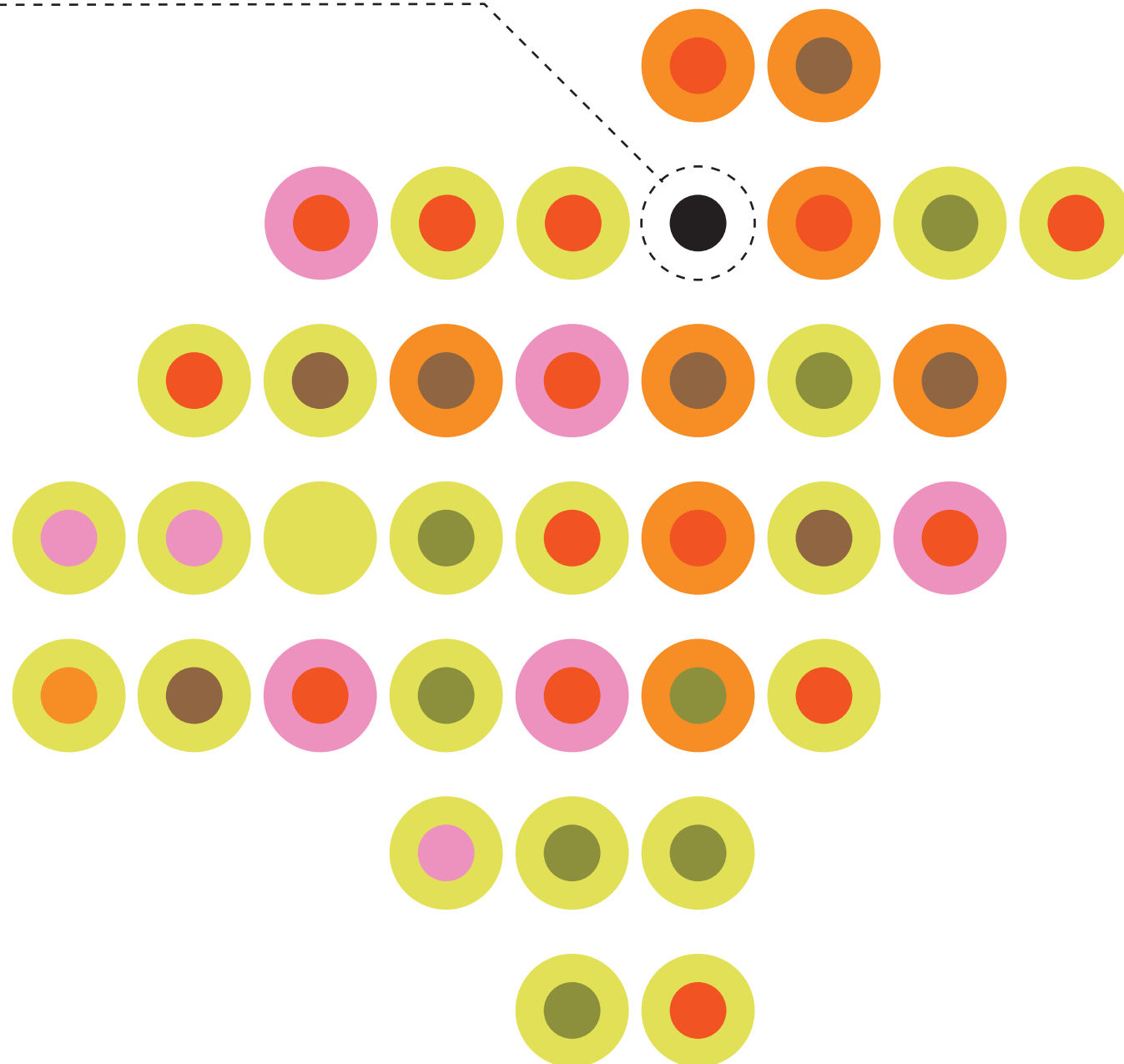


Logan Central Final Master Plan



List of Abbreviations

CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
EBD	Enquiry By Design
IRTP	Draft Connecting SEQ 2031: An Integrated Regional Transport Plan for SEQ
LGA	Local Government Area
MPCA	Master Plan Core Area
MRAC	Major Regional Activity Centre
PRAC	Principle Regional Activity Centre
SEQ	South East Queensland
SEQRP	South East Queensland Regional Plan 2009-2031
TOD	Transit Oriented Development
WSUD	Water Sensitive Urban Design

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1.0

Vision & Strategic Directions



1.1 Why Logan Central?

South East Queensland Regional Plan 2009-2031 (SEQRP)

The SEQRP is the pre-eminent plan for South East Queensland and identifies and provides direction for the growth of the region over the next 20 years.

A fundamental component of the SEQRP is the identification of a hierarchy of centres accommodating varying roles and levels of growth, employment, retail and civic uses. Logan Central plays a significant role within the SEQRP hierarchy of centres and is identified as a Major Regional Activity Centre (MRAC) as illustrated in the adjacent plan.

The SEQRP also establishes the future role of Logan Central as a **strategic civic and cultural centre** accommodating regional government and commercial precincts to service the subregion.

The SEQRP requires that detailed land use and infrastructure plans are prepared for regional activity centres to guide land use, transport, infrastructure delivery and the delivery of quality urban design and public spaces to meet a centre's criteria. The Final Master Plan for Logan Central seeks to reflect the strategic directions and policies indicated in the SEQRP.

ConnectingSEQ2031:AnIntegratedRegionalTransport Plan for SEQ (IRTP)

The Connecting SEQ 2031 Integrated Regional Transport Plan (IRTP) has been developed as the guiding transport planning policy document to support the desired outcomes of the SEQRP. The IRTP indicates that Logan Central is a sub-regional hub and has better land use characteristics to support public transport use over other centres in Logan. This classification is the second highest rank of public transport facility after the regional transport hubs planned for the Brisbane CBD, Ipswich CBD, Southport and Maroochydore.

Sub-regional hubs are centres with direct, frequent public transport connections to the regional hub, as well as being an interchange for multiple high frequency public transport services, providing access to other areas of employment, education and services.

The nomination of Logan Central as a sub-regional transport hub recognises the centre's strategic advantages being its location at the junction of two major transport corridors and central position to a number of Principal and Major Regional Activity Centres within Logan City.

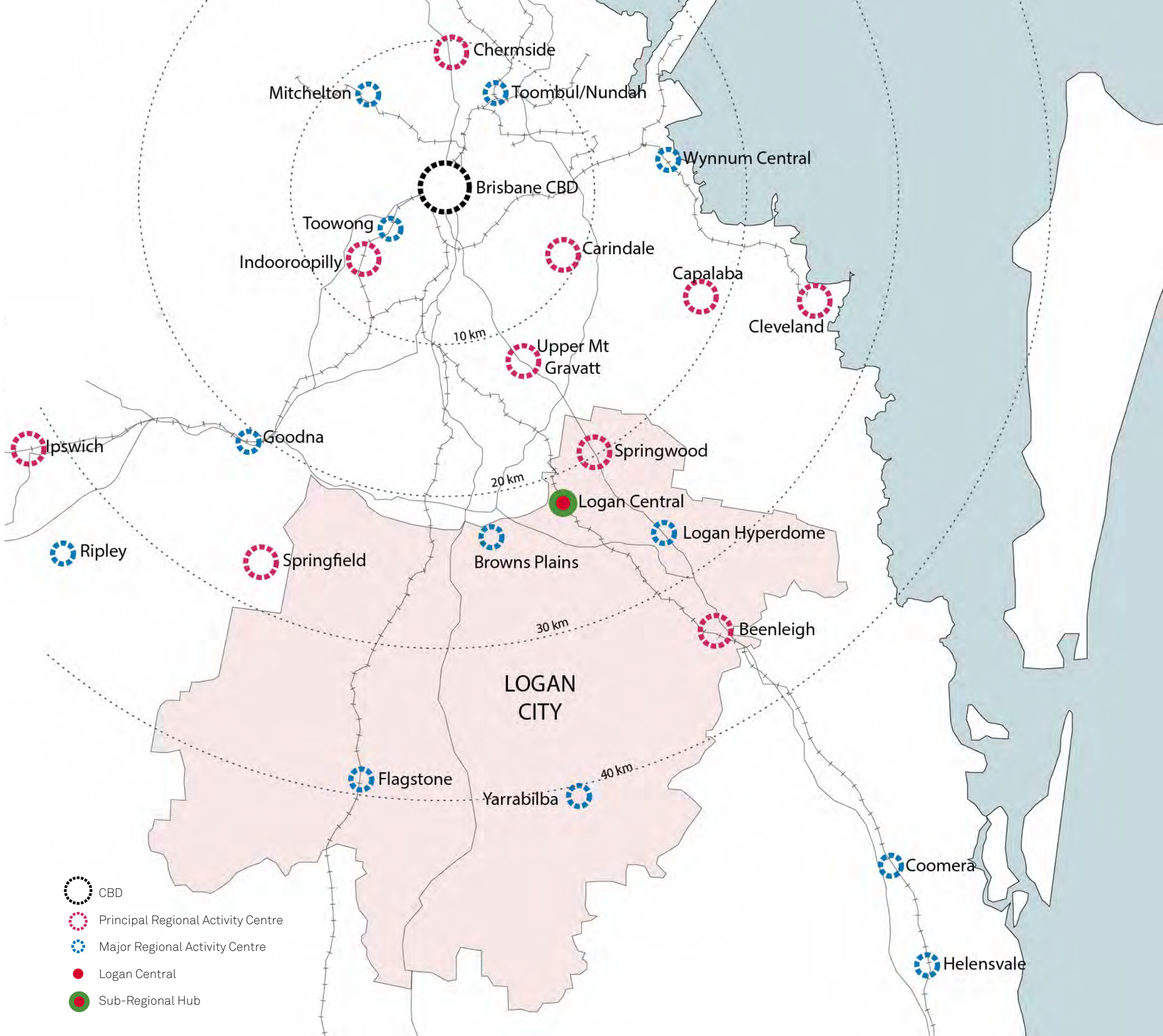


Figure 1.1: South East Queensland Activity Centres and IRTP

1.2 Defining the Master Plan Core Area (MPCA)

Logan Central is the administrative and cultural centre of Logan City, a rapidly-growing South East Queensland city, strategically located between the Local Government Areas (LGAs) of Brisbane, the Gold Coast, Redland City and Ipswich City. The city of Logan has a strong sense of community and is home to more than 265,000 people from 160 varying cultures.

The Logan Central Master Plan is underpinned by Logan City Council's city vision of "Building our communities, our business and our pride". At the heart of this is a focus on community lifestyle and wellbeing, which go hand-in-hand with the provision and benefits of infrastructure, services and facilities.

The Logan Central Master Plan Study Area extends from the western boundary of Woodridge State High School, north to Orchid Street, south to include Logan Gardens and east along Wembley Road to Kingston Road including Logan Central Plaza. While appreciating the broader study area, the Final Master Plan provides detailed guidance only for the Master Plan Core Area (MPCA) generally defined by the eastern boundaries of Woodridge State High School and emerging Mixed Use Area at Berrinba to the west, Logan Gardens to the south, Ewing Road to the east, and Defiance Road and Ewing Park to the north.

The MPCA generally centres on an 800m walkable catchment from the Woodridge Train Station. The core area includes a number of existing and emerging precincts such as the:

- ① Emerging town centre core precinct
- ② Station Road commercial precinct
- ③ Woodridge State Primary School and Logan City Special School
- ④ Medium density residential areas to the north bounded by Defiance Road, Ewing Road and North Road
- ⑤ Civic precinct that includes the Logan Entertainment Centre, Logan City Council's Administration Building, Logan Art Gallery, PCYC, Senior Citizens and Logan Central Community Centre
- ⑥ Logan Gardens



Figure 1.2: Logan Central Master Plan Study Area, MPCA and Town Centre Core

1.3 What is the Final Logan Central Master Plan?

It is a framework for growth upon which Council can influence and stimulate urban renewal and regeneration of the Logan Central MRAC.

The Process

Stage 1

Stage 1 commenced in late 2009, and an EbD (Enquiry by Design) Workshop was undertaken involving key stakeholders (including local businesses, state government agencies, community and developer groups). Four high level concepts were developed and subsequently released to the general public and key stakeholders for comment. A 'Key Issues Report' (PSA Consulting) was drafted identifying major challenges facing the evolution of the centre into a vibrant and thriving Transit Oriented Development (TOD).

Stage 2

Stage 2 of the project included the drafting of several strategies and background studies that inform the preparation of the Final Master Plan.

Background Studies

The Final Master Plan is underpinned by several background studies that provide key recommendations for:

- Population and housing;
- Social and community infrastructure;
- Access and movement;
- Economic drivers and employment;
- Land use mix; and
- Built form and urban design principles.

