2016 – Brazil’s Rio De Janeiro Metro line 4 connected Ipanema (line 1 into Copacabana and the City Centre) with Barra Da Tijuca in the cities west. The line connects a large part of the city and reduces transport time by approximately 40 minutes. It was projected the line would reduce road congestion in one of the worst parts of the city by 2,000 cars in peak times.
- London 2012 – London’s Olympic Park and village helped to regentrify an area of the North/East of the city that had become run down and repurposed the athlete’s village into council supported residences. The main Olympic stadium has been turned into the home of West Ham United football club.
- Vancouver 2010 – A \$110 million trust was created as part of Vancouvers legacy that ensures the facilities do not fall into disrepair. All of Vancouver’s venues from the 2010 Winter Olympics are well used with the speed skating oval used by 550,000 visitors each year including hosting hockey games and speed skating and has basketball and squash courts and an indoor track.
- Sydney 2000 – Sydney Olympic Park, formerly a 1,580-acre run-down industrial park, continues to be a major venue for sporting, musical and cultural events, as well as business conferences. The park attracts over 12 million annual visitors (pre pandemic), including about 800,000 people annually for the Sydney Royal Easter Show.

Birkdale Community Precinct

City-shaping projects like the Birkdale Community Precinct, the expected site for the Redland Whitewater Centre, are already underway and will be important in ensuring Redlands Coast is ready for the Brisbane 2032 Olympic and Paralympic Games.

The draft master plan for the community precinct has been approved by Council, paving the way for a "South Bank-style" public lagoon, restoration of a 150-year-old heritage-listed farm and new walking trails through a large nature reserve. The plan includes the proposed Redlands Whitewater Centre which will host 2032 Olympic and Paralympic Games water sports.

The Queensland Government proposes commencing construction of the Redland Whitewater Centre in 2024 and aims to have it completed in the later part of 2026. Given that the Whitewater Centre is located within the broader precinct, Council is proposing to have the entire precinct, including the centre, opened to the general public by early 2027.

Legacy planning is important and the resilience training centre associated with the Birkdale Community Precinct is a valuable legacy, one that will aid in the long term resilience of the region and SEQ in preparing for disaster management and response. However, planning for the build, operation and legacy must also include access for other multiple transport vehicle traffic throughout the region. More private vehicle parking, although needed, will not provide the infrastructure to support larger public transport efforts, coach access and where needed truck and heavy vehicle access.

Olympic Trade and Investment Opportunities

The Olympic and Paralympic games brings into the region huge opportunity for international investment and trade opportunities. Being able to attract and capitalise on foreign investment into regional Queensland can have a big long term impact for many small to medium businesses.

Logan has a strong manufacturing industry and a growing advanced manufacturing industry both with room to grow and develop with the right investment opportunities. Focusing on the different businesses in which the region holds competitive advantage and exploring the options for growth around the Olympic and Paralympic Games should not be lost.

The Olympic and Paralympic Games brings larger scale opportunities in the tourism space particularly around the Redlands Coast. The location suffers under investment and the opportunity for international hotels to capitalise on the Redlands islands and coastal tourism destination has uncapped potential. The region has been slower than other South East Queensland destinations to drive tourism.

Tourism Economy Boost⁹

There is the potential to drive an additional \$2.3 billion per annum in visitor spend if effectively leveraged by the region. This includes growing the number of student and business event visitors to the region. The potential exists to leverage new projects to create greater destination awareness and encourage additional investment in major attractions and experiences to increase average length of stay, dispersal of visitors and spend per person in the region.

There is enormous potential for growing experience and cultural tourism, leveraging Southern Moreton Bay's 335km coastline and strong Indigenous connection with country.

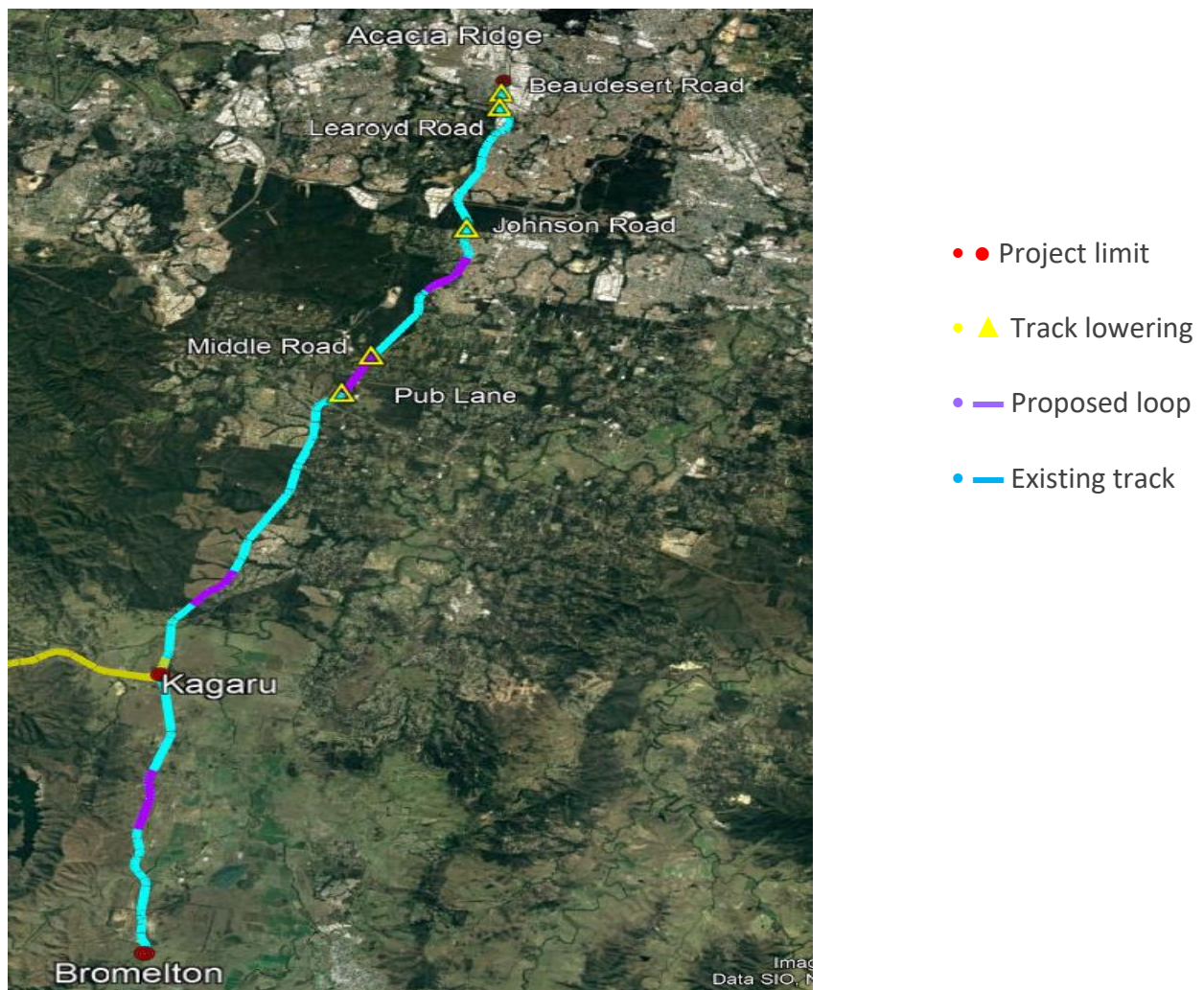
⁹ Brisbane marketing – Economic Development Board – Visitor Economy 2031: Vision for the Brisbane Region.

