

# Integrated Lifestyle Infrastructure Network Plan 2024-2041

*Logan City Council is providing a plan to coordinate planning and delivery of Community, Sports and Parks infrastructure in Logan until 2041.*



# Acknowledgement of Country

Logan City Council acknowledges the Traditional Custodians of the land, water and country we now call the City of Logan. We pay our respect to Elders past, present and emerging and extend that respect to all Aboriginal and Torres Strait Islander peoples across the city.



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# Executive Summary

The City of Logan is a vibrant and diverse city, offering a wide range of experiences and lifestyle opportunities from sustainable nature-based experiences, sporting and cultural events, and community facilities. As a Council, we are proactive in creating new experiences and opportunities in a way that benefits our community, environment, liveability, and economic prosperity.

The City of Logan is experiencing unprecedented growth and change, with an additional 208,871 people expected to live in our city by 2041, taking the population to over 566,000 people. This growth will place pressure on our existing infrastructure to expand and adapt and will require significant expansion to the city's infrastructure network to meet demand. While growth presents challenges, it also brings new and exciting opportunities for our city and the way we plan, deliver, and manage our infrastructure.

This *Integrated Lifestyle Infrastructure Network Plan 2024 - 2041 (ILINP)* provides a framework to coordinate the planning and delivery of Logan City Council's park, sports, and community infrastructure networks up to 2041. It identifies opportunities to align infrastructure projects to achieve a one network approach, driving performance and tackling complex issues, while providing the infrastructure required to meet growing and changing needs and aspirations for the community.

The ILINP builds on the work Council has already taken in developing the *Parks Infrastructure Plan 2024-2041 (updated, previously titled Parks Strategy 2014)*, *Community Infrastructure Plan 2024–2041 (updated, previously titled Community Infrastructure Strategy 2019 2041)* and a new *Sports Infrastructure Plan 2024-2041*.

Implementation of the ILINP is expected to provide many community benefits including improved access and connectivity through integrated infrastructure and services; opportunities to develop integrated service delivery models; improved placemaking and amenity and deliver quality infrastructure earlier through aligning sequencing and pooling of resources.

An action plan has been prepared detailing the key actions, activities, initiatives, and other work required to support the implementation of the ILINP. The actions respond to the research and analyses undertaken to date and aim to address any gaps and shortfalls in the policy, planning and governance arrangements that impact upon infrastructure provision.

The actions are grouped under five priority areas

1. Responds to community needs and expectations
2. An effective, efficient and sustainable infrastructure network
3. Optimise the Lifestyle Network as a driver of Logan's economic prosperity.
4. Funding and Partnerships
5. Governance and Operational Considerations

The ILINP provides the opportunities for a joint approach to infrastructure delivery and the opportunity to identify joint priority projects for integration. The joint priority projects are identified in the Integrated Infrastructure Priority List. This list aligns and prioritises projects where community infrastructure and parks and/or sporting infrastructure align.

The CIP, PIP and SIP each result in a list of future infrastructure projects, prioritised based on the methodologies. The list of projects for each infrastructure network, or Statement of Intent (Sol), have been developed to inform the LGIP, future budgets, and advocacy for external funding opportunities.

# Introduction

## Purpose of this Plan

The City of Logan is experiencing unprecedented growth and change, with an additional 208,871 people expected to live in our city by 2041. This growth will place pressure on our existing infrastructure to expand and adapt and will require significant expansion to the city's infrastructure network to meet demand. While growth presents challenges, it also brings new and exciting opportunities for our city and the way we plan, deliver, and manage our infrastructure.

The Integrated Lifestyle Infrastructure Network Plan 2024–2041 (ILINP) provides a framework to coordinate the planning and delivery of Logan City Council's park, sports, and community infrastructure networks up to 2041. It identifies opportunities to align infrastructure projects to achieve a one network approach, driving performance and tackling complex issues, while providing the infrastructure required to meet growing and changing needs and aspirations for the community.

The purpose of this plan is to:

- Identify opportunities for integrated land use and infrastructure delivery to guide Council's prioritisation and long-term investment decisions.
- Identify opportunities for collaboration, from planning and strategic land acquisition, through to infrastructure delivery, management, and operations.
- Realise the savings, efficiencies and improvements that can be achieved through simultaneous and/or coordinated planning and delivery of different infrastructure types.
- Position Council to pursue new opportunities and collaborative partnerships with other levels of government, non-government organisations and the private sector to contribute to Logan's infrastructure needs.
- Provide a strong evidence base and clear plan of action to support Council's advocacy efforts and funding applications for investment for infrastructure projects.
- Inform and support local government planning instruments, including the *Logan Planning Scheme*, *Local Government Infrastructure Plan (LGIP)* and master plans.
- Inform and support other local government plans and processes, including service planning; budget processes and financial plans; asset management plans; and Council's capital works program.
- Enable Council to maximise the benefits from its existing lifestyle infrastructure assets, as well as help attract new investment to the city overtime.

## Benefits of the Integrated Lifestyle Infrastructure Network Plan 2024-2041

Implementation of the ILINP is expected to deliver the following community benefits:

- Improved access, connectivity, and interactions through co-located or integrated infrastructure and services.
- Opportunities to explore and deliver integrated service delivery models, that focus on shared goals or target groups, designed to better meet community needs and objectives (i.e. seamless, single-system service delivery rather than each service provider operating autonomously).
- Improved placemaking and amenity by delivering high-quality places, with the scale and mix of uses that attract and retain people.

- Potential to deliver some infrastructure earlier through aligning the sequencing and timing of infrastructure projects, or through the pooling of resources.

This work builds on Council’s significant investment in park, sports and community infrastructure assets and will be fundamental to attracting new investment to Logan in the future.