Stage 3

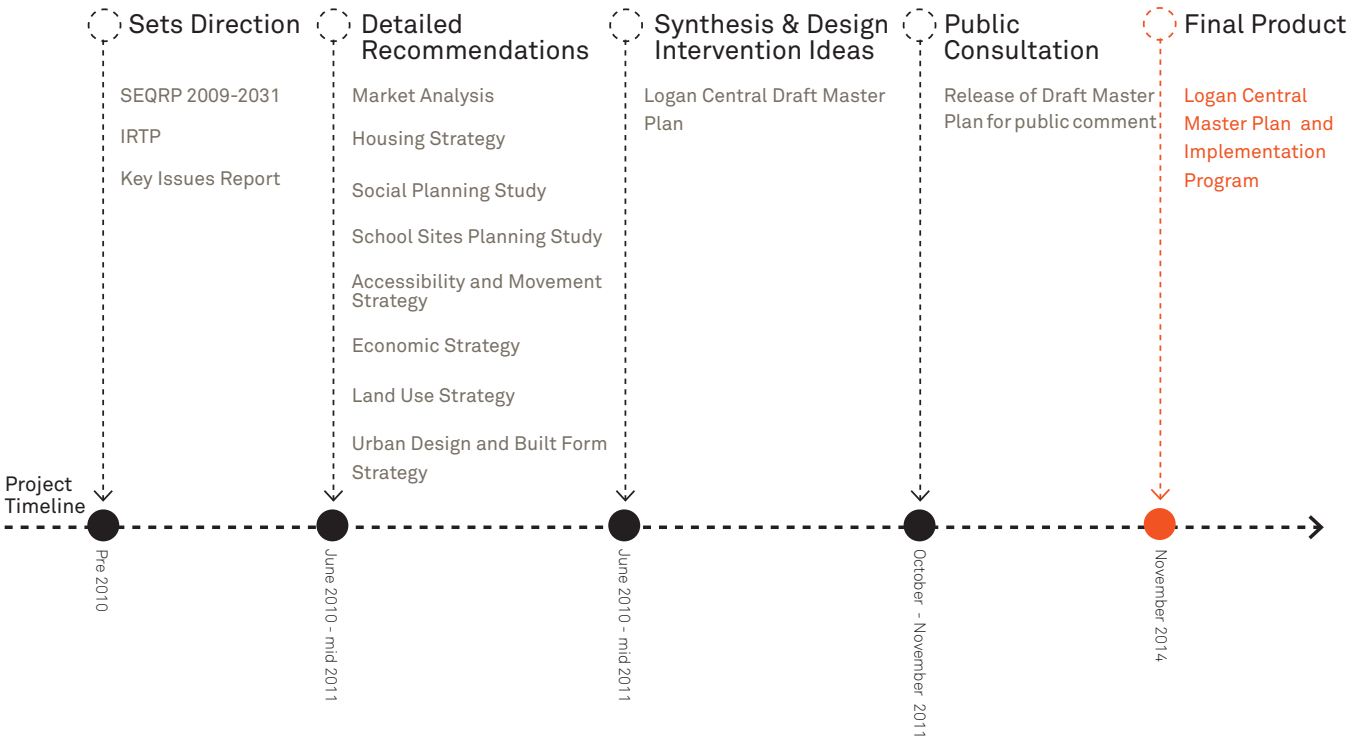
Stage 3 of the project integrates prior knowledge and key findings of the Draft Key Issues Report and the suite of 7 studies and strategies into the development of the Logan Central Final Master Plan. Importantly, the Final Master Plan should be read in conjunction with the background studies and strategies.

Stage 4

Stage 4 involves the release of the Logan Central Final Master Plan for public comment.

Stage 5 & 6

After public consultation, the final Logan Central Master Plan and Implementation Program will be prepared. Ultimately the Master Plan will be translated into a Local Plan and will form part of the new Logan Planning Scheme.



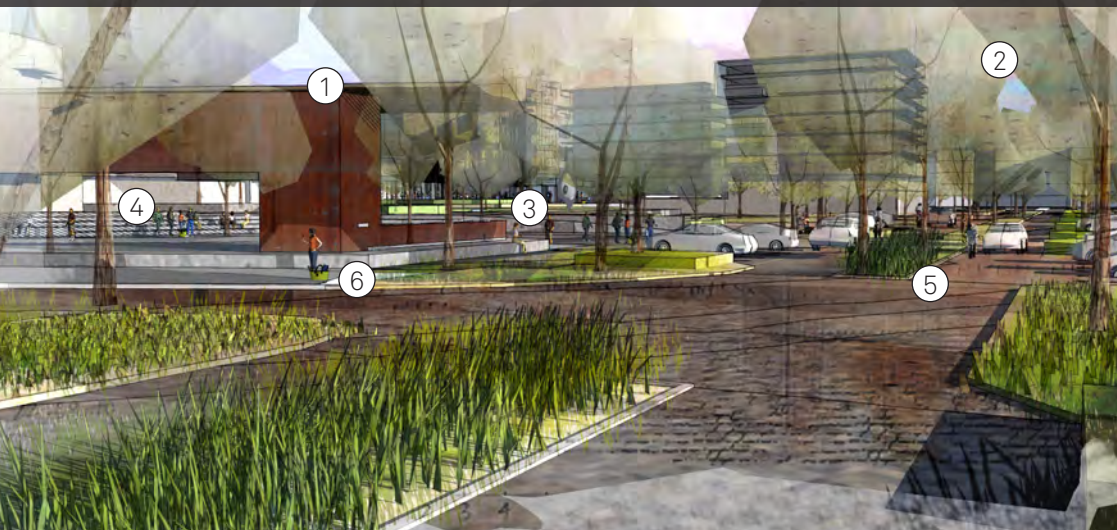
1.4 Vision

Logan Central is the cultural and civic heart of Logan City - a place where the city's diverse and vibrant community come together to learn, do business, celebrate and socialise. It is an attractive and contemporary centre, the heart of which is a vibrant daily market providing for the needs of its residents as well as attracting visitors, who are drawn to the area for exotic and high quality foods and produce.

The centre is a regional destination of distinction. It is home to a rich and diverse residential community who benefit from their proximity to services, convenient public transport and an attractive urban environment. A network of vibrant public places offer the benefits of sub-tropical living infused with cultural activities from around the globe that spill out into the streets.

Logan Central is South East Queensland's most dynamic, diverse and contemporary centre, a place where the cultures and lifestyles of its indigenous and migrant residents are fused together to define a new and exciting home.

Image 1.1: View across Market Street towards town square
A functional and active town square shared environment with an iconic outdoor performance space



- 1 Iconic shade structure
- 2 Green street character and shade
- 3 Town square
- 4 Levels across town square provide seating, interest and performance space
- 5 Shared zone for pedestrian and vehicular traffic
- 6 Wide footpaths allow for easy pedestrian circulation

Image 1.2: View north from pedestrian only lane entering onto the town square
A contemporary and well designed centre that encourages community interaction and cultural expression in the street



- 1 Shelter for dining and pedestrians
- 2 Town square
- 3 Activated ground floors
- 4 Outdoor dining opportunities
- 5 Pedestrian lane connecting to Wembley Road



Figure 1.3: Logan Central MPCA Illustrative Master Plan (Future Scenario)



Figure 1.4: Logan Central MPCA Aerial Perspective (Future Scenario)

1.5 Master Plan Objectives

The Final Master Plan is underpinned by the following objectives that respond to a number of issues and challenges currently blocking the area's ability for growth as a transit oriented centre.

- Define and strengthen the role of the centre as a civic and cultural hub as identified in the SEQRP, and protect the centre from incompatible development.
- Create a pedestrian heart and focal point for the Logan Central Major Regional Activity Centre
- Encourage greater levels of activation and passive surveillance of Logan Gardens and the District Sports Fields
- Ensure Logan Central fulfils its role as the sub -regional transport hub within Logan City in accordance with the I RTP.
- Encourage the Town Centre Core to develop as the business and administrative hub for the emerging mixed use zone at Berrinba and the entire Logan Central MRAC.
- Recognise that the Town Centre Core and Town Centre Frame play an essential role in delivering transit supportive development in proximity to the train station, and containment of vehicle based retailing eastward along Wembley Road, respectively.
- Embrace the opportunities that 160 cultures presents for developing the cultural economy through a purpose built market precinct and new community facilities.
- Facilitate the growth of niche retailing and markets within the Town Centre Core providing an alternative shopping experience that meets the needs of a growing workforce and residential population.
- Establish a sense of place and arrival at Logan Central through encouraging gateway buildings at key arrival points. Encourage greatest building heights at these locations improving legibility and way-finding through the centre.
- Encourage higher densities in accordance with maximum building heights to achieve a critical mass in the Town Centre Core and discourage under-development of sites.
- Ensure redevelopment focuses on place making and its contribution to the public realm.
- Support a diverse and intensified centre through focusing mixed use development, cultural facilities, community infrastructure and workplaces around the Town Centre Core and the proposed town square.
- Consolidate civic and administrative uses within the Town Centre Core and continue to attract state government agencies to provide a diversified employment base.
- Deliver a quantum of residential living options that is affordable and meets the projected housing needs of the MPCA.
- Provide key worker accommodation that recognises proximity to other employment opportunity areas and activity centres at Berrinba, Springwood and Beenleigh PRACs, Meadowbrook Specialist Centre, Logan Hyperdome and Browns Plains MRACs.

2.1 Introduction

This section of the Final Master Plan establishes the overarching strategies that provide the framework for regeneration and urban renewal within Logan Central. The following section provides **a summary of the key recommendations** established within the background studies and strategies.

A full copy of each background study and strategy is available on Council's website.

Economic Strategy

The Economic Strategy examines the current economic drivers influencing the supply and demand for retail and commercial activities for the Logan Central MRAC. Building on this knowledge Urban Economics provides floor space projections for retail and commercial activities and recommends an appropriate land use mix. This ensures retailing, commercial and other wealth creation activities provide a point of difference from other traditional shopping centres. The strategy provides a number of proactive and preventative measures that promote viable retail and commercial opportunities for the MPCA.

Access and Movement Strategy

The Access and Movement Strategy prepared by Cardno Eppell Olsen, sets the approach to the vehicular network, pedestrian and cycle networks and the public transport provision across the MPCA. The overarching strategy aims to create a walkable centre, encourage public transport use, promote walking and cycling and reduce car dependency.

Housing Strategy

The Housing Strategy prepared by Urban Economics seeks to:

- reduce inequalities in access to housing;
- improve the quality of stock available;
- increase choice in housing styles and tenure arrangements;
- encourage private sector investment in housing; and
- foster development of exemplar housing that is sustainable and reflective of Queensland's climatic environment

In seeking to foster redevelopment and investment in housing in the Logan Cental MPCA, a series of proactive and preventative strategies have been identified.

School Sites Planning Study

The School Sites Planning Study prepared by Education Facility Planning examines the opportunities to relocate the Woodridge State Primary at various sites nearby.

This investigation examines the opportunity to provide a new primary school that co-locates with a secondary school. The study recognises that a new 21st century learning environment in Logan Central can deliver significant educational benefits to the local community and become a 'flagship' for state education.

Logan City Council in partnership with the Department of Education, Training and Employment (DETE) are in the process of undertaking a more detailed options analysis investigating the creation of a new education precinct potentially involving the construction of a new primary school and special school. The School Sites Planning Study will remain confidential until this further investigation is finalised and DETE are in a position to advise the wider community on its findings.

Logan Central Social Needs Assessment

The Social Planning Study prepared by Elton Consulting provides an overview of demographic characteristics of Logan Central and the surrounding suburbs. It examines the community and open space facilities available, the needs of the existing and projected populations, and identifies opportunities for the Master Plan.

Logan Central's population has a high level of social need, and attracts a wide range of funding for support services and social initiatives through a variety of government programs, and will require an upgrade of services as the population grows. Recognising the importance of existing programs this study focuses on the need for built facilities, and the opportunities to co-locate these facilities adjacent to the new town square contributing to the centres role as a civic and cultural hub.

The scope of the study goes beyond MPCA and study area to include the Northern Planning Sector. Suburbs within the Northern Planning Sector include Logan Central, Woodridge, Kingston, Loganlea, Marsden, Waterford West, Crestmead, Slacks Creek, Berrinba, Meadowbrook, Underwood, and Tanah Merah.

2.2 Economic Strategy

The following summary is based on the key recommendations of the Economic Strategy prepared by Urban Economics.

Employment Growth Projections

- It is estimated that there are currently 2,000 persons working within the MPCA with a concentration of workers in the government and administration sector (64 %).
- The MPCA is projected to accommodate an additional 1460 jobs by 2031.
- Employment projections indicate strong job growth is expected in public administration and safety (40%), health care and social assistance (20%), and education and training (9.5%).

Demand for Retail Floor Space

- It is projected that 4,000m² of additional retail floorspace could be accommodated with the MPCA. The forecast is based on population growth with the MPCA, projected job growth, and growth in the population of the retail catchment area.
- This assumes a range of economic and planning strategies are in place that seek to promote retailing activities in the MPCA.

Land Use Projections

- To meet the needs of the existing and growing population the following land use projections are provided out to 2031.

Table 1: Land use area projections for the MPCA

Land Use	Projection
Commercial Office	16,000m ²
Health/social services	7,500m ²
Retail	3,000-4,000m ²
Other*	500-1,000m ²
Market facility	2,000 - 5000m ²

*Other includes quasi retailing such as travel agencies, post office, financial institutions and medical facilities

Demand for Other Facilities

- Other wealth creation activities and land uses that would be appropriate within the MPCA include:
 - health and wellbeing facilities including alternative health care;
 - banking and financial services;
 - quasi retail – travel agents, real estate agencies;
 - educational and training facilities; and
 - short term accommodation and meeting venues.

Promoting Commercially Viable Retail and Commercial Opportunities within the MPCA

- Focus of activity around the rail station to promote high levels of accessibility for workers and centre users.
- Commercial concentration around the proposed town square to develop an identifiable core for the precinct.
- The new town square providing connection between the rail station and the civic uses to the south of Wembley Road.
- Activated “Main Street” between the town square and rail station including vehicular and pedestrian links.
- Opportunities for commercial tenants to enjoy frontage and exposure to Wembley Road, perhaps through staggering of building heights from Wembley Road to the town square, with the concentration of heights and densities around the new town square to define a distinct core or heart for the precinct.
- Orientation of a town square between Wembley Road and the rail station, with a focus closer to the Wembley Road end of the area.
- Utilisation of the vacant Jacaranda Avenue site as a gateway site for a commercial office building.
- Maintaining the convenience orientation of the retail strip to the north of the rail line for surrounding residents.