In addition to the impact of additional visitor spend from committed investment, there is an additional \$4.2 billion of potential spend per annum (with \$1.8 billion from longer stays and \$2.4 billion from greater spend per day). That is the equivalent of \$12 million per day, if the region can:

- convert 4% more visitors that are passing through to staying overnight;
- encourage visitors already coming to stay an extra 0.5 days on average;
- encourage 8% more visitors to purchase an experience; and
- lift spend per person by 15% above forecast.

In addition, a Tourism Research Australia report notes Queensland tourism operators could boost income by almost \$500 million per year by improving services for holiday makers with disabilities including those travelling with carers.

Inland Rail



The immediately above map extract shows the current expected route of the Inland Rail between Bromelton, Kagaru and Acacia Ridge.

RDA Logan & Redlands supports the Kagaru to Acacia Ridge and Bromelton section being reconsidered to remove the Kagaru to Acacia Ridge section and finish the Inland Rail at Bromelton. A hub and spoke distribution strategy could be readily built through enhancement to the existing infrastructure.

Of critical importance is the connecting of Inland Rail planning to the South East Queensland City Deal and the 2032 Olympic and Paralympic Games for the South East Queensland Region including identifying impediments within existing plans (e.g., the need to service east to west mobility and developing strategies for reducing private vehicle usage as a cornerstone for addressing current and future congestion).

The Bromelton location opens up greater opportunities for the distribution of goods across South East Queensland and Northern New South Wales. It utilises existing infrastructure with related infrastructure enhancements driven by the South East Queensland City Deal and the Brisbane Olympic and Paralympic Games . These add impetus to the importance of building the knock on distribution corridors for effective distribution channels. These channels include accessing 3 international airports (Brisbane, Gold Coast and Toowoomba) and the Port of Brisbane.

On 7 October 2022, the Australian Government announced the appointment of Dr Kerry Schott AO to lead an independent review to assess the governance and program delivery approaches of the Inland Rail Program. The review will help inform the future delivery of Inland Rail and will include consideration of the scope, schedule and cost of the program. It will also assess options for the new Inland Rail intermodal terminals to be built in Melbourne and Brisbane and improved links to the ports of these cities. The review will consider existing studies, such as the Toowoomba to Gladstone Inland Rail Extension Business Case.

Queensland Hydrogen and Renewable Energy Industry

The push worldwide toward net zero emissions is driving investment in sources of renewable energy as an imperative part of the economy. Queensland's abundance of natural resources and the environment make it ideal to produce energy resources. The state already has a large existing network of energy resources such as wind and solar farms, mining and hydroelectric among other projects . Queensland is developing research and infrastructure into hydrogen energy production.

Queensland Government Investments include:

- \$15 million to support development of the Stanwell-Iwatani consortium's CQH2 hydrogen export facility in Gladstone;
- \$600,000 in financial support over 4 years for the Future Energy Exports Cooperative Research Centre;
- \$250,000 towards the QUT-led H2XPort renewable pilot plant hosted at the Queensland Government's Redlands Research Facility;

- \$100,000 to support the National Energy Resources Australia (NERA) national hydrogen technology clusters program. The NERA regional clusters program has now been extended to include 3 clusters in Queensland (South East Queensland, Gladstone and Toowoomba); and
- \$20 million for Stage 2 upgrades to the industry-led Queensland Apprenticeships Centre featuring a new Hydrogen Training Centre of Excellence at Beenleigh. Upgrades will feature green gas training equipment, lower carbon technology upgrades and state-of-the-art training facilities to support construction trades.

In addition the Australian Government recently announced a \$70 million investment, which the Government expects to be matched by the private sector, for the Townsville Region Hydrogen Hub program.

The Region is in a great position to benefit from this expanding industry sector with both Logan and the Redlands gaining substantial investment from the Queensland government for work and research into hydrogen.

Infrastructure Australia's 2022 Release – Regional Strengths and Opportunities Plan

Queensland is the most decentralised mainland state in Australia. Connecting its regions both digitally and physically with Australia and the rest of the world is critical.

Regional Queensland is often thought of as remote areas far out of the cities. However, Logan and Redlands struggle with both digital and physical infrastructure and connectivity. The diverse nature of the region from the foothills of the hinterland to the islands has major black spots with internet that is often unreliable, or non-existent, affecting businesses and communities alike.

The Queensland Government's recently released "State Infrastructure Strategy 2022" will be imperative to the future growth and prosperity of Queensland as it sees a major boom in population. Smaller regions and their growth will play a significant role in the whole development of Queensland. Logan and Redlands is at the center of growth for South East Queensland and to meet their potential will need long term investment.

The Logan and Redlands Region is experiencing continuing population growth. It is estimated that the population will increase a further 34% by 2036. As noted earlier in this document, with the intersecting initiatives of the 2032 Brisbane Olympic and Paralympic Games, the South East Queensland City Deal, the Infrastructure Australia Gaps Report and the Queensland Government's State Infrastructure Strategy 2022 along with Logan and Redlands population growth, now is the time to make the changes that will entrench the centrality of the Logan and Redlands Region in the future of South East Queensland.

Construction, advanced manufacturing and healthcare and social assistance are the big drivers of Logan and Redlands going forward. Currently the Region does not have the capacity to train the required workforce . The 3 levels of government need to be looking at this Region more strategically rather than through the blurred and distracting vision of Brisbane and Gold Coast surrounds and begin implementing specific policy and diverting funding and resources into Redlands and Logan.

Now is the time to act, before the already large crisis of housing availability and affordability, road connectivity, traffic, unemployment, business closures and social inequity become further entrenched.

The Region's Major Infrastructure Needs

- Public Transport Infrastructure: Continuously an area of needed investment. Significant congestion problems plague the area and are a major concern over the next decade with the expected growth in population. Much of the population rely completely on personal motor vehicles with over 70% commuting everyday via personal transport means.

An increase in fit for purpose public transport connectivity, service area and frequency is needed to address the issue of road congestion and increase accessibility around the Region particularly in Priority Development Areas such as Yarrabilba and Flagstone that are growing far more rapidly but are located some distances from key infrastructure such as hospitals and public transport hubs.