## Project Scope and Approach

This ILINP focuses on integration of park, sports and community infrastructure for which Council has primary responsibility. The ILINP aims to align infrastructure priorities by aligning the following infrastructure plans:

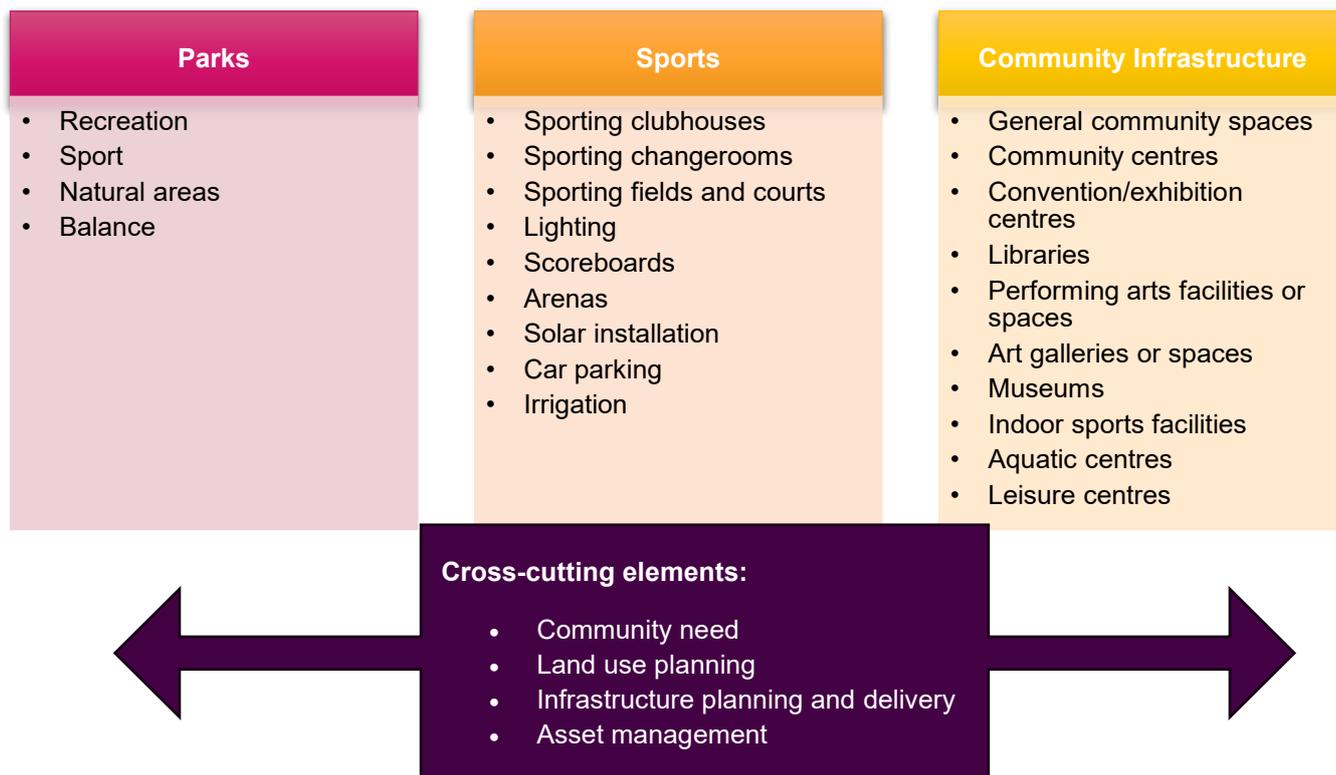
- Community Infrastructure Plan 2024-2041 (updated, previously titled Community Infrastructure Strategy 2019-2041)
- Parks Infrastructure Plan 2024-2041 (updated, previously titled Parks Strategy 2014)
- Sports Infrastructure Plan 2024-2041 (new)

The Community Infrastructure Plan 2024-2041(CIP) and the Parks Infrastructure Plan 2024-2041 (PIP) have been updated from their respective previously endorsed versions to inform the development of the ILINP. The updates to the CIP and the PIP have been made to incorporate Council’s latest planning and strategic priorities, and capture key changes that may have impacted demand, including the latest population modelling. The updated plans use Council’s Logan Development Projection Model (LDPM) with a base date of 30 June 2021.

The Sports Infrastructure Plan 2024-2041 (SIP) is new to Council and provides direction on provision of sporting infrastructure required now and into the future. The SIP assesses supply, demand, utilisation rates, sporting trends and emerging sport needs. Sports infrastructure delivery occurs on sport park land and therefore aligns to and is dependent on the availability and timing of sports park land.

The ILINP considers the following Council parks, sports, and community infrastructure asset types, collectively referred to as ‘lifestyle infrastructure’ as identified in Figure 1.

Figure 1. Lifestyle Infrastructure Asset Types



## Project Drivers

Logan City is currently facing many challenges in delivering infrastructure to meet community needs, which are the project drivers for the ILINP project. These challenges include:

- rapid population growth, which is expected to exceed 566,000 by 2041.
- changing development fronts where development is occurring in areas earlier or later than originally expected.
- servicing our diverse communities with a broad range of needs and aspirations.
- increasing land and infrastructure costs and the challenge of funding infrastructure.
- Financial sustainability of infrastructure delivery due to the gap between to costs of the infrastructure required to service the community and revenue received through infrastructure charges.
- increasing densities in existing urban areas and ability to service these changing needs.
- aging community, sport and park assets and maintenance and replacements needs.
- land availability and ability to acquire land at the right time and in the right location.
- impacts of reduced private open space due to higher density housing and reduced lot sizes
- ability for community to access infrastructure due to lack of cross city transport connections and lack of public transport, particularly in some parts of the City.
- differing processes and expectations for the Priority Development Areas of Greater Flagstone and Yarrabilba, and ability to secure the most appropriate land, align budget timing, and meet Council's desired standard of service.

## Project Inclusions, Exclusions and Assumptions

### ***Planning Assumptions***

Planning assumptions are assumptions about the type, scale, location and timing of population and employment growth, and the resulting development within a local government area. Council's park, sports and community infrastructure planning uses Council's internal planning assumptions to assess future infrastructure requirements based on expected growth across the city, with a base date of 2021, up to 2041. Planning assumptions are based on the best available information at a point in time, however with long-term planning there remains some level of uncertainty around the future scale and timing of population growth and major development projects.

### ***Priority Development Areas***

The City of Logan has two Priority Development Areas (PDAs) - Greater Flagstone and Yarrabilba. PDAs are land designed for priority development, and are regulated by the Queensland Government, through Economic Development Queensland (EDQ). Yarrabilba and Greater Flagstone PDAs are subject to development schemes and timing identified by EDQ, with land for park, sports and community infrastructure transferred to Council. The delivery of infrastructure will be dependent on population growth, development sequencing, land availability, available funding, and infrastructure agreement(s) between relevant parties.