Image 2.1: Activated main street between the new town square and Woodridge Train Station

Town Centre Core and Town Centre Frame (refer to Figure 2.1)

A town centre core and frame is recommended to:

- promote a cluster of niche retail activities that is pedestrian focused (active street frontages) around the new town square and linking to the Woodridge Train station; and
- contain large scale vehicular based retailing (internal shopping malls) eastward along Wembley Road.

Town Centre Core

- Land uses within the Town Centre Core must be carefully managed to reflect the centre's role as the civic and cultural hub of the sub region.
- The Town Centre Core is intended to function as:
 - the business hub or the core of the Logan Central MRAC and the emerging mixed use zone at Berrinba; and
 - a pedestrian focal point and heart of the centre.
- As an anchor tenant the market precinct is key to providing a pedestrian oriented land use that activates the town square and provides a major land use attractor for the centre.
- Retailing activities must provide an alternative shopping experience compared to the vehicle based large format shopping centres established along Wembley Road.
- Provide a niche retail heart concentrated around the new town square and linking to, the train station that is complementary to and does not compete with the vehicle based retailing activities eastward along Wembley Road
- Potential for TAFE-type uses to develop on the primary school site, set back from the activated main street, and having a limited street frontage to promote activity in the precinct.

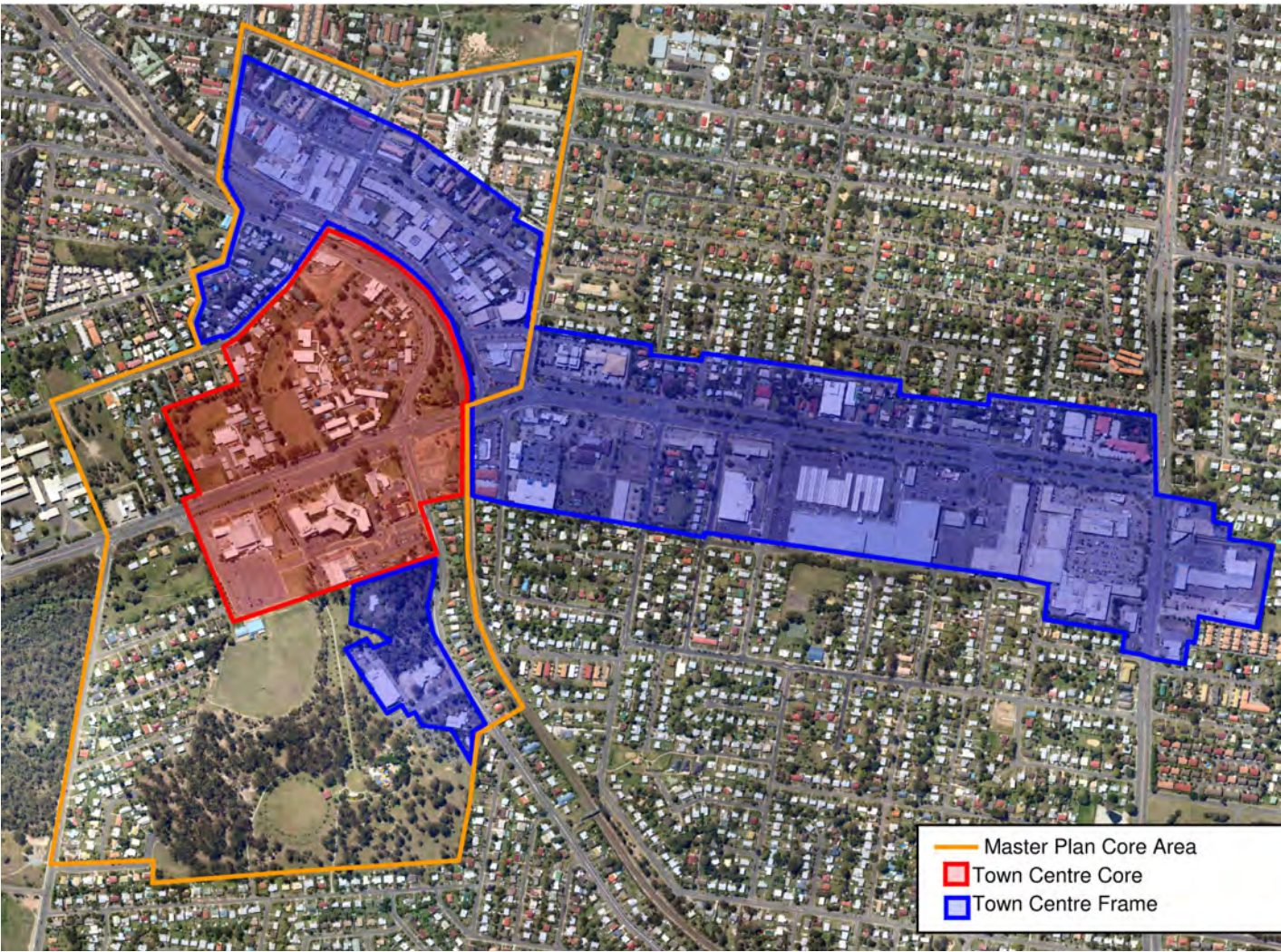


Figure 2.1: Town Centre Core and Town Centre Frame

Town Centre Frame

- The frame areas primarily consist of parking lot dominant retail and commercial formats and fringe commercial areas, and are intended to complement commercial and retail activities within the Town Centre Core.
- The Wembley Road area will continue to provide land expansive retail and showroom activities that are vehicle oriented and require frontage to a high trafficked road such as service stations, drive through fast food outlets, bulky goods and enclosed shopping malls. Such land uses are highly inappropriate within a pedestrian oriented Town Centre Core. However, vehicle based retail and commercial activities play a critical role in providing a broad mix of business uses to encourage employment growth for the whole activity centre.
- The Station Road and Blackwood Road commercial and retail areas will play an important role in meeting the day to day shopping needs of the surrounding community.

A Permanent Market as a Unique Anchor Tenant

- A permanent market venture is considered to offer a unique anchor tenant role for the Town Centre Core to build on the popularity of the existing farmers markets and flea markets, and to create a distinct point of difference in comparison to more traditional shopping centres. Whilst on their own, markets do not necessarily represent a profitable venture for the operator, they do offer a number of other economic and social benefits that suggest that markets in the Town Centre Core would represent a strategic opportunity for the centre.
- The markets are expected to occupy a large part of the town square and spill over into adjoining streets. There is also an opportunity for a component of the markets to occur indoors adjacent to the new town square.

Key Recommendations for the Town Centre Core

- To concentrate activity there is potential for commercial office space to comprise a mix of upper level space within the retail strip that links the town square with train station.
- Target a mix of additional government departments and agencies to attract to the Town Centre Core.
- Attract a niche mix of retail facilities that includes:

Niche Retailing	Type
Markets	<ul style="list-style-type: none">• Ethnic foods/food markets/ cooking classes
Convenience retail, including convenience store	<ul style="list-style-type: none">• IGA convenience supermarket/ Asian/African grocery store in the order of 300m² to 500m²• Additional top-up shopping activities, pharmacy, newsagency, 7-11/Night Owl convenience shop
Takeaway food, cafes	<ul style="list-style-type: none">• Fast casual dining with a focus on international foods• Book store/cafe
Office supplies	<ul style="list-style-type: none">• Printing, stationery, cartridges
Recreational goods	<ul style="list-style-type: none">• Teen oriented sporting/ recreational goods e.g. skate, cycle, football/ basketball
Specialty homewares	<ul style="list-style-type: none">• Homeart
Personal services	<ul style="list-style-type: none">• Wellbeing/beauty including culturally diverse activities

- Land expansive retailing activities e.g. full line supermarket, DDS, showrooms etc. are not anticipated within the MPCA. Other retailing such as fuel retailing is not envisaged within the MPCA.
- Develop the proposed markets in association with the town square as a component of the business incubator.
- A series of activities such as cooking classes, cultural/dance exhibitions could be held in association with the markets to increase activity.
- Attract TAFE/vocational colleges, potentially as upper level users above the retail spine, with the opportunity to expand on the primary school site overtime.



Image 2.2: Potential TAFE of Vocational College campus living



Image 2.4: Potential for TAFE or vocational colleges to act as a significant catalyst development contributing to the revitalisation of Logan Central



Image 2.3: Dedicated commercial office space at specific locations providing catalyst development opportunities



Image 2.5: Commercial only interface responding to and containing a busy road environment - stepping of building heights

Catalyst Opportunities

- Catalyst sites dedicated to significant commercial office projects at:
 - Council owned land at the corner of Jacaranda Avenue and Wembley Road at 126-136 Wembley Road;
 - land opposite the railway station at 30-32 Railway Parade;
 - the Woodridge Primary School site fronting Wembley Road; and
 - low level campus style development on the southern side of Wembley Road between the Entertainment Centre and Railway Parade.
- These vacant infill sites will compete with greenfield locations for cost effective commercial office space and provide for floor plates of greater than 1,000m² required by public sector tenants. It is recommended that these sites are marketed for tender opportunities.

Key Recommendations for Wembley Road Precinct East of Ewing Road

- Encourage vehicle based and land expansive activities and uses within Wembley Road precinct such as:
 - showrooms;
 - supermarkets;
 - department stores;
 - discount department stores;
 - fast food outlets;
 - fuel retailing; and
 - tavern.
- Define the Wembley Road precinct as a retail destination for major weekly and fortnightly needs. At-grade parking is encouraged to promote perceptions of convenience and accessibility.
- Avoid the implementation of floorspace caps on the Wembley Road precinct, which may otherwise stimulate demand for out of centre and ribbon development.
- Standalone commercial office in excess of 200m² within Wembley Road precinct (east of Ewing Road) to be supported by a needs analysis.
- Building heights in the Wembley Road should be retained between 1 to 2 storeys. Plot ratios should reflect low densities with at-grade parking.

2.3 Access and Movement

The following initiatives are a summary of the key recommendations put forward by the Access and Movement Strategy prepared by Cardno Eppell Olsen.

Urban Boulevard

- An urban boulevard along Wembley Road between Lennox Court and Railway Parade achieving a better balance between all road users such as pedestrians, cyclists and vehicles.
- Vehicle capacity along Wembley Road and its function as a major east west connector is maintained.
- 4 lane cross section with centre median, separated bike lanes and wide footpaths.
- Major streetscape enhancements such as dense street planting in verge and centre median, kerb build outs and commercial frontages built to the property alignment for human scale.
- Signalised pedestrian crossing with a different pavement treatment, allowing movement of pedestrians between the new town square and civic centre.
- Slower vehicle speeds to 50km / hour.
- Streetscape enhancements indicate a town centre environment.



Image 2.6: At grade, signalised pedestrian crossing connecting Market St to the Council Administration Building

New Roads

- New roads to be established in the Town Centre Core that reconnect the local street network and provide greater connectivity and permeability through the centre.
- Improving legibility of the centre a new Market Street provides the most crucial structural element providing strong visual and physical links between the front entrance of Council’s Administration Building and the new town square.
- Running parallel to Charles Avenue a new High Street further improves access to Woodridge Train Station.
- All new roads are wholly contained on the existing school site which is the major catalyst for the regeneration of the centre.
- 90 degree short stay parking along Market Street, emphasizing slower vehicle speeds and high levels of pedestrian and cycle activity.

Car Parking

- Reduce the supply of car parking in the vicinity of the rail station, encouraging a more balanced approach beyond the Town Centre Core.
- Instead of providing all car parking on each development site consolidate a large proportion of parking (multi storey car parking stations) at the edge of the Town Centre Core. Those who need to drive to the centre have the ability to park and access services by foot. This reduces the amount of circulating traffic around the town square improving pedestrian and cyclist movement.
- Parking associated with larger development sites is expected to be accommodated in basement car parks or discretely located behind buildings where they are not visible from the street.
- Make provisions for loading and unloading of services related to market activity.
- Design laneways to provide access for services, loading zones and parking for larger development sites or clusters of associated buildings.
- Car parking rates are based on the Queensland Government “Transit Oriented Development Guide”.

Car Parking Rate

Table 2: Car Parking Rates for the MPCA

Land Use	Parking Rate*	Approach to Public Spaces**	Public Space %	Public Spaces Total
Residential	1 per unit	100% on site	0%	0
Retail	1/100m ²	60% on site, 20% public car park, 20% efficiency gained	20%	11
Commercial	1/100m ²			64
Health/ Social	1/100m ²			20
TOTAL				95

Public Transport

- The provision of a bus/rail interface along Railway Parade adjacent to the Woodridge Train Station that is safe, well lit and offers a range of transport options including cycle facilities.
- An express stop at Woodridge Train Station supporting the centre’s role as a sub-regional hub, and high frequency express and urban link rail services proposed as part of the IRTP.
- Dedicated bus lanes along Wembley Road (between Railway Parade and Kingston Road intersections) supporting the Urban Link Strategic Bus Corridor as proposed within the IRTP.