- Health Care and Social Assistance: The diverse makeup of the residents in the Logan and Redlands Region in need of economic and social support is extensive. Logan alone has a population of over 17,000 residents who require daily assistance of some kind. In the absence of investment and with an increasing population there will likely be an increase in this number leaving the already struggling Health Care and Social Assistance sector and facilities in the Region under increasing pressure.
- Education and Training: Access to more education and training offerings within the Region is important for the future workforce and employment of residents. Many residents currently leave the Region to access the training they need. This moves more residents away from gaining local employment and has left many essential services and occupations in need of staff. Strategically investing in training facilities that will align with the emerging future workforce will support greater economic growth within the Region.

- Road Infrastructure and Connectivity: The region is reliant on major roads that are highly congested to access major centres and essential services. Blockages, accidents and sporadic roadworks further inhibit the ability to get around the Region. Many locations are reliant on the same roadways, with many areas poorly serviced. Better road infrastructure and better connected roads are needed now with this need growing even further with the expected increase in population.

Overall, enabling infrastructure is needed that will support the Region and allow for further growth in key areas of manufacturing, professional services, agriculture, health care etc. Without digital connectivity, transport and high-capacity essential services the Region will not be equipped for the expected population or regional economic growth.

Skills

The current National Skills Commission Skills Priority List highlights major skills shortages. It currently includes 68 occupations in Queensland as having a current skills shortage all with strong future demands.

The key identified skill areas for the Logan and Redlands Region include:

- Aged or Disabled Carer;
- Child care worker;
- Electrician (all fields general and Special Class);
- Enrolled nurse;
- Registered nurse (all areas);
- Residential care officer; and
- Youth worker.

Additional shortages were prevalent in cyber security, Software/technical design, mining and mechanical engineering.

More information is available at <https://www.nationalskillscommission.gov.au/topics/skills-priority-list>.

Future Focus

Education and Training

Education and training services in Logan and the Redlands have been identified as an area that needs investment to meet current and emerging industry needs. Developing the Region's ability to supply skilling and reskilling opportunities to the local workforce will allow for education and skills development and in turn help to build a strong labour force and drive local abilities.

High quality training supported by a network of fit-for-purpose infrastructure is essential as jobs evolve in the Region's growing and diverse industries. Collaboration between all stake holders is essential. Industry, training and education bodies and governments should be working together to successfully drive the future of the Region. Infrastructure Australia highlights "investments in enhancing the skills training facilities in the Region has been identified as a way to meet industry growth demands expected as a result of population growth."

Developing the network of course offerings is a major factor in continued educational infrastructure in the Region. Logan currently has a small university campus that delivers health and education courses both on campus and online. The university has more recently limited its course selections with students forced to utilise other campuses outside the region in Brisbane or the Gold coast. Redlands is still without a university with students more often moving away to continue their tertiary education or forced into a lengthy commute out of the Region.

The ability to skill residents locally could potentially make a positive impact on the labour force, retaining the labour force within the Region and growing the skill base as people come from outside the Region to study. Other tertiary facilities in the Region such as TAFE offer limited course selection. In Redlands the offer of initial certificate courses is robust however, to further study and complete Certificates III, IV and Diploma level courses requires attendance at either Brisbane or Gold Coast campuses. Limitations such as lack of supporting educational infrastructure minimise the growth potential for residents and the Region.

Logan has significant economic advantage given the young age of the labour force identified across the region. The ability to fully harness the potential of the region's population lies partially in further access to training, infrastructure, facilities and education around pathway options.

The Region's existing infrastructure, in addition to the capacity of facilities in the broader South-East Queensland region, provides a tangible opportunity for the Logan and Redlands region given its location. Now the focus should be on developing offerings and investing in education infrastructure to ensure the Region develops the right mix of education and training offerings across all levels of education.

Socio-economic Economic Indexes for Areas (SEIFA) Data identified Logan LGA had an education and occupation index within the lowest 20th quintile of the population according to 2016 Census data. This is a substantial disadvantage in comparison to the Redland LGA which is in the 80th Quintile (noting the Redlands Islands are in lowest quintile for socio-economic disadvantage which is disguised by overall score for the Redland LGA). Similarly, the bordering regions of Brisbane and the Gold Coast are in the top 90th and 80th percent of the country respectively (ABS, 2016). A lack of access to skills and training creates a barrier to education and occupation opportunities. The SEIFA index highlights just how disadvantaged areas in Logan are and the lack of equal opportunity between neighbouring LGAs.

Transport Infrastructure

Growth corridors are the future and the driving force of economic growth across the country. The question throughout the regions of Australia is how we have transport links from city to city, and more importantly across the suburban regions in an efficient way. Public transport is not always the only answer.

Infrastructure is an important enabler of capacity, growth and economic prosperity.

Key areas for transport consideration include:

- east west transport corridors;
- high speed rail connecting capital cities;
- fast rail through SEQ;
- improved public transport (light rail, heavy rail expansion, more regular bus routes);
- climate positive infrastructure (EV charging, residential and commercial charging incentives);
- better connections west through to Ipswich / Toowoomba, and south from Yarrabilba/Redland Bay to the Gold Coast;
- extensive road logistics infrastructure; and
- medium density level development transport corridors.

Logan provides major through roads in the form of the M1 between Brisbane and the Gold Coast and Mt Lindesay Highway. The regions other major roads include the Gateway Extension, the Logan Motorway, Beaudesert-Beenleigh Road, Waterford-Tambourine Road and Chambers Flat Road. All these corridors predominantly run north-south. There are little to no arterial or major roads that provide sufficient east-west connectivity throughout the Region. Currently small suburban roads provide the go between in major suburbs and Priority Development Areas (PDAs) such as Yarrabilba and Flagstone.

The current road infrastructure limits efficient travel by car and disrupts the burgeoning 'last mile' commercial traffic impacting reasonable time travel with peak hour traffic and road incidents resulting in banked up traffic. Yarrabilba has further been troubled by flooded roads causing traffic and accessibility issues. The lack of east west connectivity is an infrastructure issue that needs attention, more so as the new PDA's continue to experience major growth.

Redlands transport infrastructure is equally not extensive enough to meet the growing needs of the region. A region connected by multiple single lane road ways, many locations reachable by only one or two routes with traffic and accessibility heavily effected by singular road incidents. Accessibility and ease of movement within the Redlands is also often difficult. Despite the north of the LGA having rail between Cleveland and Brisbane City combined with some bus routes, the south of the region is not well serviced. Redland Bay and Mount Cotton have reduced connectivity.