### ***Funding Commitments***

Funding for park, sports and community infrastructure comes from a range of sources, and is subject to annual budgets, the eligibility of projects for grants and funding, and partnership opportunities. For these reasons, the timing and delivery of projects identified in this plan are subject to securing

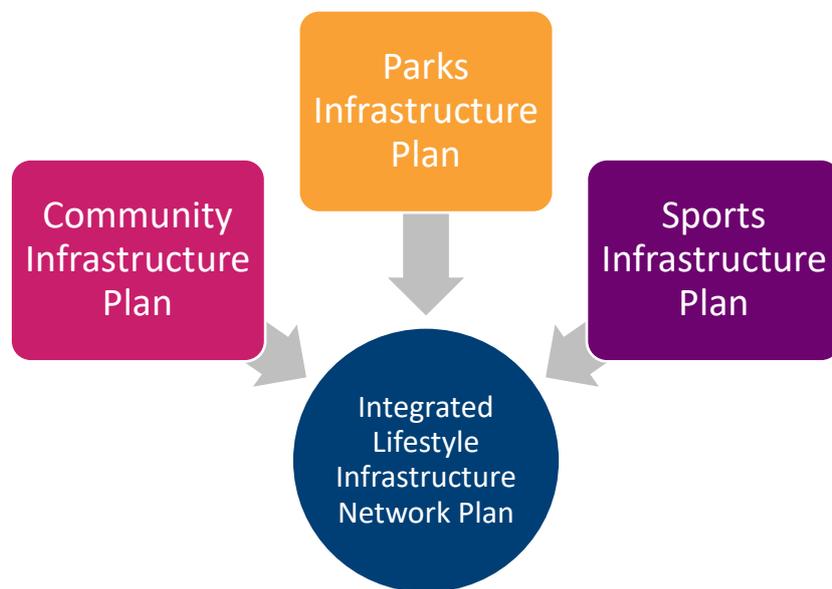
financial commitments, along with Council’s prioritisation of capital works and operational considerations. While Council does have budget for capital delivery, the existing budget is not enough to fund all infrastructure projects on its own, and additional funding will need to be sourced to realise the delivery of infrastructure. The ILINP will assist in driving funding opportunities and can be used as an advocacy tool to secure funding based on identified priority projects.

## Strategic Context

### Policy and Strategic Context

This ILINP operates within a broader policy and strategic context, influenced by existing policies, strategies, and plans, and statutory requirements and aspirations for the community. The ILINP is directly informed by and brings together the key opportunities identified in Council’s CIP, PIP and SIP as shown in Figure 2.

Figure 2. Integrated Lifestyle Infrastructure Network Relationship



Consideration of the policy and strategic context reflects Council’s commitment to broader, long-term planning and policy objectives that supports our city’s growth, but also strengthens Logan’s important role and contribution in shaping the South East Queensland region.

Key documents that have been reviewed as part of this plan are summarised in Table 1.

Table 1: Summary of Relevant Policy and Plans

Document / Instrument	Summary
<b>Australian Government</b>	
The Future of Australian Sport (2022)	The 2022 report identifies 6 megatrends that are expected to shape the sport sector, those being, Escalate the Exercise – New Pathways to Sport, The Next Arena – the Rise of Entertainment Sports, The Perfect Pivot – Adapting in an uncertain world, Mind the Gap – Bringing Australia together across generational and societal divides, New Horizons – Science and Technology changing the game, and Our Best Sporting Side – safe, sustainable and inclusive for all.
<b>Queensland Government</b>	
The Queensland Plan: a 30-year vision for Queensland <sup>1</sup>	The <i>Queensland Plan</i> represents the aspirations of Queenslanders over the next 30 years. It sets the long-term direction for Queensland's future through strategies and actions across nine themes: education, community, regions, economy, health and wellbeing, environment, people, infrastructure, and governance.
ShapingSEQ 2023: South East Queensland Regional Plan 2023	<i>ShapingSEQ 2023</i> is the Queensland Government's vision and plan to manage future growth, land use and development in South East Queensland. The plan identifies future growth areas and dwelling supply targets for Logan to accommodate long-term urban growth. 'Integrating land use and infrastructure' is identified as a regional priority to support this growth, along with a program of infrastructure projects to achieve the economic and social priorities of the region. <i>ShapingSEQ</i> is a statutory plan given effect under the <i>Planning Act 2016</i> and provides guidance for more detailed planning at the local level. It was prepared by the Queensland Government in partnership with South East Queensland's 12 local government authorities and their local communities.
<b>Logan City Council</b>	
Logan Community Vision: Final Report 2021	In 2021 Council facilitated a community visioning process to understand what is important to our residents so that Council can deliver infrastructure, services and programs that align to community needs and aspirations. Community representatives developed the following Community Vision Statement:  <i>"Logan is a thriving, forward-thinking community, building a smart future by embracing innovation, diversity, and equality for all. No matter where you're from, you're welcome in Logan".</i>  This vision reflects the themes and ideas community members feel are important to deliver on over the next 10 years, with 'Green Lifestyle' and Infrastructure' identified as a key area of focus:
Corporate Plan 2021-2026	The <i>Corporate Plan 2021-2026</i> sets out Council's vision for the future and its strategic areas of focus. This ILINP aligns to the following priorities under the focus areas of 'Healthy connected community', 'Economy and growth' and 'Infrastructure'.
Logan Planning Scheme (and LGIP)	The <i>Logan Planning Scheme</i> helps Council manage population growth and guide the way land is developed across the city. A key component of the planning scheme is the LGIP, which identifies Council's plans for priority infrastructure that is necessary to service urban development in a coordinated, efficient, and financially sustainable manner. Council's <i>Parks Infrastructure Plan 2024–2041</i> and <i>Community Infrastructure Plan 2024–2041</i> directly inform the development of Council's LGIP.