Image 2.7: Bus/ rail interface adjacent to Woodridge Train Station

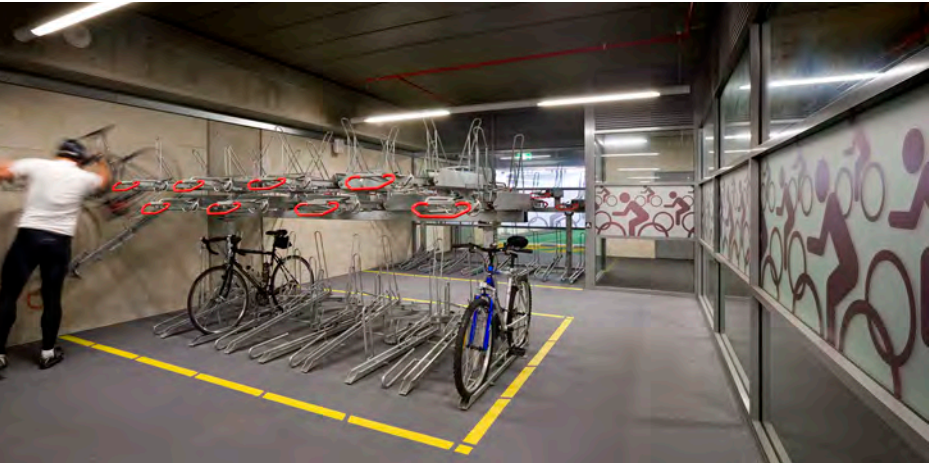


Image 2.8: Publicly accessible cycle centre in the vicinity of the rail station

Pedestrian and Cycle Network

- New pedestrian bridge/ underpass across the rail corridor in association with the proposed third track between Kuraby to Loganlea train stations.
- Protected Copenhagen style bike lanes (separated bike lanes) along principal and secondary cycle routes such as Wembley Road, Market Street and Railway Parade.
- Generous footpaths, street planting and landscaped treatment along primary and secondary boulevards to improve pedestrian comfort and enhance the character of key streets.
- A slow speed shared pedestrian / vehicle zone along part of Market Street and High Street where high levels of pedestrian activity are expected adjacent to the new town square.
- Safe, well lit and dedicated pedestrian and cycle connections across the rail line and Wembley Road, and provision of mid block connections that promote a permeable and walkable centre.
- Pedestrian links providing strong visual connections from Wembley Road through the Market Street and to the train station site to promote pedestrian legibility through the precinct.
- End of trip facilities (e.g. showers, lockers, dry cleaning services) should be provided at the rail station and bus station.
- Investigate the opportunity to provide a publicly accessible cycle centre in the vicinity of the rail station or alternatively in a location close to Wembley Road near Council's Administration Building.



Image 2.9 Off-street cycle and pedestrian lanes



Image 2.10 Separated cycle lanes from pedestrian paths and traffic lanes

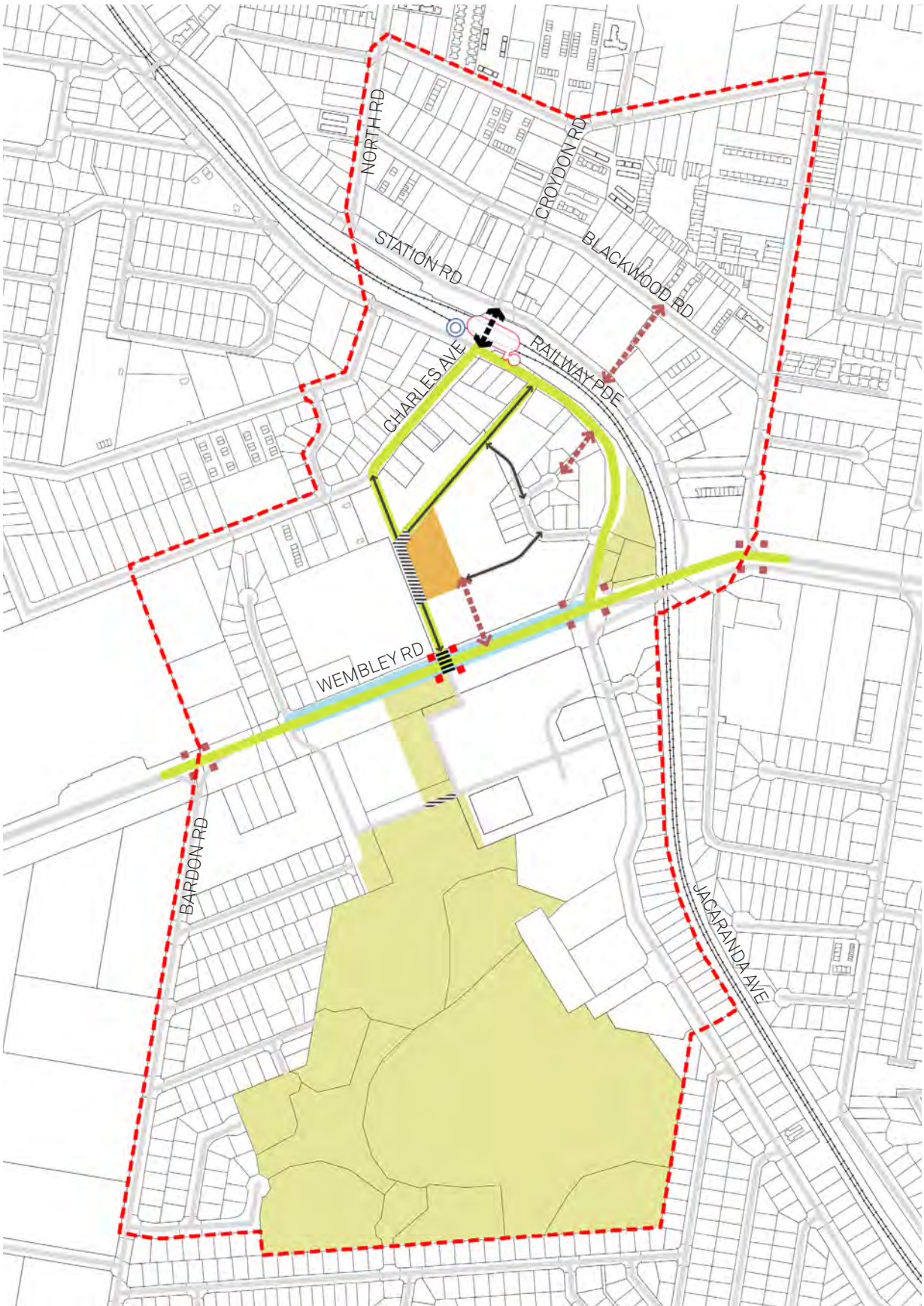
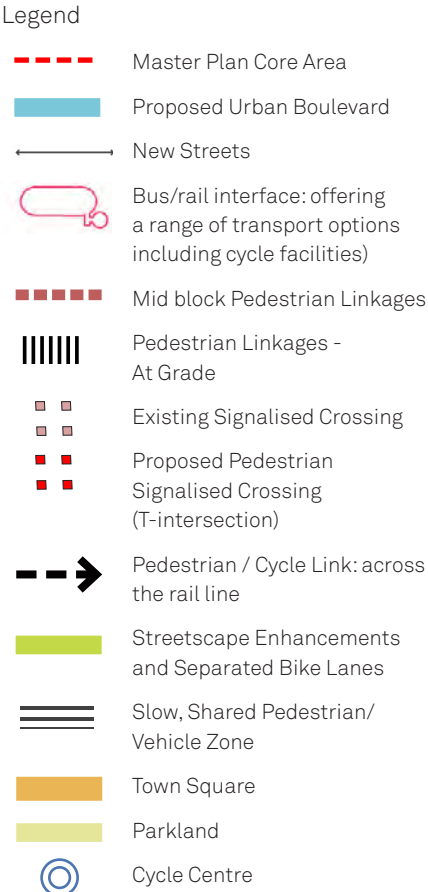


Figure 2.2: Access and Movement Background Strategies Plan



2.4 Housing Strategy

The following summary is based on the key recommendations of the Housing Strategy prepared by Urban Economics.

Forecast Residential Population and Dwelling Growth

- The residential population of the MPCA is expected to increase by 2,390 persons and 1,110 additional households to 2031.

Target Markets or Core Users

Between 2010 and 2031, it is projected that this resident population will comprise:

- an increasing mix of older persons, including empty nester households seeking an affordable living environment close to services and transport;
- an increasing mix of single and couple households, including establishing households as evident in centres such as Chermside, seeking an active lifestyle proximate to a range of retail, public transport and service activities;
- growth in the population aged 65+ in the order of 610 persons and growth in the population aged 70+ in the order of 300 persons; and
- continued growth in new and recent migrants, and extended migrant family groups.

An appropriate residential mix is therefore encouraged to meet the needs of target markets and core users

Table 3: Residential Mix by Housing Type

Use	Dwelling Type	Projected Increase (2031)	Overall Mix (%)	Residential Mix (%)
Semi attached / attached dwellings	Town houses, Student housing, Retirement village, Shop top housing	586	53%	5% (1 b/r), 40% (2 b/r), 50% (3 b/r), 5% (4 b/r).
Flats / Units	Apartments, Independent living units, Aged care facilities	480	43%	20% (1 b/r), 52% (2 b/r), 20% (3 b/r), 8% (4 b/r)
Other	Single dwelling houses, boarding houses.	47	4%	n/a

Household Composition Projections

- Family households are expected to grow by 1,717 persons between 2010 and 2031 representing approximately a 76% increase over the period.
- Lone Person households are expected to grow by 679 persons between 2010 and 2031 representing approximately a 159% increase over the period.
- The number of persons in group households has historically declined and is expected to continue in a similar fashion.

Estimated Growth and Diversity of Housing Product

- A broad range of housing options will need to be provided to respond to the needs of target markets and core users.
- In encouraging expanding families to remain within the centre, there is a need to ensure that there is diversity in unit and townhouse living options, including a range of apartments that offer 3 bedroom styles. These larger units may also appeal to extended families living within this culturally diverse community.

Mixed Use Development

- Attract high quality ground floor tenancies that offer active frontages and improve the pedestrianisation of the centre.
- Active frontages and ground floor uses can include a variety of community, and recreational activities. They are not only limited to retail, commercial and dining opportunities.

Affordable Living Options

- There will continue to be a need for housing solutions that offer a price differential to other centres.
- Smaller unit sizes will allow developers to maintain a relative affordability for new unit products for the market and provide opportunities for existing target markets to continue to enjoy access to affordable living arrangements.
- Student housing type arrangements offer an affordable housing solution, particularly offering housing options for establishing households, new immigrants seeking temporary housing as they establish themselves, and affordable retirement living arrangements. Such a development would be appropriate on the primary school site in association with a TAFE development and within easy walking distance of the rail station.



Image 2.11: Affordable housing concept at Downtown Place in Southwark London

Key Worker Accommodation

- Upgrades planned for the Logan Hospital, and the emerging mixed use zone at Berrinba will generate increasing worker populations and a need for housing for these key workers. With access via the rail line to Logan Hospital, Logan Central represents a potential residential option for these workers.
- Provide quality modern accommodation to attract key workers, including emergency services, teachers and nurses. Improve accessibility to housing for workers in the retail and hospitality sectors and encourage key workers to invest in their community.
- Investigate rental housing development programs (e.g. Short term incentives for rental housing in Vancouver) designed to offer incentives to developers such as reduced development charges, increased densities, reduced parking requirements for the private sector to develop rental housing options in Logan Central.
- Facilitate the development of studio apartments as upper level space in a link between the rail station and town square.
- Educational campaign as to the liveability of unit and higher density dwelling forms in changing perceptions of unit accommodation for both expanding and downsizing families.
- Retain schools within the study area and in close proximity to the new town square and expand the mix of educational opportunities available.
- Embark on an education campaign promoting the liveability of unit and higher density dwelling forms. This will assist in changing perceptions of unit accommodation for both expanding and downsizing families.

Ageing-in-place Housing Solutions

- The community is projected to generate increasing demand for age appropriate housing solutions to accommodate an aging community including universal housing designs. There will be an increasing need to provide retirement living units and low/high care options, as well as universal housing designs that allow residents to age in their homes and remain within their local communities.
- Traditionally, retirement villages have located in fringe areas attracted to tracts of cheap, flat land. As land resources become increasingly scarce, retirement village developers are now seeking alternative locations and alternative village designs, including vertical villages.
- Modelling suggests that the growth of the Master Plan Study Area population alone may be insufficient to warrant the development of a stand alone retirement village. However, a vertical retirement community integrated with mixed uses would complement the intent to consolidate a diversity of housing options within the centre, and facilitate opportunities for residents to remain within their local community as they age.
- Identify a strategic site and design principles for an integrated wellbeing development that incorporates a mix of retirement, aged care, traditional 2 and 3 bedroom units available at market value and community uses within the one centre. For instance, a vertical development with ground and first floor common or community facilities that provide a mix of activities for residents as well as the general community (e.g. library, meeting rooms, community centre, convenience supermarket, wellness centre, medical and beauty consulting rooms etc.).
- Retirement housing is a recognised and encouraged form of housing in centres and incentives for development of retirement and aged care should be considered e.g. reduced parking requirements. More particularly, retirement housing should reflect comparable development application processes as other unit development projects.



Image 2.12: Vertically integrated retirement villages with ground floor community facilities. Apartment for Life and ageing in place philosophy allows residents to remain in their home and the local community. Community facilities, shopping, health care and restaurants at ground floor are open to the street and accessible to the neighbourhood.

2.5 School Sites Planning Study

A School Sites Planning Study was undertaken by Education Facility Planning to better understand the opportunities for relocating the Woodridge State Primary School. The following summary is based on the main findings of this investigation.

A 21st Century Learning Environment

- A new education precinct supporting the vision for regeneration of Logan Central's Town Centre.
- Potential relocation of Woodridge Primary School and Logan City Special School in proximity to Woodridge State High.
- Sustainable education facilities that support and enhance learning in the 21st century and are responsive to the needs of the local community.
- Reconfiguring existing and new facilities on site to create an organisational structure that reflects the specific needs of the diverse multi-cultural community of Logan Central.
- Contemporary modern and green buildings incorporating new technologies.

Strengthen Links with the Community

- Potential for shared use of school facilities with the wider community (e.g. community centres, sporting fields).
- Build upon and strengthen existing community links with the schools, and create new links through:
 - adopting a design approach which can incorporate the existing community that is served by both schools;
 - coordinating school planning and planning for the Logan Central town centre providing direct links the new town square;
 - enhanced life long learning opportunities.
- Parents and students within an easy and safe walking distance of a new town square.
- Students activating the town square (outdoor entertainment space) through the schools strong visual arts and music programs.