Access to and between the Redlands Islands is difficult. Work is currently underway between Redland City Council and Brisbane City Council with State government contributing as well to investigate an additional Brisbane Metro route from Coorparoo to Capalaba. An extension of the busway to connect the north of the Redlands business district to the city in a fast and efficient manner is a starting point, with hopes the study will show expected success. However, despite the need to any and all improvements in public transport this still does not provide further access to the south of the region.

Transport links, main highways and freight links are crucial supply chain infrastructure. Well-connected road freight routes with heavy vehicle access (B-double trucks) and access between major manufacturing and warehousing areas to Brisbane/Coolangatta Airports, the Port of Brisbane along with heavy rail will ensure a more resilient supply chain that is better equipped to manage future shocks and increased demand. Recent crisis and supply chain issues have demonstrated quick, efficient, reliable and effective supply chains have been crucial to meet community need.

Island Transport Infrastructure

The Redlands' islands pose a continued challenge in terms of transport infrastructure. Each island has a unique set of needs, challenges and opportunities. Despite the differences the main needs of all the islands for immediate future growth include the following general needs noting longer term innovative considerations should be pursued:

- subsidised barge and ferry costs for residence;
- parking that meets the demand at all ferry terminals (both mainland and on the islands);
- improved connectivity between the islands (between North Stradbroke, Coochiemudlo and the Southern Moreton Bay Islands); and
- island transport improvement (more regular public transport).

Health care infrastructure

Logan and Redlands Hospital Investment

The Queensland Government is investing over \$570 million in hospital expansions within the Logan and Redlands Region.

Logan Hospital is currently undergoing a \$460 million expansion. The project will deliver an additional 206 beds, treatment spaces, a maternity upgrade, 4 additional floors and overall building refurbishments. The expansion to Logan hospital will increase bed capacity by 48% on current numbers and will be the largest hospital expansion in the state of Queensland.

Redlands Hospital \$62 million stage 1 hospital expansion includes a new intensive care unit, additional 32-bed ward and general refurbishments throughout the existing hospital. Stage 2 is currently in the planning stage. A \$6 million detailed business case is commencing to deliver a detailed plan for further major Redlands Hospital expansion. Additionally, Redlands Hospital will gain a new \$50.5 million dollar multi-level carpark.

As part of its 2022 to 2023 budget the Queensland Government also committed to further metropolitan hospital expansions including at Logan hospital as part of the \$23.6 billion budget allocation for healthcare infrastructure.

This investment into the Region's health care is a much needed increase in infrastructure to meet the current needs of the Region. It will help to ease a busy and crowded hospital system; however continued and further infrastructure investment will likely be needed as the population continues to grow at a rapid rate. Further, the issue in the region of inadequate numbers of health care staff, not only for hospitals but for other health care and social assistance is a major issue that needs addressing.

Coomera hospital

The \$1.3 billion hospital for the northern Gold Coast at Coomera is expected to be completed by the second half of 2027.

The health care system in the region of Logan and Redlands is busy, often near capacity and for some residents not always the closest option. Health care needs are not limited to regional borders. Key infrastructure projects like the Coomera hospital are a key piece of essential infrastructure that will aid the overall community and provide additional health care access particularly for those in the southern suburbs of Logan.

For those in the north of the region, the extensive health care facilities in Brisbane are also available. This does not change the need for further development and investment into facilities in the Logan and Redlands Region. The reality is that just as Logan and Redlands expand, so to does the northern Gold Coast and southern Brisbane City putting further pressure on all essential services.

Tourism

Logan and Redlands is a unique area within South East Queensland. Bounded by the foothills of Mount Tamborine, the outskirts of southern Brisbane down to the coast line of Southern Moreton Bay and the Islands within, it is an incredibly diverse area and one of endless beauty. It is also a region that has not yet fully capitalised on the potential opportunity that a tourism economy could bring to the Region.

Queensland is a leading tourism state with the industry worth close to \$17 billion dollars. The opportunity to expand the local economy and boost job options, particularly in hotel and accommodation, hospitality and leisure activity is limitless. However, the current economy infrastructure both in Logan and the Redlands does not support future opportunities. A lack of large hotels or mid to high range hotels limits overnight visitors and tourists staying over multiple days.

The island tourism economy is further restricted by accommodation availability, ferry options to access the islands both in cost and times as well as on island transport facilities. The ability to access more than the ferry terminals is a restriction for each island.

Land use/ Land Availability

The Logan and Redlands Region is facing demand for more land availability. The Region has a large amount of rural / agricultural land some of which is not utilised to its full potential. With the Logan and the Redlands areas looking to expand in different ways, each will need a unique solution to their land challenges in providing for further residential development and employment areas.

Logan's large residential developments such as Yarrabilba and Flagstone are a major boost for housing in the region. The demand is continuing to rise for expansion of the area's capacity for Manufacturing, Logistics and other business. Land in existing commercial pockets is becoming tighter and much is at capacity. Local and state governments need to start looking at where space can be utilised better, both publicly and privately with the rezoning and reallocation of land.

The Redlands lack of space will mean for the region to expand its population and housing capacity to a significant extent it will need to reassess the construction of medium and high density living solutions. With costs of housing and living rising, better living alternatives such as town houses and smaller apartment and residential housing blocks is quickly becoming a necessity for the area to manage the growing population.

There is a need to ensure changes to land use and planning are done with an emphasis on thoughtful urban planning and zoning, taking into consideration the long term needs of the community and infrastructure planning for the region. Good urban planning will help ensure more people are living close to jobs and close to key transport corridors, in turn helping to reduce overall infrastructure needs while best serving community wellbeing.

Disaster Management

Regional approaches to disaster management are an integral part of the region's economic development for the future. A proactive approach to flood mitigation, fire prevention and hazard reduction as well as major weather events is crucial to prevent the repetition of the wide spread disasters seen in previous years.

2022 saw widespread flooding across a large area of South East Queensland and Northern New South Wales. The Logan region was greatly affected and has many areas across the region that have a long history of flooding.

The 2022 to 2023 Federal budget predicts more than \$6 billion in disaster relief and recovery will be spent in the South East Queensland and Northern New South Wales area as a result of the March 2022 floods. A further \$1.3 billion has been invested to better prepare and respond to future natural disasters ¹⁰.

Questions requiring consideration include:

- Is flood relief in the form of monetary value and the promise to rebuild a viable long term solution?
- Can we look at the landscapes and geographical location on these towns, cities and homes and find a better solution for future floods?
- Is there a way to prevent the same widespread flooding year after year? And if no, are there options to relocate?
- Is there enough Flood plain management and analysis being done around new developments along and surrounding the Logan River and other flood plains (e.g., Jimboomba and Yarrabilba)?
- Are residential and commercial building being future proofed for climate change? Warmer temperatures also mean the need to future proof houses, particularly from moisture (mildew, mould) and increased rainfall?