<sup>1</sup> Source: Queensland Government (2014), The Queensland Plan: Queenslanders' 30 year vision, <https://www.queenslandplan.qld.gov.au/assets/images/qld-plan.pdf>

This ILINP intersects with a variety of other Council strategies and plans, including:

- Active Logan Strategy 2016-2028
- Arts, Culture and Heritage Plan 2023-2027
- Beenleigh Town Centre Master Plan and Beenleigh Implementation Plan
- City of Logan Advocacy Strategy 2021-2024
- Climate Change Resilience Strategy 2021-2031
- Disability Action Plan 2023-2025
- Greater Springwood Master Plan and Springwood Implementation Plan
- Logan Central Civic and Community Precinct Plan
- Logan Central Master Plan and Logan Central Implementation Plan 2023
- Logan Destination Management Plan 2023-2028
- Logan Economic Development Strategy 2022-2027
- Logan Village Green Master Plan Logan Village Implementation Plan
- Meadowbrook Master Plan and Meadowbrook Implementation Plan
- Night Time Economy Strategy 2022

## City of Logan - Study Area

The City of Logan is one of 12 local government areas that make up the South East Queensland region. Logan City shares its boundary with the City of Brisbane, City of Gold Coast, City of Ipswich, Redland City, and Scenic Rim local government areas. It comprises 70 suburbs covering 957 square kilometers, and approximately 70% of the city is rural, semi-rural or land for conservation.

The city comprises a network of key centres, economic zones, and two Priority Development Areas as shown in Figure 3.

Figure 3: City of Logan Context Map



Source: LCC, Economic Development Strategy (2022).

# Where are we now?

## Community Profile

This community profile provides insight into the unique characteristics of the City of Logan community and is based on data from the Census of Population and Housing (2016 and 2021).

### POPULATION AND AGE



- 357,192** residents in 2021 and expected to grow to 566,063 by 2041
- 34 years** is the median age of Logan residents
- 26.6%** of people are aged 0-17 years
- 50%** of people are under 34 years of age
- 18.3%** of people are over 60 years of age

The largest changes in age structure between 2016 and 2021 were:

- Seniors (70 to 84 years) (+8,121 people)
- Parents and homebuilders (35 to 49 years) (+7,342 people)
- Young workforce (25 to 34 years) (+7,189 people)
- Secondary schoolers (12 to 17 years) (+4,400 people)

### HOUSEHOLDS AND HOUSING



- 33.3%** of households are couples with children
- 22.7%** of households are couples without children
- 19%** are lone person households
- 14.9%** of households are one parent families
- 2.8** people is the average household size
- 4.5%** of households do not have access to a motor vehicle

A breakdown of housing tenure shows:

- Fully owned – 21.4%
- Mortgage – 37.8%
- Renting – 32.8% (private renting 29.2% and renting social housing 3.5%)

### CULTURAL DIVERSITY



- 234** different cultural backgrounds are represented in Logan
- 4.2%** are Aboriginal or Torres Strait Islander
- 27.9%** of people were born overseas. The top 5 countries of birth outside of Australia were:
  1. New Zealand – 7.1%
  2. United Kingdom – 3.9%
  3. India – 1.6%
  4. Philippines – 1.1%
  5. Samoa – 0.7%
- 11,992** people migrated to Logan from overseas in the 5 years between 2016 and 2021
- 18.1%** of people speak a language other than English at home
- 3.2%** of people experience difficulty speaking English

### EDUCATION AND DISENGAGED YOUTH



- 50.8%** of people over the age of 15 have completed year 12 or equivalent
- 47.9%** of people over the age of 15 hold a qualification
- 42.8%** of people over the age of 15 have no qualifications
- 14.1%** of youth aged 15 to 24 years are neither working nor studying. The top 5 suburbs with the highest numbers of disengaged youth were:
  - Kingston (471 persons)
  - Marsden (462 persons)
  - Woodridge (412 persons)
  - Crestmead (331 persons)
  - Eagleby (306 persons)

## EMPLOYMENT AND OCCUPATION



- 61% of people over the age of 15 are in the labour force (participation rate)
- 93% of people over the age of 15 are employed
- 7% of people over the age of 15 are unemployed

A breakdown of occupation by employment shows that people aged over 15 are employed as:

- Technicians and Trade Workers – 15.7%
- Professionals – 14.1%
- Clerical and Administrative Workers – 13.8%
- Labourers – 12.6%
- Community and Personal Service Workers – 12.2%
- Machinery Operators and Drivers – 11.2%
- Managers – 9.6%
- Sales Workers – 8.6%

## NEED FOR ASSISTANCE AND UNPAID CARE



6.6% need help in their day-to-day lives due to disability (22,933 persons). The major differences in the age groups reporting a need for assistance between 2016 and 2021 were:

- 20 to 59 years (+1,284 persons)
- 10 to 19 years (+965 persons)
- 70 to 74 years (+803 persons)
- 75 to 79 years (+782 persons)

11.7% of people over the age of 15 were providing unpaid assistance to a person with a disability, long term illness or old age (31,423 carers)

## HOUSEHOLD INCOME



- \$736 is the median personal weekly income
- \$1,626 is the median weekly household income
- 20.5% of households are low-income households earning less than \$800 per week

## SEIFA INDEX OF RELATIVE DISADVANTAGE



944 is Logan's SEIFA score on the index of relative socio-economic disadvantage. The top 5 suburbs with the highest levels of disadvantage were:

- Logan Central
- Woodridge
- Kingston
- Loganlea
- Marsden

# Where are we going?

## What growth are we planning for?

The City of Logan is one of the largest and fastest growth cities in Australia. Based on Council's population modelling, our city is expected to grow by approximately 58% to over 566,000 people by 2041. Most of our future population growth is expected to occur in the PDAs of Greater Flagstone and Yarrabilba, along with greenfield suburbs of Park Ridge, Logan Reserve and Park Ridge South.

The Greater Flagstone and Yarrabilba PDAs are expected to develop into small cities within their own right and one fully developed, are expected to reach an ultimate population of up to 120,000 and 50,000 residents respectively.

The areas with the highest growth rates from the 30 June 2021 base date to 2041, based on Council's LDPM, are identified in Table 2 below.

*Table 2. Areas expected to experience the highest growth rate in Logan.*

Areas	2021 population estimate	2041 population estimate	Growth Rate
Flagstone PDA (part of - excluding the Greenbank and North Maclean portion of the PDA)	7,820	58,363	646%
Combined suburbs of Park Ridge, Logan Reserve, and Park Ridge South	19,518	93,584	379%
Greenbank / North Maclean portion of the Greater Flagstone PDA	2,115	6,339	199%
Yarrabilba PDA	10,743	31,227	191%

While high rates of growth are expected in the greenfield areas, all urban areas are also expected to experience growth, which will place pressure on existing infrastructure, or in some cases infrastructure may already be undersupplied or in need of replacement.