Co-location of Education Facilities

- Increase capacity at the school level, to provide continuity of support for individual students through opportunities generated by co-location on one site.
- Facilitate curriculum coordination from P-12.
- Provision of specialist facilities currently operated across one or both sites (e.g. ESL units, behaviour management team, community liaison officers).
- A learning precinct providing a larger site than the current schools.

More Opportunities

- Cost savings through reduced maintenance and recurrent costs, associated with the provision of new green facilities.
- Establish a new primary school with the potential transfer of year 7 to high school.
- Maintaining or relocating the Logan City Special School in the longer term.
- Opportunities for a range of innovative delivery models as well as traditional school structures such as:
 - a separate primary and secondary; or
 - P-12; or
 - a junior, middle or senior school.

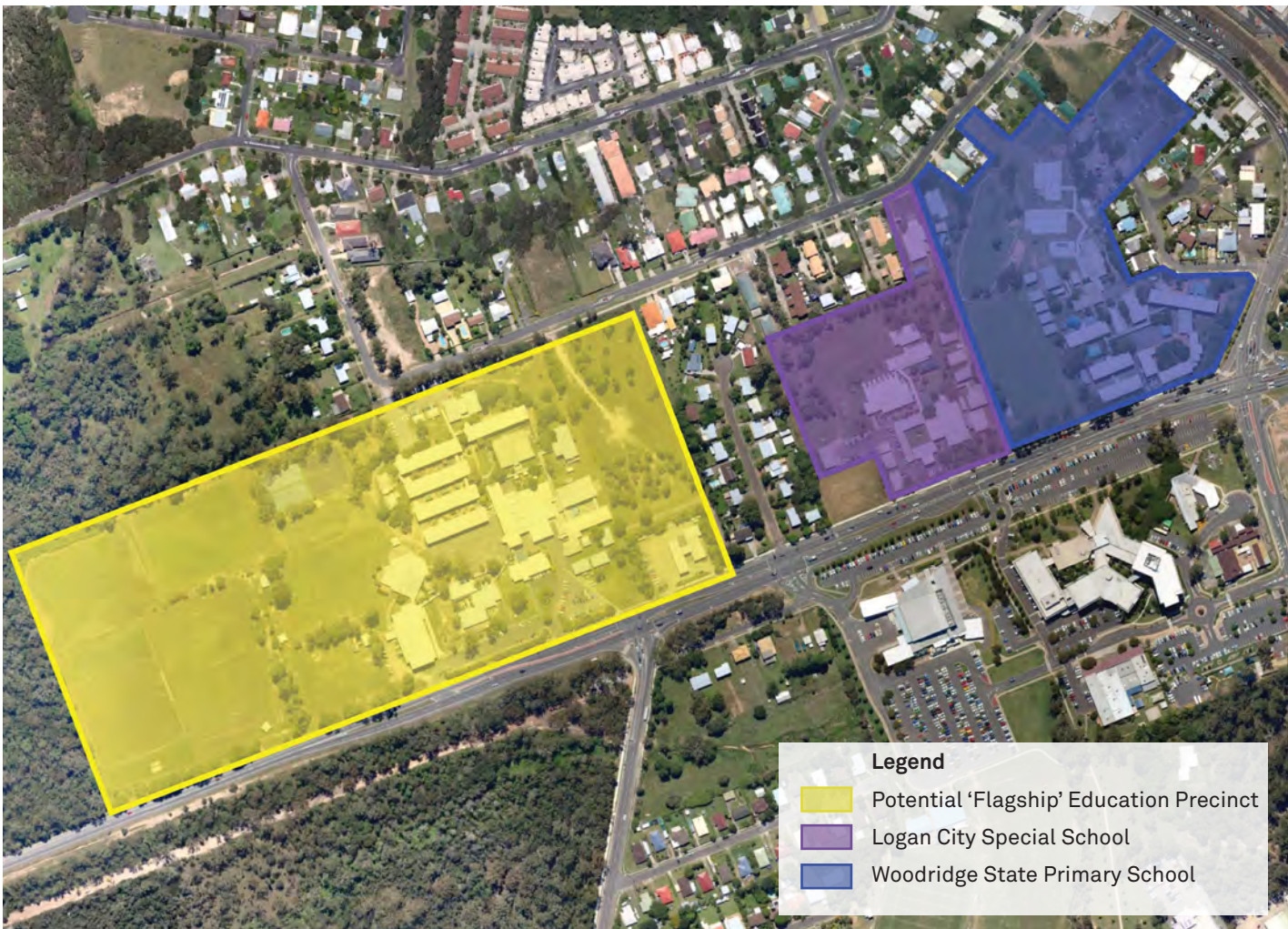


Figure 2.3: Potential Flagship Education Precinct

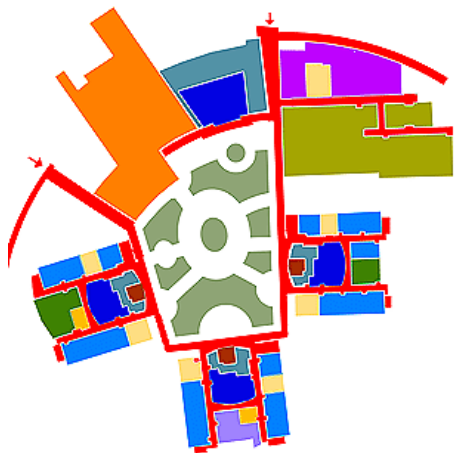


Figure 2.4: Innovative Education Delivery Model

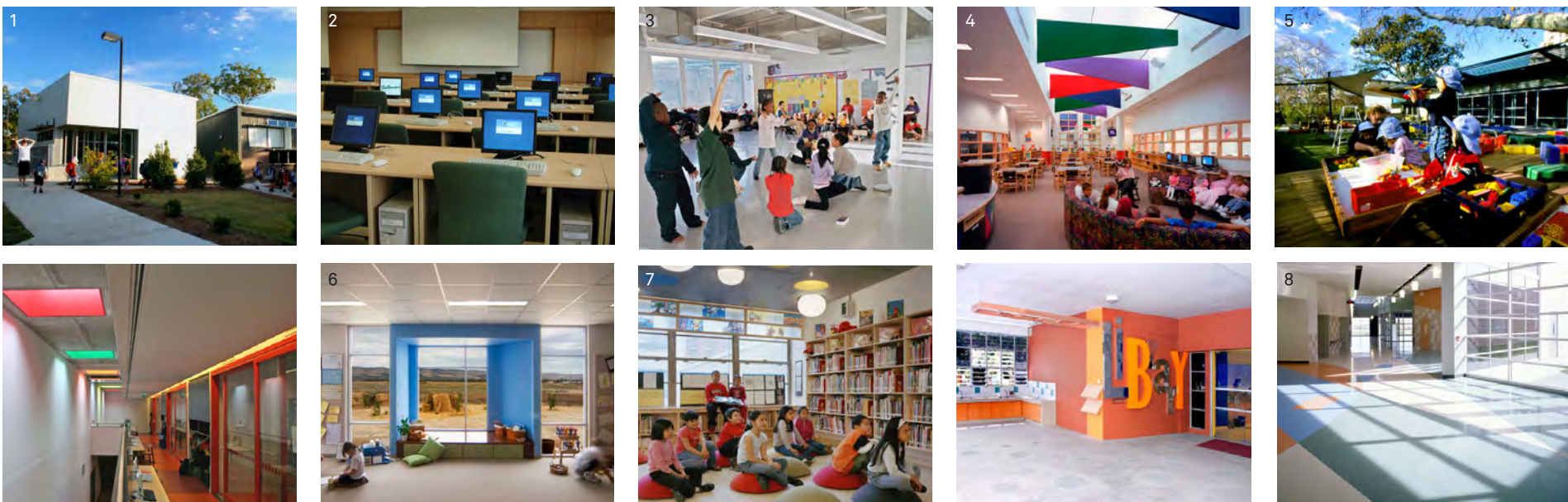


Image 2.13: Interior views: Multipurpose - Administration - Welcoming Environment, Cyber Classrooms, Learning Walls, Dynamic Ceilings, Strong Indoor/ Outdoor Connection, Roll Up Doors

2.6 Logan Central Social Needs Assessment

The following opportunities are summarised from the Logan Central Social Needs Assessment (2010) prepared by Elton Consulting. Strategies for the funding, detailed planning, design, staging and delivery of social infrastructure will be considered through the implementation of the Logan Central Final Master Plan.

Town Square - District or Regional Level

- Provide a district or regional level town square to complement the civic precinct and help to provide a distinctive identity, a civic focus and sense of place in Logan Central.
- The town square should be a place for distinctive cultural experiences, focusing on the cultural diversity which makes Logan Central unique. It should reflect on and celebrate Logan Central's multicultural heritage and highlight cultural diversity, including indigenous culture.
- A town square would also provide a safe, inexpensive and informal meeting and gathering place for residents.

Community Centre - District Level

- A new purpose-built district level community centre to accommodate the needs of the broader community and a range of community groups.
- The design to offer flexible and adaptable spaces for a range of functions and the facility to be centrally located, accessible and visible to promote use and contribute to the civic identity of the place.
- Opportunity to occupy the ground floor of a multi-storey (mixed use) building opening out to the new town square. Other functions could include:
 - performing arts space;
 - education, learning and training centre, perhaps including a commercial kitchen;
 - exhibition space;
 - office space; and
 - social venture incubator space.

Youth Centre - District Level

- Centrally located and easily accessible a youth centre could offer numerous facilities and affordable activities for young people.
- Performance spaces, areas for creative arts expression and an amphitheatre are consistent with facilities recommended within the town square and therefore co-location should be considered.
- Access should be strengthened between the youth centre, town square and Logan Gardens.
- Potentially a vital resource for Logan City Special School, Woodridge State High and Woodridge State Primary School.
- There is an opportunity to provide a youth centre as part of the community centre building footprint.

Small Outdoor Events Space / Amphitheatre

- An opportunity to provide a smaller outdoor events facility or amphitheatre within the town square or Logan Gardens.
- The need for such a space will be influenced by the size and location of a future town square and its capacity as an outdoor events space.

Open Space Requirements

- A shortfall of local open space and sports parks has been identified for the broader Woodridge SLA. Logan Gardens, as a major area of open space, provides opportunities to address this shortfall through enhancements to the accessibility and quality of open space and sporting facilities.
- Provide affordable recreation and leisure options for families, children and young people i.e. a mix of active and passive recreation spaces such as public barbeques, picnic areas, water features and signage.



Image 2.14: Youth Centre: Example of a contemporary design offering a variety of activities for young people (City of Belmont, WA)



Image 2.15: Community Centre: A new multi purpose community centre opening out to civic spaces and green space (Gary Holland Community Centre, City of Rockingham WA)



Image 2.16: Community Centre: Co-location of community facilities contributing to the civic character of the town centre (Falcon Library and Community Centre, Falcon WA)



Outdoor Amphitheatre: Example of an Outdoor Amphitheatre (Scarborough Beach, Perth)

3.0 Physical Opportunities & Constraints

Information gathered from the site analysis, Key Issues Report and Built Form and Urban Design Strategy has been consolidated into the following opportunity and constraints plans.

3.1 Opportunities

- ① Woodridge Train Station provides a public transport connection to the greater area (including other areas of Logan City, Brisbane and the Gold Coast).
- ② A number of vacant sites and government owned land ripe for future development.
- ③ Proposed relocation of Woodridge Primary School allows for better connection through from Woodridge Train Station to the Civic Centre and Logan Gardens.
- ④ Opportunity to provide a range of public spaces including a town square, market space, public street and lanes.
- ⑤ Opportunity to provide a link to Karawatha State Forest.
- ⑥ Enhance and protect easterly and westerly views towards the mountain ranges from within the MPCA.
- ⑦ Integrate and link existing open spaces through pedestrian and cycle pathways.
- ⑧ Opportunities for surplus open space (O'Gorman Park) to be amalgamated with adjoining land to provide a key development site.
- ⑨ Rail upgrade providing a third track will improve the frequency of service and provides an opportunity to upgrade the station platform and enhance pedestrian linkages over and/or under the rail line.
- ⑩ Potential relocation of PCYC, providing opportunities for future development.