Another wet weather event similar to March 2022 is inevitable at some point in the future and we live in a land that is prone to bush fire. Now is the time to make the changes and protect residents against the potential loss of life, homes, valuables and income. Policy such as the joint Australian and Queensland Governments 'The Resilient Homes Fund' was established in response to the 2021 – 2022 disaster season and is intended to directly aid flood-affected residential properties within 39 local government areas activated for Disaster Recovery Funding Arrangements (DRFA). These policies however only stretch so far, to so many families and are not a long term viable solution to protect Australian families, including those in Logan and Redlands.

Importantly the region must also begin further efforts and a proactive approach to climate change. There is no doubt that a region with a coast line such as Redlands, and more importantly a large island community is at greater risk and impact from climate change. Increased temperatures and rising sea levels mean that disaster management must include the need for a proactive approach in these communities. SEQ subtropical climate is likely to also see an increased rainfall due to climate change which may exacerbate the frequency of wide spread flooding. Future proofing homes to changing climate conditions is just a start.

¹⁰ Refer <https://budget.gov.au/2022-23/content/regions.htm#four>

Attracting Investment

A summary of the strengths and opportunities for the Logan and Redlands Region is:

- **Manufacturing** – Manufacturing has long been a part of the region and as we enter a new era of manufacturing, advanced manufacturing and industry 4.0, the sector is growing. The Logan and Redlands Region is in a unique position sitting between the Gold Coast and Brisbane. It has transport links to three international airports, the Port of Brisbane and once the upgrades and extensions to Inland Rail are complete the Region will be even better placed as the centre for manufacturing growth in North-Eastern Australia. As local and global markets manage settling into whatever the new normal is, it is critical to optimise the adoption of advanced technologies to ensure a stronger, sustainable and a more competitive post-pandemic economy.
- **Textile** – Textile manufacturing is beginning to make a significant return to Australian shores as the costs and supply chain issues arise in international business models. Logan specifically has seen a great return to the textile sector with multiple businesses deciding to base themselves and their manufacturing facilities within the region. Further expansion in the sector brings greater access to jobs, and different skills and training opportunities in the region.
- **Labour Force** – Logan has been noted to have a population average much younger than that of the rest of Australia, including neighbouring regions. It has the potential to capitalise on growth opportunities to upskill and grow its labour force potential. This means addressing the region's long history of high unemployment, particularly youth unemployment.
- **Tourism** – The Redlands and Logan have been highlighted as an area with potential tourism yet to be fully harnessed. The opportunity for large scale hotel investment, holiday rentals and tourism infrastructure that reaches from the base of the hinterland through the Redlands coastline and into the Southern Moreton Bay and Islands is endless.
- **Health Care and Social Assistance** – An increase in investment to cater for the region's ageing population and large cohort of people with a disability is much needed. There is a real opportunity to provide greater access to care facilities.
- **Education and Training** – A greater presence of tertiary education facilities has been highlighted as an opportunity for growth in the region. This reflects the need for more funding and resources into primary and secondary education and greater depth of offerings through vocational education institutes and a university. Furthermore, better access to education is required for those who cannot currently access opportunities be it due to family situation, health, connectivity or transport.
- **Infrastructure** – Infrastructure opportunities in the region have been well highlighted throughout this paper. The region needs investment. The infrastructure currently available does not adequately support the region and its residents in the best way. Better health care, education and transport are just the beginning.

Conclusion

The above outlines the case for investment in the Logan and Redlands Region which, even without the impetus provided by the repair required following the pandemic, the 2032 Brisbane Olympic and Paralympic Games, the SEQ City Deal, the Queensland State Infrastructure Strategy 2022, Inland Rail and linking to the Infrastructure Australia Gaps Report(s), would still be required.

The impacts of fires, floods and drought will remain cyclical features of Australia's climate. Climate change and global warming further exacerbate the risk of future natural disasters. The flow on effects of instability in geopolitical conditions, the recent pandemic, changing work practices and heightened internal migration are yet to play out.

This changing world has and continues to have a major impact on the Logan and Redlands Region and demands attention to this often overlooked Region.

This changing world demands a stronger vision, better planning capacity and earlier identification of responses especially focussing on fleetness of foot in skilling the workforce and securing supply chains.

In October 2020 the RDA released *Logan and Redlands: The Centre of Economic and Employment Growth for Queensland*¹¹ which captured the then key issues and areas of focus for the Region. A key activity for the RDA throughout 2022 has been to review this document to reflect current and emerging opportunities with the intention of challenging the thinking around planning for the Region.

Over the past 2 years the RDA Logan and Redlands Board has held meetings with the three levels of government and across the region with key local businesses, community representatives and individuals. The Board's purpose in meeting around the Region has been to directly hear about the challenges and opportunities facing the Logan and Redlands Region as it repairs from the economic and social impacts of the pandemic and begins to explore the opportunities arising from the SEQ City Deal and as preparations for the 2032 Olympic and Paralympic Games are pursued. The Board has come away from its meetings with a substantially deeper understanding of the issues confronting the local economy and the residents of the Region.

The Board recognises the value of conducting consultations driven by a focus on gathering insights that drove the RDA Logan and Redlands' *To 2042 and Beyond : Investing in SEQ Summit*¹² held in September 2022 and captured in this revised Strategic Regional Plan.

¹¹ Refer <https://rdaloganandredlands.org.au/images/documents/Logan-and-Redlands-The-Centre-of-Economic-and-Employment-Growth-for-Queensland-2020.pdf>

¹² Refer <https://summit2022.rdaloganandredlands.org.au/>

The Summit brought together key decision makers, funders and stakeholders. Reflecting the extensive consultations and the RDA's commitment to the long term, the *To 2042 and Beyond : Investing in SEQ* Summit considered a broader South East Queensland context in addressing impediments to and opportunities for regional economic growth. It is the position of the RDA that while the key events such as the Brisbane 2032 Olympic and Paralympic Games provide great incentive for regional investment, it is necessary to ensure the legacies that benefit the regional economy and its community extend well beyond 2032.

The RDA Logan and Redlands Board sees a clear mandate to take forward a commitment to progress the concepts and ideas that were raised at the Summit and to ensure that this process continues to gain traction and momentum amongst regional stakeholders.

Drawing together the work of the RDA, this Strategic Regional Plan reflects the need for cohesive, co-ordinated and long-term strategic regional planning.