To accommodate all estimated growth, Council must continually review and plan for infrastructure provision across the city.

# Strategic Planning Framework

## Principles and Desired Outcomes

The strategic planning framework sets out Council's policy directions and expectations for planning and delivery of the integrated lifestyle network. The strategic planning framework enables Council to apply clear and consistent expectations for planners, developers and decision-makers to apply to improve the overall performance of Council's infrastructure, while maximising community benefit. The principles and desired outcomes to achieve the integrated lifestyle network are listed in Table 3.

Table 3: Principles and Desired Outcomes for the Integrated Lifestyle Network

Principle	Desired Outcomes
1. Infrastructure is responsive and flexible	1a) Provision of infrastructure is driven by demonstrated needs and aspirations for the community. 1b) Infrastructure is equitably distributed, central, and accessible to the communities that it is intended to service. 1c) Infrastructure is fit for purpose with high quality design to enable the effective delivery of services and activities. 1d) Infrastructure is planned and designed to be multifunctional, flexible, and adaptable to change over time. 1e) Infrastructure is planned, delivered, and activated through collaborative partnerships between stakeholders to achieve better outcomes.
2. Infrastructure is safe, inclusive and welcoming	2a) Safety and security is implicit in the planning, design and management of infrastructure. 2b) Infrastructure is universally designed so that it can be accessed, understood, and used by everyone, regardless of their age, ability, and background. 2c) Infrastructure is designed, managed, and programmed to be attractive and appealing to a broad range of users.
3. Infrastructure is coordinated, optimised and efficient	3a) Infrastructure is planned in an efficient and coordinated manner, intended to operate as an integrated network that works together to meet a broad range of user needs. 3b) Investment in infrastructure is optimised through the co-location of infrastructure and co-location with other attractors or uses to achieve maximum community benefit. 3c) Infrastructure is strategically located to maximise visibility, accessibility, and activation. 3d) Infrastructure is planned, designed, and managed to support shared use and achieve maximum utilisation levels.
4. Infrastructure is sustainable	4a) Infrastructure seeks to reduce Council's environmental impact through environmentally sustainable design measures. 4b) Infrastructure is future proofed as it is built, embracing technology, data, and intelligent design. 4c) Infrastructure achieves value for money by purchasing land early, maximising land and building efficiencies, and using building and asset management practices that maximise the asset lifespan. 4d) The public value of infrastructure is maximised and used to contribute to broader social and economic development objectives.

## Site Selection Criteria

Site selection criteria have been developed to provide guidance when determining suitable sites to locate infrastructure. This is to ensure that land is unconstrained and optimised for development, as well as complying with all relevant legislation and standards. Decisions should aim to meet the desired outcomes, recognising that not all outcomes may be achievable in every case. These site selection criteria are intended to be applied to integration or co-location opportunities for the integrated lifestyle network only and is not intended to be applied to the individual community, park or sports infrastructure network.

Application of the site selection criteria should be in accordance with the *Logan Planning Scheme 2015* and consideration given to relevant policy, legislation, and Australian Standards. The site selection criteria and desired outcome for the integrated lifestyle network are provided in Table 4.

Table 4: Site Selection Criteria for Integrated Lifestyle Network Projects.

Criteria	Desired Outcomes
1. Physical conditions and technical considerations	<p>1a) The site is free of unacceptable constraints, with consideration given to:</p> <ul style="list-style-type: none"> <li>• Vegetation and habitat value;</li> <li>• Bushfire hazard;</li> <li>• Cultural heritage and character;</li> <li>• Waterway corridors and wetlands;</li> <li>• Erosion prone areas;</li> <li>• Land fill;</li> <li>• Land contamination; and</li> <li>• Any other applicable land use and zoning constraints.</li> </ul> <p>1b) The site has a minimum land area in accordance with Council's Desired Standards of Service.</p> <p>1c) The site is of a compact shape, free of irregular boundaries.</p> <p>1d) The site slope is not in excess of 10%.</p> <p>1e) The site is fully serviced with regard to utilities (e.g. connected to electricity, water, sewerage).</p> <p>1f) The site is free of health and safety hazards and encumbrances (e.g. easements and other utilities such as drainage, sewerage pump stations, and high voltage powerlines).</p>
2. Context and amenity	<p>2a) The intended use is compatible with, and ideally complements, the neighbouring land uses.</p> <p>2b) The intended use is consistent with the existing character and/or future development intent of the area.</p>
3. Visibility and access	<p>3a) The site is visually prominent to maximise passive surveillance and promotion of the project.</p> <p>3b) The site boundary directly addresses the principal road frontage or vehicle drop off area.</p> <p>3c) The site provides adequate access and space for parking, including service and delivery vehicles (e.g. bus, emergency services, maintenance, and couriers).</p> <p>3d) Access to the site is legible and appropriate for the adjacent road hierarchy.</p>