- Legend
- Master Plan Core Area
 - Railway
 - Parks
 - Vacant Lots
 - ▨ Primary School Site
 - ↔ Views
 - Linkages
 - Pedestrian Link
 - Transport Hub

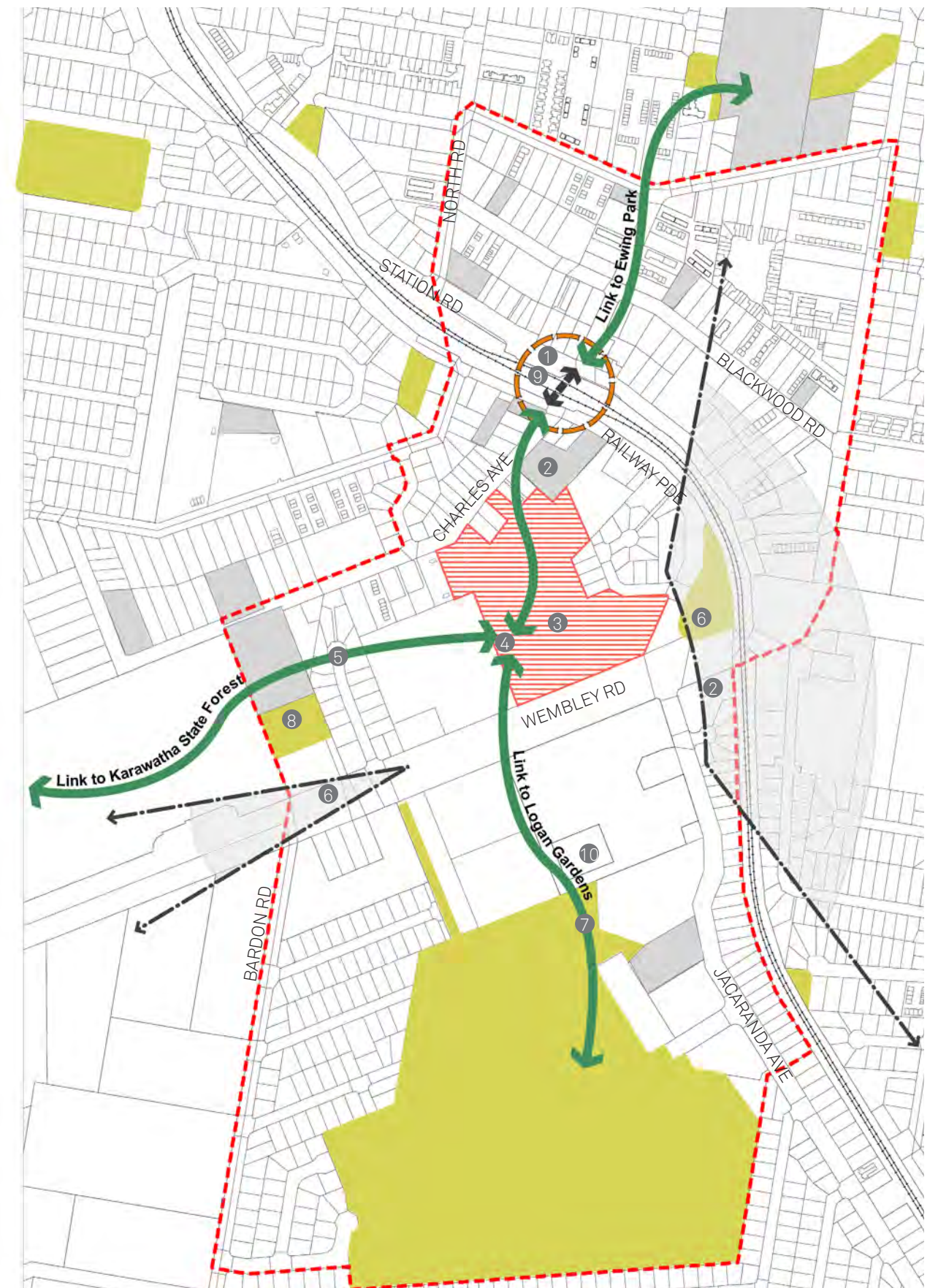


Figure 3.1 Opportunities Plan

3.2 Constraints

- 1 The rail line is a physical barrier to movement across the MPCA.
- 2 Wembley Road creates major severance between the Civic Centre/Logan Gardens and Woodridge Train Station/ Station Road Shopping Precinct.
- 3 Pedestrian links across the railway line (existing bridge structure and tunnel) are degraded and create a perceived lack of safety.
- 4 Disconnected street network. A lack of pedestrian and vehicle permeability.
- 5 Established low density precincts of privately owned residential houses limit opportunities for short term redevelopment.
- 6 No pedestrian priority for crossing Wembley Road.
- 7 Significant at grade carparking within the MPCA.
- 8 Logan Gardens exists as a walled garden with very little street address reducing accessibility for the community.
- 9 Woodridge Primary occupies a key strategic site linking Woodridge Train Station and the Civic Centre.
- 10 East west street layout (Wain Avenue, Rudduck and Pope Streets) reduces opportunities for multi-unit development to address parkland for outlook and natural surveillance.

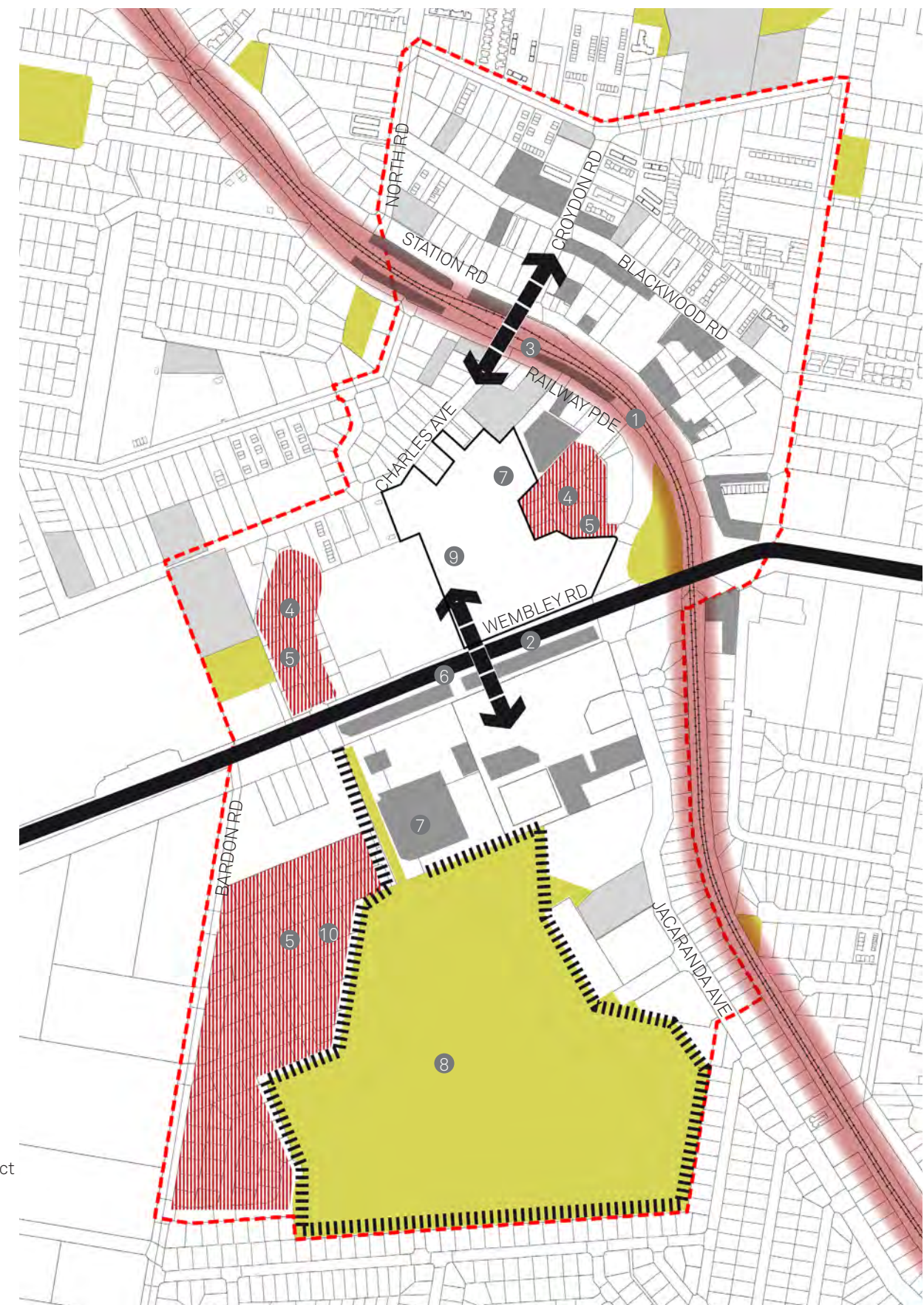
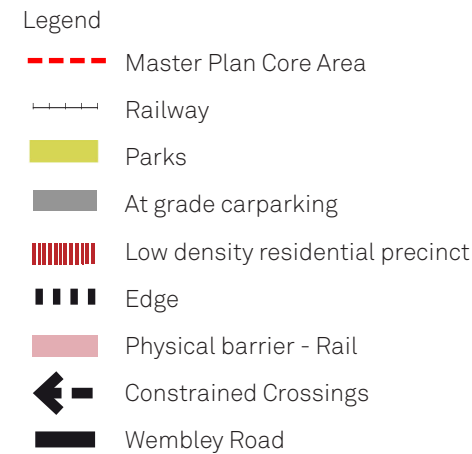


Figure 3.2 Constraints Plan

4.0

Master Plan Concepts

4.1 Master Plan Principles

Building on previous analysis, the Final Master Plan has been directed by 6 key principles that reflect an overarching design. These principles are essentially the key ‘building blocks’ that will shape the urban renewal of the future MPCA.

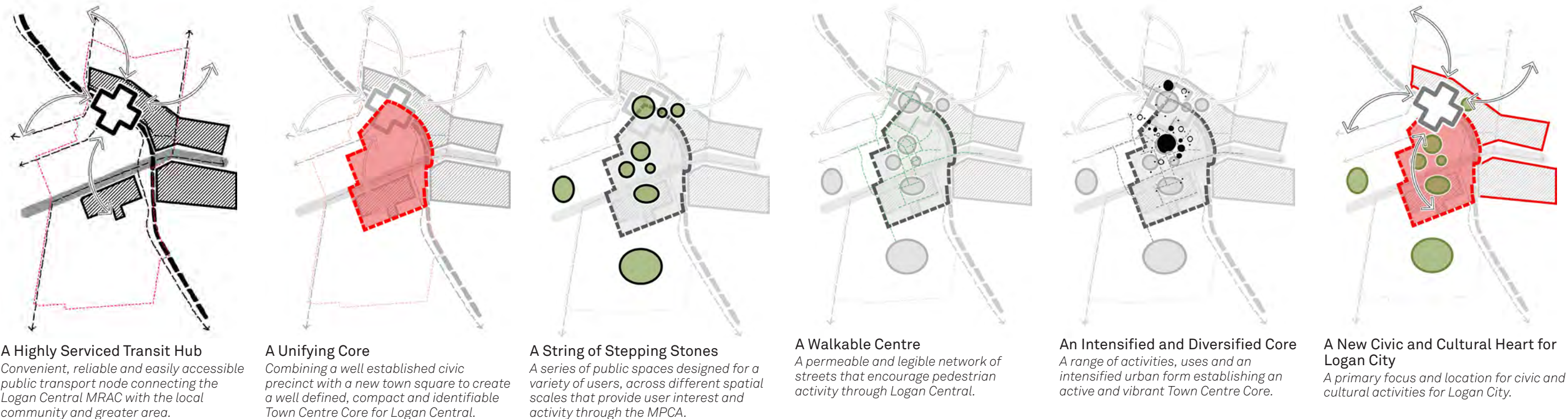


Figure 4.1: Master Plan Principles

4.2 Town Square Location

The multifunctional town square is located at the heart of the MRAC, benefiting from its proximity to the neighbouring activity generators including:

- a 21st century Learning Precinct: A flagship for State Education at Woodridge State High School;
- an emerging mixed use zone at Berrinba;
- the Station Road district shopping village;
- a Transit Node including a potential rail/bus interface;
- the Civic Centre: including the Logan Council Administration Building, Entertainment Centre, Art Gallery and Community Centre;
- Logan Gardens; and
- the Retail frame (internal shopping malls) along Wembley Road.

The location of the town square also supports and contributes to the adjacent Master Plan principles:

- **a unifying core:** promoting and consolidating activity within the Town Centre Core;
- **a string of stepping stones:** providing a multifunctional public space for a variety of users that provides interest and activity;
- **a walkable centre:** contributing to pedestrian connectivity and legibility of the Town Centre Core;
- **an intensified and diversified core:** providing a public space that can cater for a range of activities and uses; and
- **a new civic and cultural heart:** providing a space for self expression, cultural activities and civic ceremonies.

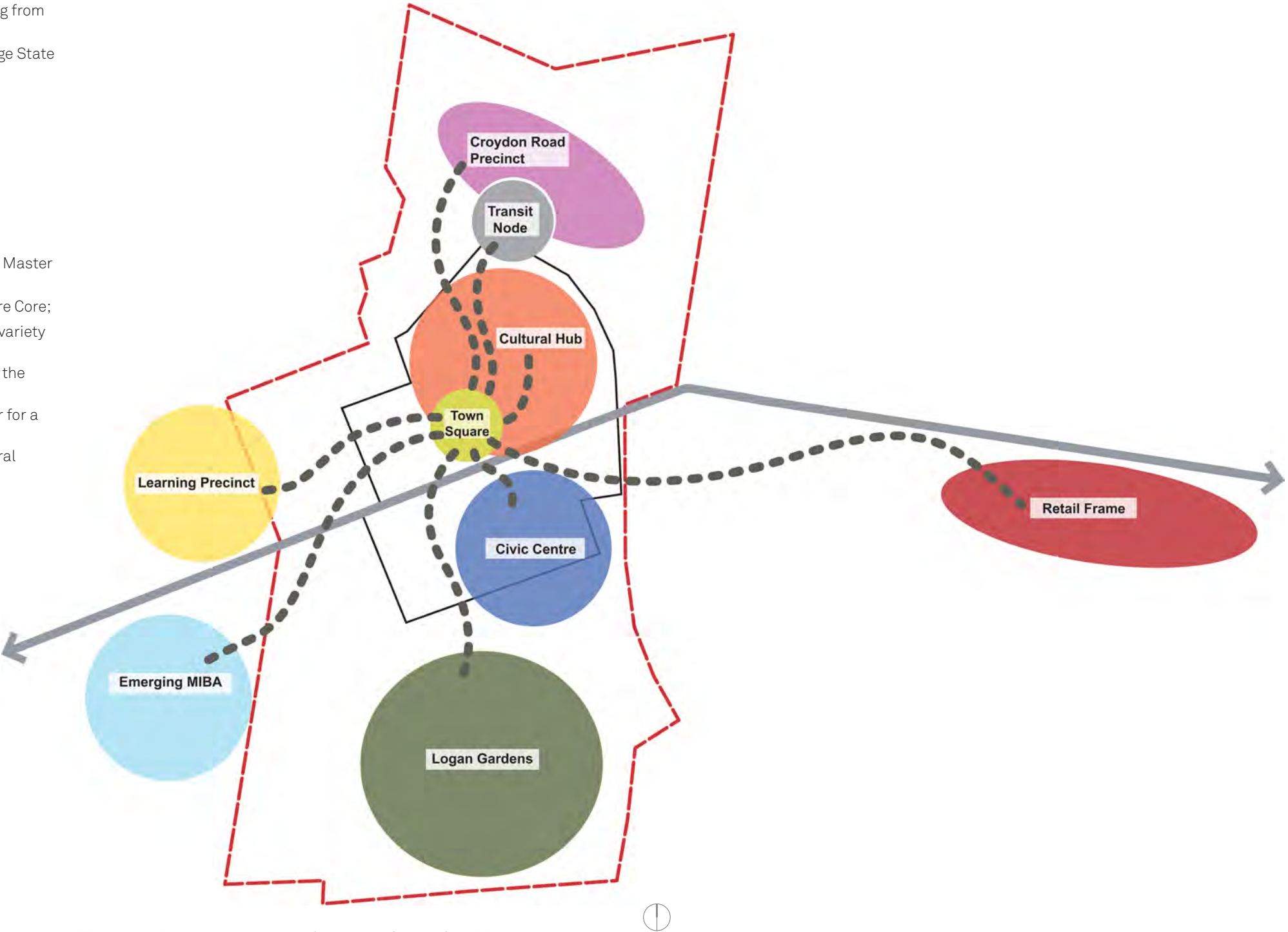


Figure 4.2: A new town square at the centre of several activity generators

5.0

Built Form and Urban Design Framework

5.1 Built Form & Urban Design Principles

The built form and urban design principles establish the framework to realise the overarching Master Plan principles and objectives for the MPCA.