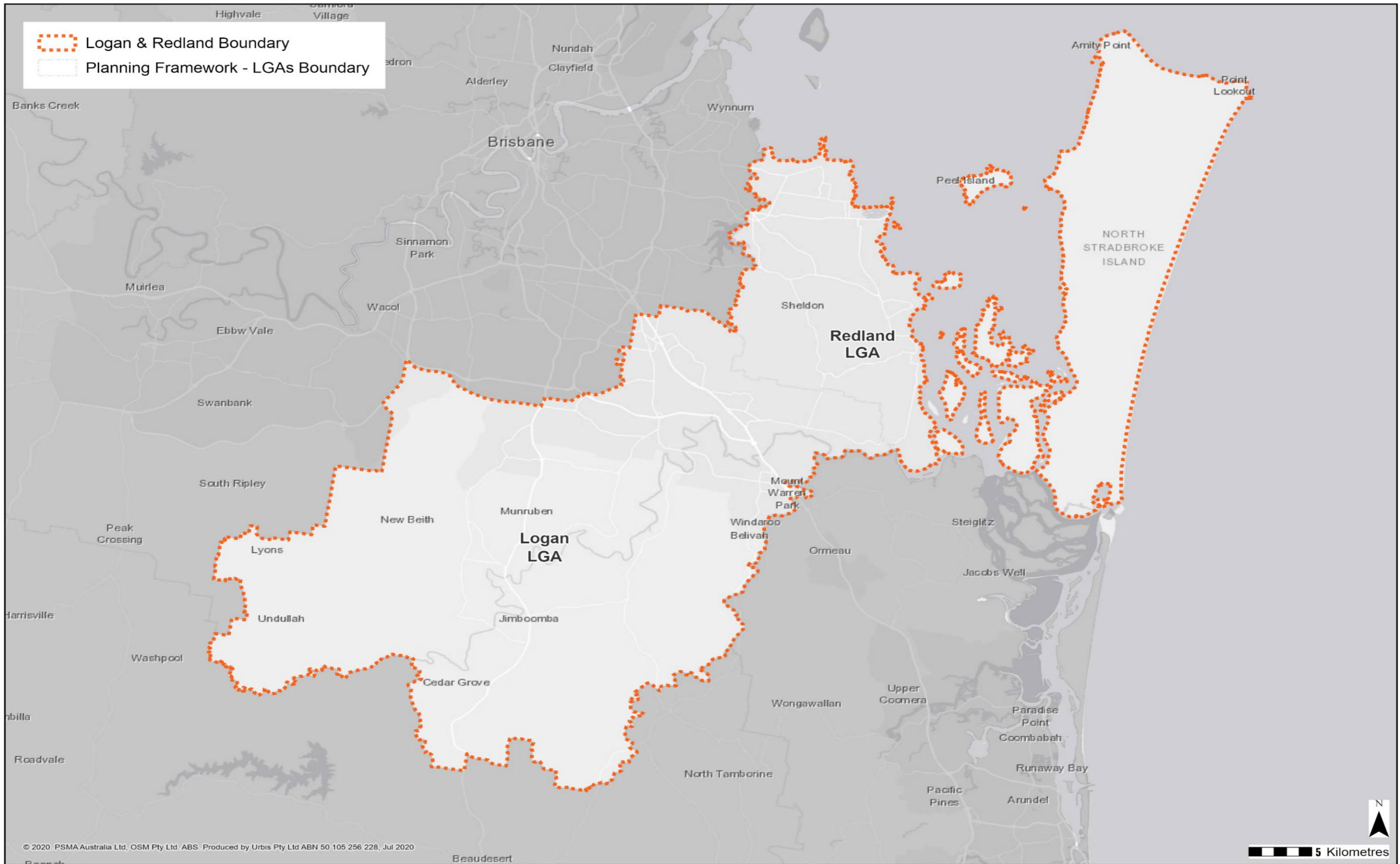
It is imperative that investments made around the 2032 Brisbane Olympic and Paralympic Games are made with ALL of South East Queensland in mind. The Logan and the Redlands Region needs essential infrastructure to ensure it can accommodate the expected influx of tourists and spectators over the next decade, service the Olympic and Paralympic and related venues in the region and is equipped to host future large scale events.

Absence of key infrastructure in general is the major impediment to realising the Region's full potential, particularly in relation to transport links. The expected population increase in the Region by 2036 will require major upgrades and investment in many areas. Investment needs to reflect a future focus for urban planning and infrastructure needs. The ability for all residents to move around without constant congestion or inaccessible public transport is imperative. The Region also needs considerable health care and social assistance resourcing for the already struggling sector.

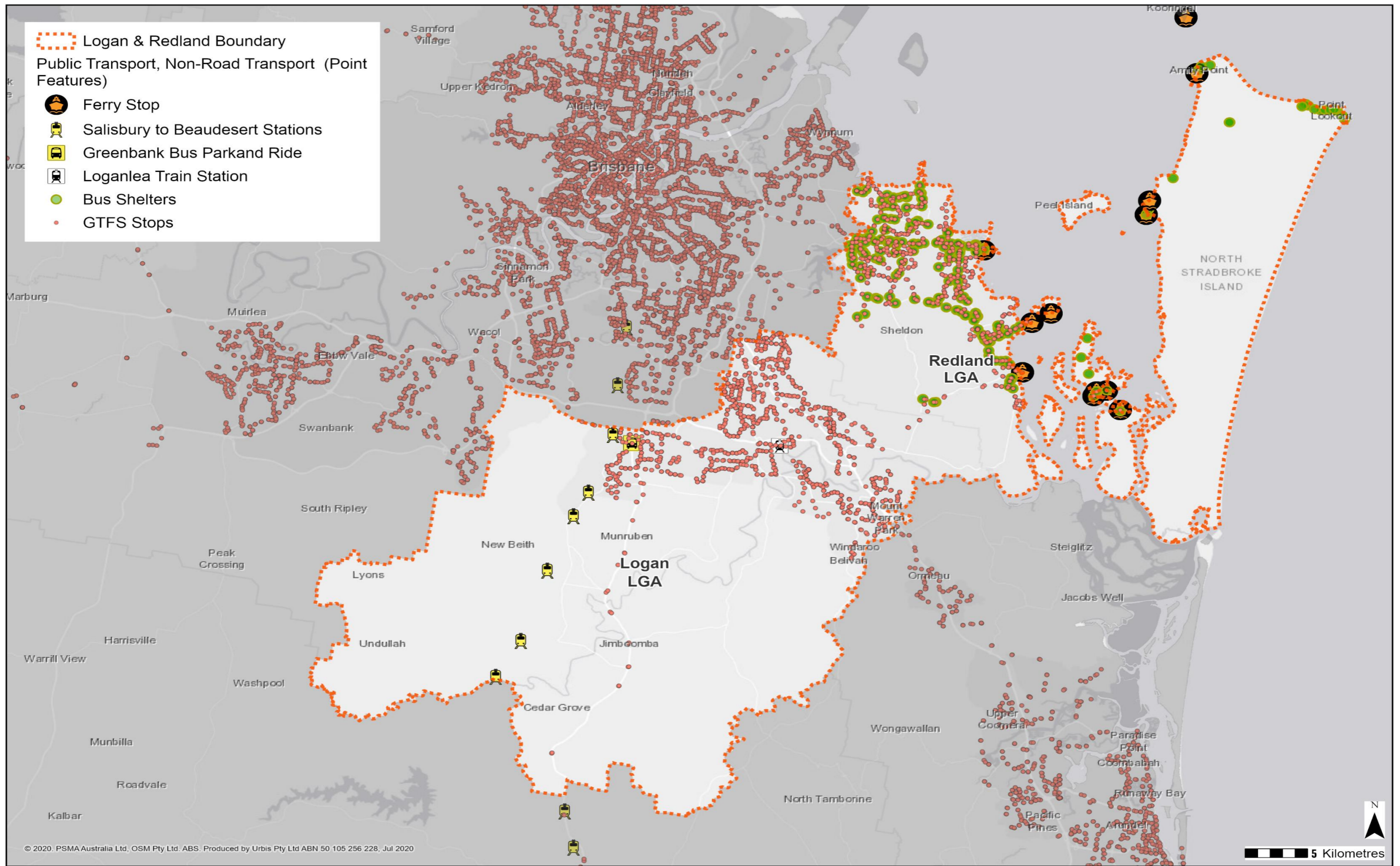
Planning should drive acceleration of labour market analysis/projected industry mix to implement structural changes to the local economy including creation of jobs and skilling and reskilling of the workforce into emerging industries and occupations. However, it must ensure infrastructure is delivered in line with population growth, rather than afterward or late (which has usually been the case).