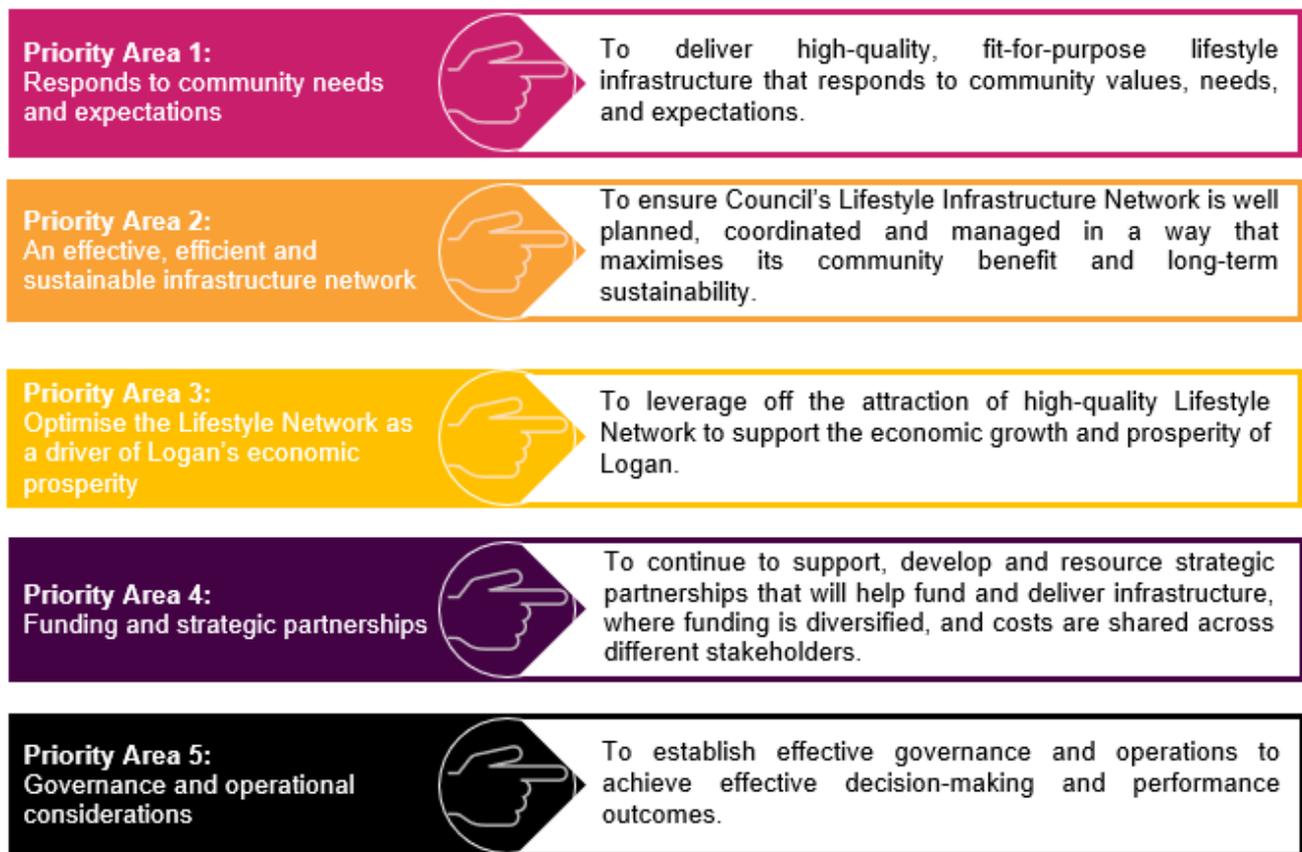
# Action Plan

An action plan has been prepared detailing the key actions, activities, initiatives, and other work required to support the implementation of the ILINP. The actions respond to the research and analyses undertaken to date and aim to address any gaps and shortfalls in the policy, planning and governance arrangements that impact upon infrastructure provision.

Some of the actions build upon current projects and programs being undertaken by Council. Other actions signify new ways to plan and deliver our infrastructure. This work will occur over the lifecycle of this plan and may result in future amendments and updates.

The actions are grouped under five priority areas each with an aim as identified in Figure 4.

Figure 4. Action Priority Areas and Aims



The ILINP Action Plan groups actions by priority area, as shown in Table 5. It focusses on short-term actions to be implemented by 2031. As the plan is executed, additional actions may be identified, including those achievable in the longer term. The Action Plan can be updated in future iterations of the ILINP.

Table 5. Integrated Lifestyle Infrastructure Network Plan 2024 - 2041 Actions.

Action No.	Action
<b>Priority Area 1. Responds to community needs and expectations</b>	
1	Work with Council's Economic Development and City Planning (EDCP) Branch to test scenarios and infrastructure project options, and track changes to Council's population modelling assumptions to guide future planning for the park, sports and community infrastructure networks.

Action No.	Action
2	Identify and secure land early in key locations that are experiencing high intensity development to avoid loss of ideal site.
3	Prioritise investment in integrated infrastructure delivery in strategic locations that provide greatest community benefit for better activation of spaces, improved connectivity, and greater community interaction.
<b>Priority Area 2. An Effective, Efficient and Sustainable Infrastructure Network</b>	
4	Embed and align the strategic directions of the Integrated Lifestyle Infrastructure Network Plan 2024-2041 into the Logan Planning Scheme, Local Plans, master plans and other local government planning instruments.
5	Develop a framework to identify and evaluate properties to: <ul style="list-style-type: none"> <li>Identify opportunities for early acquisition of land to ensure timely and efficient delivery of infrastructure.</li> <li>Ensure land is unconstrained and suitable for development with respect to physical site conditions, technical considerations, context and amenity, and access.</li> </ul>
6	Coordinate the delivery of integrated infrastructure projects to incorporate high-quality design and placemaking elements that include environmentally sustainable features to create attractive and inviting places that have regard for asset longevity.
7	Align timing and delivery of lifestyle integration projects with all other Council infrastructure networks. In line with LGIP2 schedule.
<b>Priority Area 3: Optimise the Lifestyle Network as a driver of Logan's economic prosperity.</b>	
8	Work with partners to plan, design and deliver an Integrated Lifestyle Network that can be well activated to attract a range of organised events, festivals, and cultural activities
9	Partner with developers to identify co-delivery opportunities and/or more efficient delivery of high-quality lifestyle infrastructure projects that can provide key attractors for residential uptake and commercial investment.
10	Work with EDCP Place Managers to drive/facilitate key integrated projects that can provide a catalyst for investment in activity centres.
<b>Priority Area 4: Funding and Partnerships</b>	
11	Advocate to State and Federal Governments to provide increased funding to achieve desired levels of service for park, sports and community infrastructure within the City of Logan.
12	Work with key agencies to coordinate and leverage major regional, state, national and international sporting and cultural events and opportunities to support and facilitate provision of sports and community infrastructure and other initiatives across the City.
13	Continue to work with developers and Economic Development Queensland to negotiate and execute infrastructure agreements that support the sustainable provision of park, sports and community infrastructure projects in Greater Flagstone and Yarrabilba Priority Development Areas.