The adjacent plan illustrates each of the urban design and built form principles for the Logan Central MPCA. The key built form and urban design principles are explored overleaf. For additional detail, refer to the Built Form and Urban Design Strategy on Council’s website.

- Legend
- Master Plan Core Area
 - Pedestrian Linkages
 - Pedestrian Linkages - Overpass/Underpass
 - Pedestrian Linkages - At Grade
 - Roads
 - Proposed Urban Boulevard
 - Proposed Primary Boulevard
 - Proposed Secondary Boulevard
 - Activated Edges
 - Activated Edges - Predominantly Commercial
 - Passive Surveillance
 - Architectural Articulation
 - Existing Signalised Crossings
 - Proposed Pedestrian Signalised Crossings (T-intersection)
 - New Streets
 - Gateway Building
 - Iconic Shade Structure
 - Rail Station and Bus Interface
 - Town Square
 - Urban Forecourt
 - Local Squares
 - Parkland
 - Shared Zones

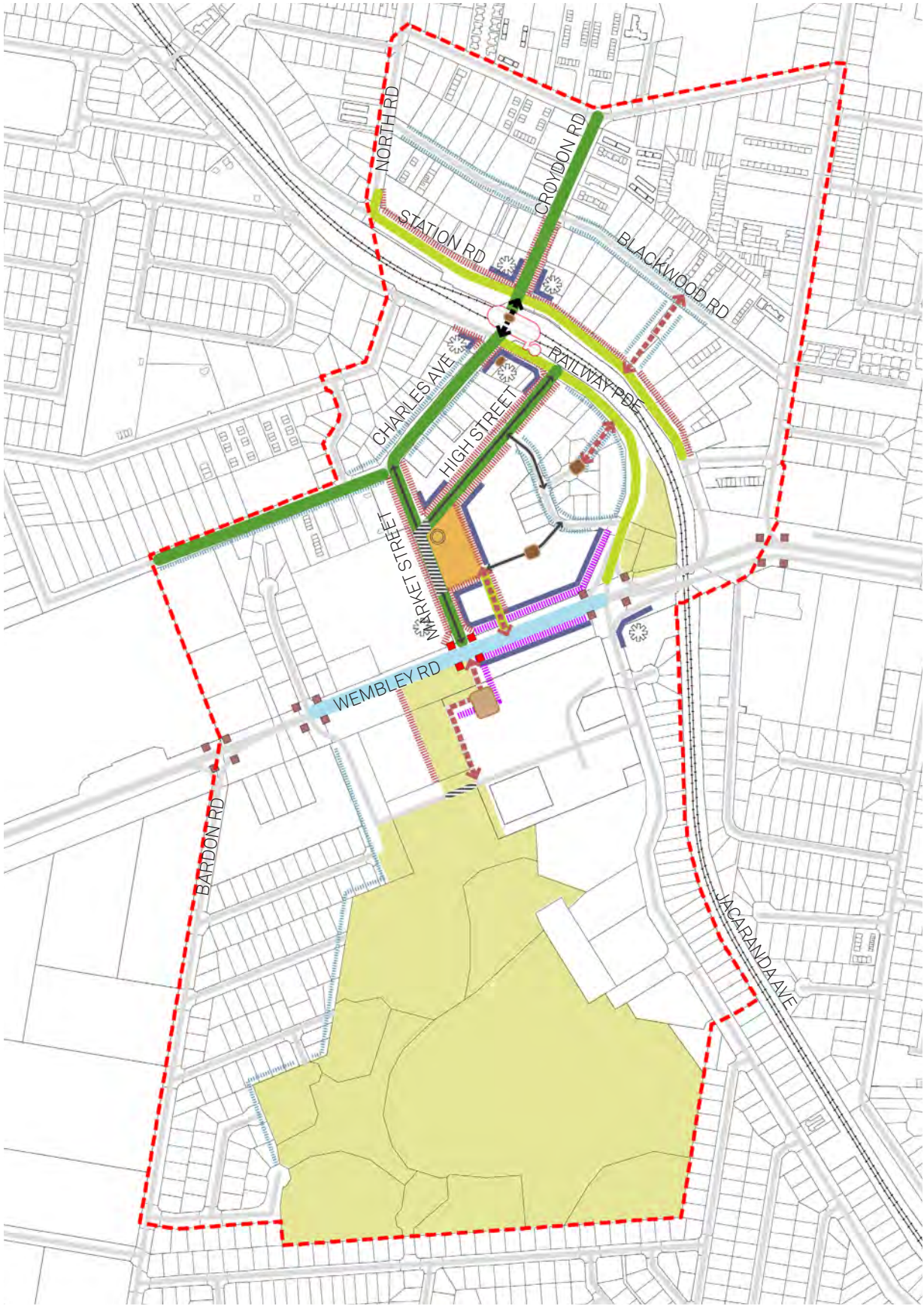


Figure 5.1: Urban Design Principles Plan

Urban Design Principles



Image 5.1: Wide footpaths and street planting

Key Streets & Boulevards

Key streets and boulevards incorporate a combination of pedestrian, cycle and vehicular traffic with high quality landscape and streetscapes.

- Development in the core area should establish a principal 'green' corridor, defining the primary route through the town centre core, connecting Logan Gardens, through to the Market Street, town square, High Street and bus / rail interface.
- Introduce street planting along the new pedestrian link that connects Logan Gardens through to Wembley Road to improve the pedestrian environment, provide shade and to aid in the transition from the parklands to the street and built form environment.
- Ensure that Market Street and High Street have a strong address, are pedestrian oriented and encourage continuous passive surveillance.
- Provide strong visual connections from Wembley Road through the Market Street and to the train station to promote urban legibility through the precinct.
- Provide short stay street parking along the Market Street and the High Street to activate the street.
- Encourage a slow speed environment along the Market Street and include boulevard planting and 90 degree angled parking.
- Provide street planting, wide footpaths and landscaping treatment to key streets to improve pedestrian comfort and character of the streets.
- Establish Croydon Road as a key pedestrian street with high quality streetscaping including shade trees, wide footpaths and seating options.



Image 5.2: At grade signalised crossing

- Introduce street planting on local residential streets to positively contribute to the local microclimate and enhance the character of the streets.
- Create a finer grain network of streets within the urban living precinct that reflect the residential nature of the area.
- Ensure that the ground floor of buildings on the Market Street and High Street are lit at night to contribute to the ambience, safety and interest of the streets.

The streetscape improvements will provide for a better balance between all road users while maintaining the role of Wembley Road as a major east - west urban arterial.

Signalised Crossings

A safe, designated point or a defined area where pedestrians cross roads by means of traffic signals.

- Reduce the barrier effect of Wembley Road by providing an at grade, safe and signalised pedestrian crossing, linking the Civic Centre and Town Centre Core.



Image 5.3: Pedestrian linkages also to act outdoor dining spaces

Pedestrian Linkages

Dedicated pedestrian and cycle connections that promote a permeable and walkable centre.

- Ensure that mid block pedestrian linkages and lanes are safe and legible with passive surveillance from surrounding uses.
- Ensure a safe, well lit and well designed overpass/ underpass is constructed to provide a vital pedestrian and cycle connection across the railway line, linking the northern section of Logan Central to the town square and civic centre.
- Provide an at-grade pedestrian linkage across Wembley Road connecting Market Street to the council building, that promotes a safe, direct and legible crossing.

Proposed Roads

The adjacent plan illustrates proposed roads within the MPCA that improve the connectivity, permeability and legibility of the centre.

- New streets complement the existing subdivision pattern and are wholly located within the school site and car park.
- Market Street provides a key north-south link between the civic centre and the cultural centre. The new street is designed to maintain strong visual links between the front entrance of Council's Administration Building and the new town square.
- High Street provides a strong physical link between the new town square and Woodridge Train Station.



Image 5.4: Shared zones with low vehicular speeds

Shared Zones

Shared zones are introduced where there is a high level of pedestrian activity and a low vehicle speed environment is maintained.

- Vehicles must give way to any pedestrian in the shared zone and obey the speed limit indicated.
- There are opportunities for market vendors to occupy shared zones on specific days.
- Introduce slow speed shared zones where there is a high level of pedestrian activity adjacent to the town square



Image 5.5: Town square on market day with trees providing shade

Town Square and Public Spaces

A range of public spaces including a flexible town square space (that accommodates market days, community events and entertainment). An urban forecourt for civic celebrations and Logan Gardens for passive and active recreational pursuits.

- Provide a mix of public realm opportunities for a variety of users including residents, workers, visitors and community uses across different spatial scales.
- Create an attractive urban forecourt to the civic buildings along Wembley Road to promote physical and visual connections and respond to key pedestrian desire lines from Logan Gardens through to the town square and train station.
- Ensure a safe, well lit and maintained public parkland that offers a range of passive and active recreational pursuits to the greater community, visitors and neighbouring workers is provided.
- Encourage large community and cultural events and gatherings to be held within Logan Gardens to take advantage of this local asset.
- Protect and enhance the range of facilities within Logan Gardens (playground, barbeque areas) to serve the surrounding residents and workers.
- Strengthen the pedestrian spine through Logan Gardens that connects to the Civic Centre and through to the town square and the bus / rail interface.
- Ensure the design of the town square maximises solar access in winter months whilst providing shade in summer.



Image 5.6: Informal local squares

- Encourage streetscaping within the Town Centre Core including the town square to incorporate a suitable selection of endemic plant species that contribute to the shade, amenity and comfort for the public realm users.
- Provide both hard and soft landscapes and a range of street furniture within the town square to suit a range of uses and to provide visual interest.
- Maximise opportunities to enhance and sensitively integrate development with the existing natural landscape elements, including existing trees, key vistas and views and natural topography.
- Integrate public art within public spaces to reflect and enhance the character of the centre.
- Provide informal local squares/ spaces at the junction of local streets or in un-utilised spaces where residents or visitors can meet and interact. The informal spaces may include street furniture, additional tree planting for shade and varying pavement treatment to clearly identify the space.



Landmark/ Gateway Buildings and Iconic Shade Structure

Landmark and gateway buildings are generally located at points of significance, entry and exit, are well identifiable and for this reason assist in wayfinding, legibility and distinctiveness of the centre.

The heights plan provided within the Land Use Strategy gives direction for massing across the proposed development area. At a number of significant locations the opportunity for developers to deliver gateway buildings through height has been highlighted. At these locations, the Council will consider potential moderate increases in height to deliver landmark outcomes, subject to the delivery of high quality architectural outcomes.

Specifically locations where these opportunities are anticipated would be development sites on the corner of Railway Parade and Charles Avenue, and Wembley Road and Jacaranda Avenue.

The iconic structure proposed within the town square provides identity to the centre while serving as a shade structure for entertainment, markets and other events in the town square.

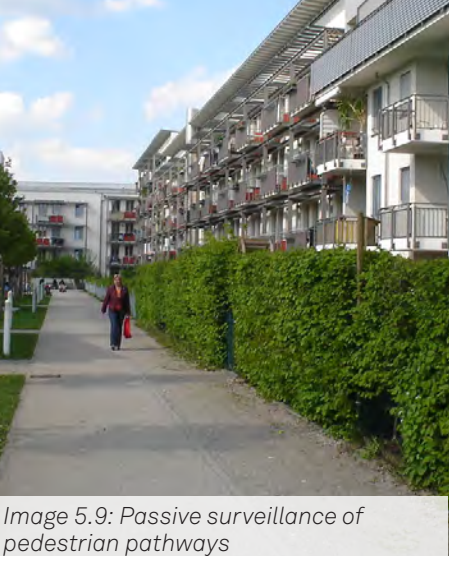
- Proposed development on the corner of Wembley Road and Jacaranda Avenue is to act as a landmark/ gateway to the centre. The built form is to have strong architectural articulation that contributes to the centre's identity.
- Deliver an iconic shade structure in the town square that allows the space to be flexible and utilised in various weather.
- Locate landmark/ gateway buildings adjacent to the rail / bus interface and on the Wembley Road address to assist with wayfinding when approaching and moving through the MPCA.



Architectural Articulation

Architectural articulation emphasises or accentuates distinct elements within a building providing distinctiveness, prominence or continuity. Buildings can be articulated through elements such as roof form, building facades, corners and structural components.