With the right investment, infrastructure and stakeholder leadership supporting the Region the future of Logan and Redlands is boundless

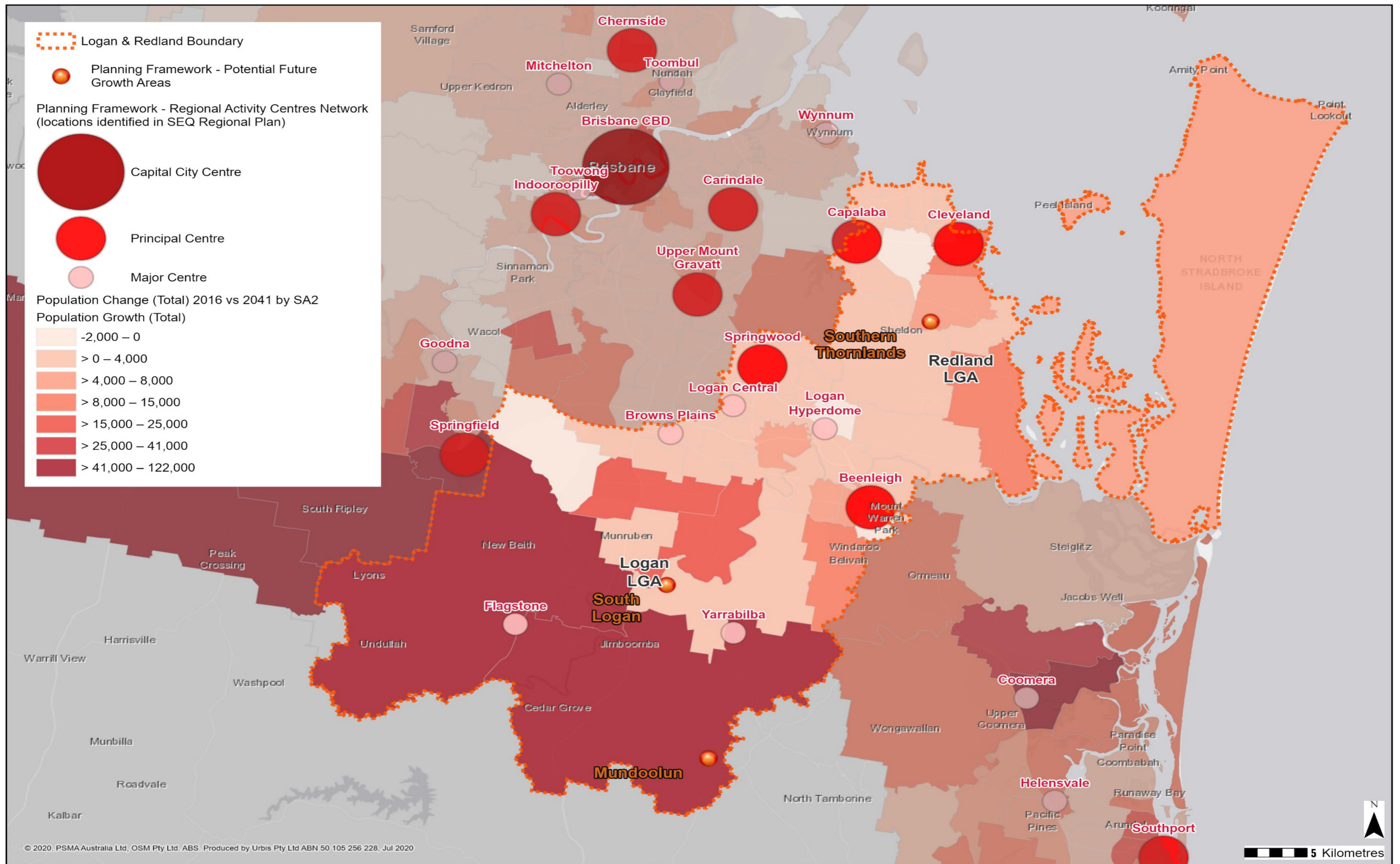
ATTACHMENT 1 : THE GEOGRAPHY SPECIFIC TO THE LOGAN AND REDLANDS REGION MAP



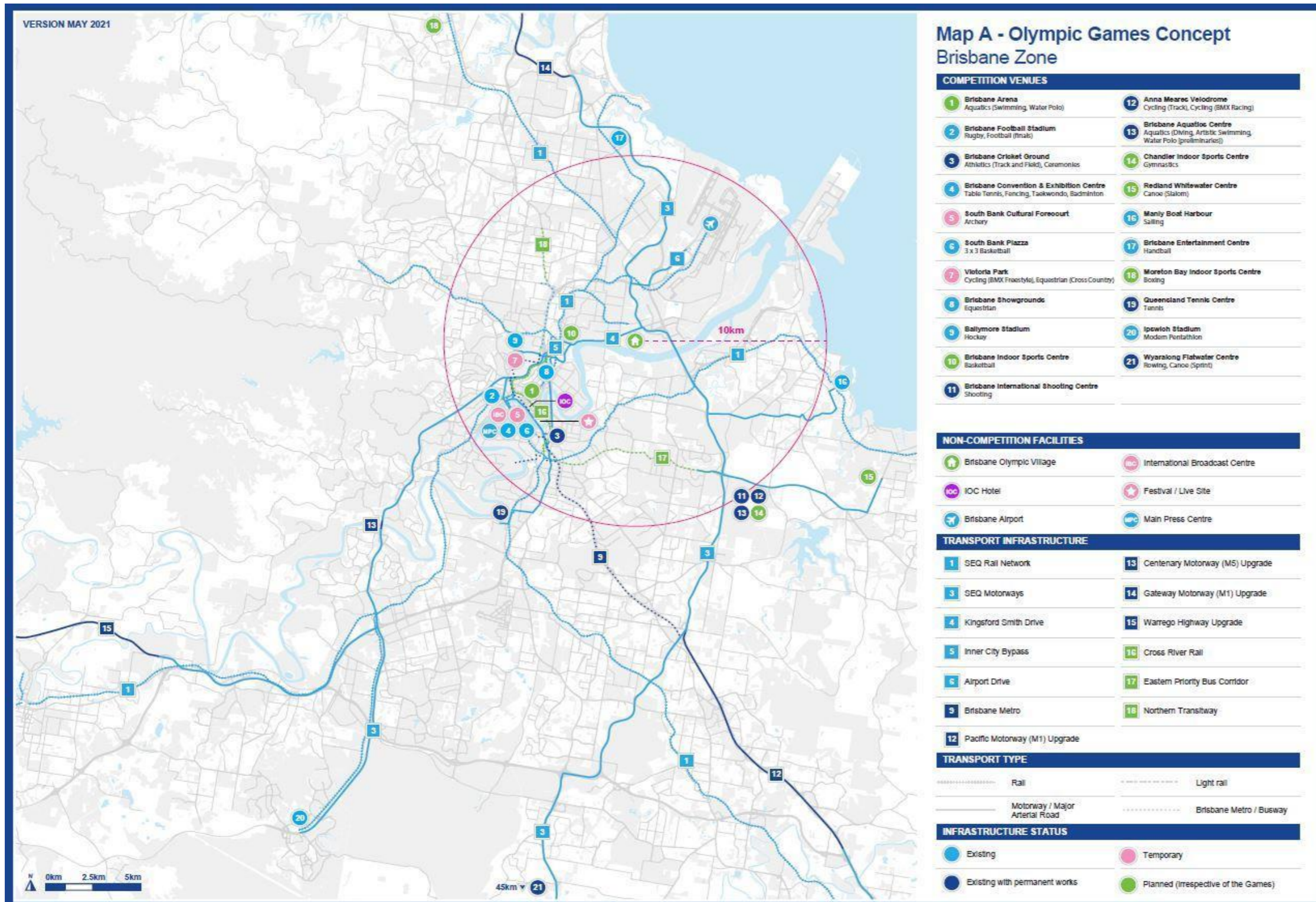
ATTACHMENT 2 : PUBLIC TRANSPORT CONNECTIVITY MAP