Action No.	Action
14	Work with key partners in sports, community and non-government organisations to coordinate opportunities for activation and service delivery once infrastructure is delivered.
<b>Priority Area 5. Governance and Operational Considerations</b>	
15	Support the prioritised program of lifestyle infrastructure projects, with delegations in place to enhance decision-making and resource allocation.
16	Review Council's breakdown of infrastructure charges contributions and advocate for a fair allocation to the park and land for community infrastructure networks.
17	Review Council's desired standards of service for the park and land for community infrastructure networks as part of the LGIP review schedule.

# Deliverables and Projects

## Methodology of Prioritisation

The CIP, PIP and SIP provide the direction for planning and delivery of their respective individual networks. The infrastructure plans result in a list of projects that have been prioritised based on a range of factors that differ by infrastructure network.

### ***Prioritisation of the Community Infrastructure Network***

The planning for future community facilities, is guided by the CIP. The CIP identifies future needs by evaluating the gap between current facility provisions and Council's desired standards or service, considering projected population growth and the Logan Planning Scheme. The CIP prioritises community facility projects as follows:

- Projects under construction or in the planning and design phase with confirmed funding sources and land in Council ownership are prioritised first, based on expected construction completion date.
- For new facilities not yet in planning or design, a threshold approach is used for prioritising projects based on:
  - Infrastructure is delivered when 50% of the population is present in high-growth or greenfield areas.
  - Infrastructure is delivered when 70-80% of the population is present in established urban areas.

A major influence on prioritising the community facilities network is land availability. Timing for land aligns with the LGIP and by timelines identified by developers and EDQ for the PDAs. Council aims to acquire land early, at least two years prior to construction, allowing sufficient time for planning and design. Prioritisation for land acquisition follows Council's planning assumptions and affordability modelling, ensuring alignment with anticipated funding streams.

Timeframes for projects listed in the Statement of Intent are subject to change with an annual review to assess factors such as deliverability constraints outside council's control, grant opportunities and budget capacity.

### ***Prioritisation of the Sports Infrastructure Network***

The SIP highlights collectively the need of sporting infrastructure across the city. This need is then assessed by completion of Site Development Plans across the city, which provide a high-level statement of what infrastructure is required at each individual facility across the city. Items within these statements are developed into specific Project Identification Documents (PID) which provides a numeric value between 0 (low need) and 100 (high need), using criteria such as

Community Need, Activation, Universal Design, Fit for Purpose, Affordability, Environmentally Friendly and Resilience. Projects are ranked in order depending on this PID score.

This process informs the 17-year capital expenditure plan, taking into consideration the Planning Funnel which has many influencing factors such as Grant Opportunities, Asset Condition, Budget Capacity and other influences such as fire, vandalism etc.

### ***Prioritisation of the Parks Infrastructure Network***

Projects in the Statement of Intent have been derived from an assessment of the current park embellishment and land supply against the projected population growth, desired standards of service (DSS), strategic alignment, deliverability, and evaluation of project costs and benefits. With regards to Parks Major Projects Program (MPP), projects are assessed against multicriteria assessment tool which also screens projects to focus funding to improving the level of service and attractiveness of major parks. Donated assets (such as those handed to council by a developer or

other levels of government) have been included in order to ensure completeness and have been scheduled accordingly in terms of expended delivery.

Projects have been scheduled based on the following parameters:

- known or projected delivery timeframes, such as through development approvals, or existing and forecast funding commitments
- the projected construction timeframe of the development front that the proposed park is located in where projects are to be delivered through development processes (including Development Assessment, infrastructure agreements, and LGIP)
- coordination with stakeholders
- deliverability
- Projects without an identified funding source have been allocated to long term pending funding availability

Timeframes for projects listed in the Statement of Intent are subject to change with an annual review to assess factors such as deliverability constraints outside council's control, grant opportunities and budget capacity.

## Network Integration and Priorities

Community, park and sports infrastructure provide different, but complementary functions and when considered a part of an integrated network, Council can adopt a more sustainable and financially responsible approach to infrastructure provision. Collaboration between the three network types provides for better alignment and cost efficiencies, more effective strategic land acquisition opportunities, shared approach to seeking external funding, and result in better placemaking and improved community benefit.

The ILINP provides the opportunities for a joint approach to infrastructure delivery and the opportunity to identify joint priority projects for integration. The joint priority projects are identified in the **Integrated Infrastructure Priority List in Appendix A**. This list aligns and prioritises projects where community infrastructure and parks and/or sporting infrastructure align.

## Statements of Intent

The CIP, PIP and SIP each result in a list of future infrastructure projects, prioritised based on the methodologies identified above. The list of projects for each infrastructure network, or Statement of Intent (Sol), is an effective tool to inform the LGIP, future budgets, and advocacy for external funding opportunities.

Projects identified as short term in the Sols have greater certainty for delivery, where projects listed for the medium term have strong indications of intent, and longer term projects have a lower degree of certainty reflecting the possibility of change over time. This includes projects without current funding commitments and projects which may change to reflect contemporary network demands at the time of project delivery.

It is important to note that there are mechanisms already available for funding the delivery of some of the projects, however, Council currently does not have sufficient budget for the delivery of all projects listed in the Sols therefore Council will rely on State or Federal Government funding, or other partnerships to ensure delivery of all infrastructure projects.

# Monitoring and Review

The ILINP will be subject to ongoing monitoring and review, and will be updated as new information becomes available and as community needs change, to ensure it remains relevant. Monitoring and review will occur through a combination of the following activities:

- Regular monitoring of population growth, changing demographics and development activity.
- Strategic oversight by key stakeholders to ensure effective governance to drive and support implementation of this plan.
- Regular reporting to Council's City Growth Service Delivery Coordination Team to provide an update on achievements, progress, and key issues.
- Regular monitoring of policy and legislative changes, and any other factors that may impact upon the applicability of the ILINP.

# Glossary of Terms

Term	Description
Activation	Services, programs, design, and management arrangements that draw people into a space or facility to encourage their participation and interaction.
Advocate	Influencing decisions that impact upon peoples' lives. Typically, advocacy efforts aim to obtain public and government support for projects, policies and/or programs.
Amenity	The quality of a location which makes it desirable or agreeable, providing comfort, convenience or enjoyment.
Base date	Base date means the start date from which the local government has estimated future population and infrastructure.
Cultural heritage	The cultural heritage significance of a place or feature of a place, meaning its aesthetic, architectural, historical, scientific, social, or other significance to the present generation or past or future generations.
Desired Standards of Service	The performance standards applicable to Council's infrastructure networks determined to be appropriate for the city.
Governance	The framework for effective project decision-making and refers to the set of policies, regulations, functions, processes, procedures, and responsibilities that define the establishment, management and control of projects.
Greenfield area	Undeveloped land.
Infrastructure agreement	A written agreement between Council and a developer or land owner about the supply or funding of infrastructure.
Infrastructure charges	Fees that Council collects as part of the development assessment process to help fund essential infrastructure such as local roads, park, land for community facilities, stormwater, water supply, and sewerage.
Local Government Infrastructure Plan	Council's plans for priority infrastructure that is necessary to service urban development in a coordinated, efficient and financially sustainable manner.
Priority Development Areas	Land designed for priority development and regulated by the Queensland Government, through Economic Development Queensland (EDQ).
Urban area	A built-up area with a high population density and an infrastructure of built environment.

# Acronyms and Abbreviations

CIP	Community Infrastructure Plan 2024 - 2041
EDCP	Economic Development & City Planning
EDQ	Economic Development Queensland
ILINP	Integrated Lifestyle Infrastructure Network Plan 2024 - 2041
LDPM	Logan Development Projection Model
LGIP	Local Government Infrastructure Plan
MPP	Major Projects Program
PDA	Priority Development Area
PID	Project Identification Documents
PIP	Parks Infrastructure Plan 2024 - 2041
SEQ	South East Queensland
SIP	Sports Infrastructure Plan 2024 - 2041

# Appendices

## Appendix A – Integrated Infrastructure Priority List

Location	Integration Project	Project Description	Timing
Beenleigh – Centenary Park	Beenleigh Aquatic Centre upgrade / renewal and Centenary Park embellishments.	Aquatic Centre upgrade underway. Aquatic centre design considers integration and impacts on the park.  Future: Centenary Park embellishments	Short – 2031  Long – 2041 (unfunded)
Flagstone Town Centre	Future district community centre and major district leisure centre and Flagstone Parklands	District Community Centre adjacent to existing and expanding Flagstone Parklands (Adventure Park) – facility design to consider integration and addressing parkland.  Future: Advocate for design consideration and integration between expansion of Flagstone Parklands and future major district leisure centre.	Short – 2031  Medium to Long - 2041
Park Ridge East – Corner of Park Ridge Road and Chambers Flat Road	Park Ridge local general community space and Park Ridge east district recreation park	Local general community space in / adjacent to future park. Concept design to consider placement of infrastructure, circulation, parking and other design elements	Short - 2031
Park Ridge Town Centre – Jedfire Park	New district community centre, library, art space and performing arts on part of Jedfire Park and embellishment of part of Jedfire Park.	Plan, design and delivery new community facilities on part of Jedfire Park land.  Future: Design and delivery Embellishment of Jedfire Park (opposite side of Doug White Drive to community facilities) with consideration for design and infrastructure coordination for improved placemaking and connection between infrastructure.	Short to Medium – 2036  Long – 2041 (unfunded)
Loganholme – Atlantic Park area	New district community centre and Atlantic Park (alternative site)	Coordinate to acquire land for co-located community facility and park and delivery of park.	Short - 2031  Short to Medium - 2036

Location	Integration Project	Project Description	Timing
		Design and delivery community infrastructure to have consideration for placemaking and share infrastructure opportunities with the park.	
Park Ridge – Park Ridge Sport & Recreation Precinct (Rosia Park)	New district leisure centre, recreation facilities, and cycling precinct (pump track, skate park and parkland) on existing park.	Masterplan, design and co-ordinate delivery of new infrastructure on existing park land.	Short - 2031
Jimboomba – Jimboomba Park	New district indoor sports centre (replacement) in existing park with existing community and sporting infrastructure	Design and deliver new indoor sports centre to replace existing sports centre with consideration for existing master planning and integration (design, placement, and shared use of infrastructure) with existing sports and community infrastructure in existing park land.  Future: Future Jimboomba Park embellishments (replacement)	Short to Medium – 2041  Long – 2041 (unfunded)
Logan Central – Administration Grounds, Logan Gardens, Civic Centre Park	New district community centre (replacement) within Logan Central Precinct	Community centre delivery to consider existing park infrastructure and sporting use (Logan Brothers). Location and design of infrastructure projects subject to Logan Central Precinct Planning.	Short - 2031
Logan Village	New general community space and Logan Village River Corridor	Design and deliver community infrastructure with consideration for design and integration with planning and design of Logan Village River Corridor (south of Wharf Street) park.  Future: Potential for expansion of Logan River Corridor (yet to be determined)	Short – 2031 (community facility) Short to Medium – 2036 (River Corridor park south of Wharf Street)  Long – 2041 (unfunded)
Bahrs Scrub – Future Town Centre	New general community space and civic park (local recreation park)	Secure co-located land for future community facility and civic park and co-ordinate design and delivery of infrastructure.	Short - 2031
Greenbank Town Centre (Pub Lane area)	New district library and local general community space and Greenbank city park / town square	Advocate with developer and EDQ for co-location and design integration between the community facilities and city park / town square.	Short to Medium - 2036

Location	Integration Project	Project Description	Timing
Yarrabilba Town Centre - Precinct 7	New district community centre, library, art space, and performing arts centre and Yarrabilba Civic Park 1 (Local Recreation)	Advocate with developer and EDQ for co-located / integrated infrastructure delivery for better land use efficiency and improved amenity and placemaking.	Short - 2031 (park delivery) Short to Medium – 2036 (community facility delivery)
New Beith - Flagstone North Activity Centre (Tarnbrae)	New district community centre, art space and performing arts facility and Tarnbrae Local civic park / town square	Advocate for co-location of infrastructure types for improved design and placemaking outcomes.	Medium to Long - 2041
New Beith - Flagstone North – Sporting precinct (Tarnbrae)	New district leisure centre, metro sport park, and sporting infrastructure.	Advocate with developer and EDQ for co-location of infrastructure types to coordinate planning and delivery of major sporting precinct.	Medium to Long - 2041
Flagstone Town Centre	New metro library, district art gallery, performing arts and civic centre, and Flagstone city park / town square.	Advocate with developer and EDQ for co-location of infrastructure types for improved design and placemaking outcomes.	Medium to Long - 2041

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