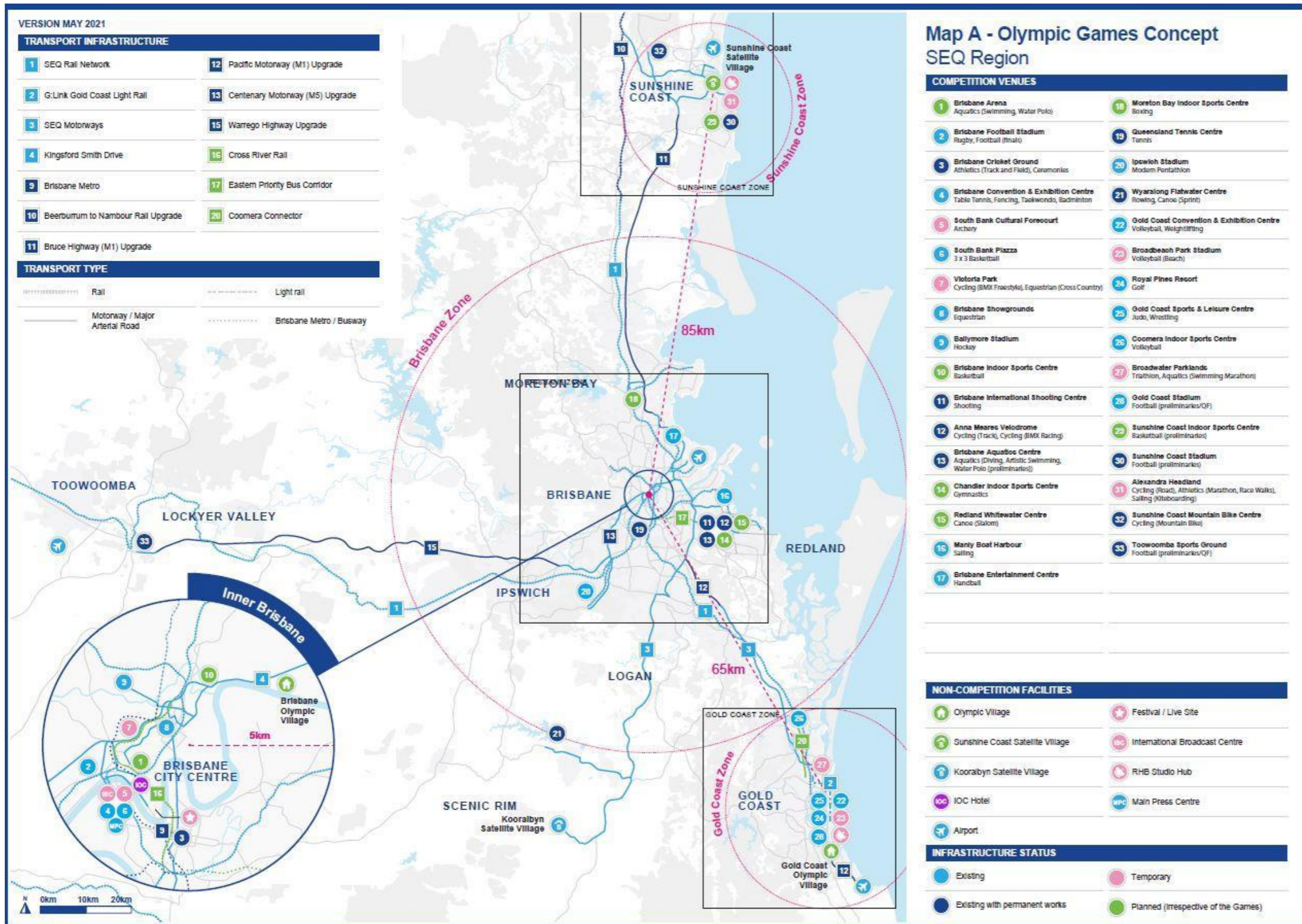
ATTACHMENT 3 : EXPECTED AREAS AND EXTENT OF POPULATION GROWTH OVER THE PERIOD 2016 TO 2041 MAP



ATTACHMENT 4 : OLYMPIC AND PARALYMPIC GAMES CONCEPT BRISBANE ZONE MAP



ATTACHMENT 5 : OLYMPIC AND PARALYMPIC GAMES CONCEPT SEQ ZONE MAP





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