- Provide strong architectural articulation of the building form along the northern and southern edge of Wembley Road to promote Logan Central centre's commercial street address.
- Encourage strong architectural articulation surrounding the town square to emphasise the town square as the MRAC's most prominent location.
- Promote strong architectural expression for corner sites that are gateways into the centre, particularly where height is not a differentiating factor (around the town square).



Passive Surveillance

Passive surveillance also termed natural surveillance can be created by designing the placement of physical features, activities and people in such a way as to maximise visibility among users of private and public space.

- Ensure that residential buildings have external, street facing balconies to promote surveillance of the streets.
- Encourage higher intensity residential living along Logan Garden's park edge with external balconies facing the park to provide passive surveillance.



Activated Edges

Activated edges occur where uses that generate activity are at the ground floor level, for example shop frontages, commercial building entrances, commercial windows, cafes and restaurants.

- Building frontages along Wembley Road and the link to Logan Gardens should be activated by commercial activity at the ground floor level, for example large windows and pedestrian entrances.
- Promote ground floor activation through retail, commercial or dining activities along Station Road and Croydon Road to create vibrant and safe streets.
- Ensure that no buildings have blank elevations (limited windows or entries), large voids or service areas along streets identified with active edges.



Bus and Rail Interface

A bus / rail interface is proposed adjacent to the existing Woodridge Rail Station.

- Ensure a safe, well lit and maintained public transport interface that offers a range of complementary transport opportunities to the community including cycle facilities (e.g. a cycle centre).



Parking

- Provide parking underground or behind active street frontages. Surface grade parking in front of an active street frontage is highly discouraged.
- Consolidate car parking stations at the edge of the Town Centre Core, minimising circulating traffic within the inner core and improving movement for pedestrians and cyclists.
- Introduce a parking management strategy for Logan Central to control levels of private vehicular travel into the Town Centre Core.
- Ensure CPTED principles are incorporated into the design of a consolidated car park.
- Ensure that multi-storey car parks are sleeved by activated uses.
- Provide short term parking along key streets with the highest levels of activity such as: Market Street, High Street, Charles Avenue, Station Road and Croydon Road.
- Ensure car park entries and exits and service points are not visible from Market Street and do not impact on it's amenity.
- Introduce 90 degree angle parking on both sides of Market Street to reduce traffic speed and improve the availability of short term parking.
- Provide for the lowest maximum parking rates in accordance with Table 2, recognising the centre's location along a high frequency public transport corridor and its role as a TOD.
- A potential parking station (multi storey car park) is to be located at the edge of the Town Centre Core. Its fringe location should not encourage park and ride activities and will reduce the amount of circulating traffic around the town square.

Built Form Principles

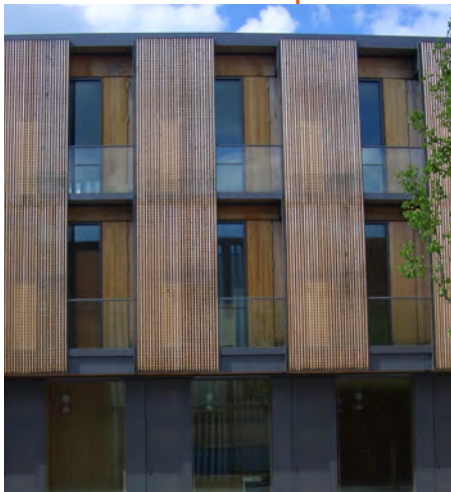


Image 5.13: Shade structures as part of a facade creates an interesting address to the street

Climate Responsive Design

Understanding Shade

- Ensure the living areas, terraces, balconies and private open space benefit from a northerly aspect to provide usable and comfortable spaces throughout the year.
- Deliver a fine grain of built form to allow greater opportunities to utilise natural light and reduce electricity consumption.
- Sun-shading and screening should form an integral part of the facade design and contribute to the personality and character of the building.
- Shade should be provided by continuous awnings.
- Vegetation in the form of vertical gardens, urban gardens and green roofs should be an integral part of building designs to deal with shade provision.
- Ensure an element of shade provision is incorporated into the new town square design, by using a combination of exaggerated building awnings, stand alone urban structures and substantial shade trees.

Energy Efficiency

- Consider the total 'lifecycle' cost of buildings that have a low carbon footprint, can be locally sourced and that could be recycled/reused in the future.
- Orientate buildings to the north and ensure designs respond to the sub-tropical climate to maximise the benefits of natural light and solar heating.



Image 5.14: Communal urban gardens

- Deliver a fine grain of development that designs for natural ventilation, reducing reliance on artificial climate control and therefore electricity consumption and financial expenditure.
- A minimum Green Star rating of four stars should be pursued on larger development sites.

Urban Gardens

- Explore housing typologies which incorporate courtyard gardens, to provide micro communities (e.g. apartment block residents) with a quiet and pleasant space of which they have ownership.
- Opportunities for the incorporation of urban gardens on balcony spaces, roofs, private open space or in communal courtyards.
- Deliver vertical gardens and planters as part of streetscape designs and create urban gardens that are attractive environments for workers, residents and visitors in Logan Central.
- Investigate the incorporation of community gardens (for communal food production) into existing parks within the Logan Central Core Area and strengthen community spirit.
- Investigate the opportunity for urban gardens in community building and the opportunity to provide an outlet for social and cultural expression.



Image 5.15: WSUD elements can be features of public spaces and parks or roads

Water Sensitive Urban Design

- Create opportunities to collect and reuse water from buildings and urban spaces for irrigation for landscape areas.
- Incorporate Water Sensitive Urban Design (WSUD) as an integral element in the design of new streets including bio-retention and limiting areas of impervious surfaces to improve natural percolation and storm water management.
- Ensure new WSUD infrastructure integrates with and strengthens existing ecology and water catchment networks connecting into the site.
- Opportunities to educate the local community about WSUD through public art.



Image 5.16: Timber at ground level helps to soften the street edge.

External Spaces and Public Realm Interface

Street Edges

- Buildings within the Town Centre Core should have a zero set back to create well defined urban streets, and help establish the proposed hierarchy of character areas within the Master Plan.
- In the Town Centre Core, introduce inground tree pits and trenches within carparking zones and footpaths for the establishment of tree lined streets.
- Opportunities to use street tree planting throughout the MPCA to define a hierarchy and roles of streets and link to wider landscape setting through appropriate species selection.
- Explore a variety of edge interfaces between streets and buildings which respond to the diverse range of combinations found within the Master Plan. These include, but are not limited to, interfaces between the town square, retail outlets, dining activities, commercial uses, community services, government buildings, High Street, Market Street, service laneways, arterial roads and parkland.

Awnings

- Protect key pedestrian connections with continuous awnings to provide climatic comfort for pedestrians; shelter from the rain, sun and wind.
- Opportunities for awnings to create visual distinctiveness and a style that reflects an areas character and use.
- Buildings fronting onto the new market space within the town square should provide exaggerated awnings which shelter outdoor dining areas spilling onto the market space.



Image 5.17: The facade responds to the different functions of the building.

Articulation and Facades

- At ground level the building edges should step back from the street to increase the provision of public realm spaces.
- The mix of uses and the variety of dwelling sizes should translate through to the forms in the facade.
- A strong commercial address should be established along Wembley Road to maximise the value of this important and highly visible location.
- Key sites, as identified on the maximum heights plan, require a high design response with the opportunity to increase height and create a landmark or gateway through building articulation.



Image 5.18: Adaptable ground floor uses for future flexibility

Built Form

Building Layout and Design

- All new buildings within the Cultural Centre and Croydon Road Precincts are to have a ground level floor to ceiling height of 5.8-6m to allow for future flexibility and adapt to changes in use.
- All New development within the Cultural Centre Precinct should provide a zero setback from the road carriageway
- New development within the Town Centre Core should provide a minimum 80% activation at the ground floor where the building addresses a street, market space or pedestrian lane.
- Residential building design should encourage passive surveillance through the provision of balconies fronting the street and reduced setbacks. High fences and gated communities are discouraged.
- Optimise access to natural light from within the building, particularly for habitable rooms, through consideration of building orientation, depth of floorplates and general massing.
- Maximise opportunities in the design to deliver natural ventilation to indoor areas.
- Maximise the number of windows and entrances at ground floor level to promote active frontages and passive surveillance on more residential streets.
- Clearly define building entrances and maximise the number of them at the ground level to enable distribution of activity around the building. e.g. separate retail/commercial entrances to residential and service entries.



Image 5.19: Roof top gardens

- All new development within the Croydon Road and urban Living Precincts provide 0-3m setback from road frontage

Table 4: Building Design - Height Assumptions

Land Use	Floor to Ceiling Height Assumptions
Commercial Office Space	Min 3.2m - Max 3.5m
Residential	Min 3m
Ground Floor Commercial/Retail & Residential	Min 5.8m - Max 6m

- In residential buildings, provide adjustable louvres to enable residents to control levels of sunlight, wind and privacy.

Roof Forms

- Opportunities to utilise roof space for rainwater collection, outdoor recreation and garden space.
- Facilitate opportunities to deliver green roofs with allowances made for deep planting to ensure vegetation has the optimum conditions for growth and success.
- In roof garden design explore options to provide edible landscapes.
- Integrate servicing and lift over runs into the design of the building.
- The tops of landmark buildings can become effective wayfinding devices through providing designs which capture identity and image, and are visually distinctive.



Image 5.20: Strong architectural articulation to landmark/ gateway buildings

- Incorporate viewing platforms and pavilions on roof tops for building users. These should be located on corners at key intersections or which overlook public spaces.

Design Detailing and Materiality

- Consider materials as part of the design response to reflect local context and also sustainable choices.
- Use external lighting to enhance the building design and improve safety.
- Integrate building signage and graphics into the building frontage and awnings.
- To mitigate any risk of contributing to the urban heat island effect, reflective glass facades should be avoided, especially when adjacent to urban spaces such as the market square.
- The materials palette should include vibrant colours, textures and patterns that reflect the 160 cultures within Logan.
- Where possible use locally sourced material.



Image 5.21: Linkages are safe with passive surveillance from surrounding uses

Circulation and Services

Laneways

- Ensure pedestrian laneways and covered public spaces create an attractive and informal environment, improve the grain of development and encourage exploration.
- Design all vehicular laneways to enable access for services, loading zones and parking for larger development sites or clusters of associated buildings.

Servicing

Parking associated with larger development sites is expected to be accommodated in basement car parks or discretely located behind buildings where they are not visible from the street.

- Design car parking and service entrances to buildings so they do not impact main streets or have a negative impact on the public realm.
- Make provisions for loading and unloading of services related to market activity.
- Ensure all buildings provide adequate access and services for waste collection.

Building Servicing

- Consider the visual and noise impact of air-conditioning condensers and provide discrete locations for them other than residential balconies or on a main street.



Image 5.22: Playful furniture allows for a number of behavioral responses

Designing for Cultural Expression

Life on the Street

- Ensure building edges and the public realm allow for a diversity of uses throughout day and night.
- Provide places and furniture for people to pause at, rest and meet along the street and in public spaces .

Housing Mix

- Ensure residential precincts incorporate a variety of housing typologies that support private community living.
- Include courtyard housing, rooftop terraces and productive gardens that promote social interaction between residents.



Image 5.23: Roof forms assisting as wayfinding devices

Landmark, Gateways and Iconic Buildings

- Landmark/ gateway buildings are to be located at key points of entry within the MPCA, well identifiable and assist in wayfinding.
- Provide strong architectural articulation to landmark/gateway and iconic buildings.

6.0

Master Plan Precincts

6.1 Development Principles

This section of the report identifies development principles that are relevant to all precincts within the Logan Central MPCA including the balance area of the Logan Central activity centre. They are intended to:

- guide development outcomes to ensure Logan Central achieves a niche role and point of difference from other retail activity centres across Logan City;
- identify the centre's overall structure and the complementary role of the Town Centre Core and Town Centre Frame;
- ensure an appropriate land use mix that protects the Town Centre Core from incompatible development and supports its role as a civic and cultural hub;
- encourage a broad range of living options that responds to housing needs; and
- focus activity and a specific land use mix at key locations to promote viable retail and commercial opportunities.

Role and Function

- Logan Central is the civic and cultural heart of Logan City and distinct from other dominant retail centres at Logan Hyperdome, Browns Plains, Springwood and Beenleigh.
- The centre's regeneration is focussed on a cluster of business, cultural, and niche retail activities framing an open-air configured town square. The new town square will establish the major focal point and heart for the Logan Central MRAC.
- The centre is distinctive through its built form and land use mix including:
 - a new open-air configured town square designed for:
 - » the relocation and expansion of the Global Food Village providing a range of international food stalls; fresh food, clothing, arts and craft, and cultural displays;
 - » community gatherings and events that celebrates Logan Central's cultural diversity;
 - » outdoor entertainment capitalising on the Woodridge State High School's strong visual arts and music programs;
 - » outdoor dining and informal recreation catering to the needs of the local workforce;
 - a business service centre meeting the needs of the emerging mixed use zone at Berrinba and the Logan Central MRAC;
 - niche retailing including convenience retail activities that cater for day-to-day shopping needs, fast casual dining with a focus on international foods, and markets offering an alternative shopping experience to the existing enclosed shopping malls predominating across Logan City;

- a new district level community centre offering meeting spaces and facilities for a broad range of community organisations and social enterprises;
- a new youth centre providing opportunities for visual arts and cultural expression; and
- a broad range of office activities with a focus on Logan City as the civic and administrative hub, and opportunities for government agencies seeking to relocate from the Brisbane CBD.

Growth

- By 2031 the centre is expected to grow by an additional:
 - 2400 persons;
 - 1100 new dwelling units; and
 - 1500 new jobs with strong growth in public administration and safety, health care and social assistance, and education and training.
- To achieve the critical mass and population needed to support the vitality and viability of the new town square greater densities are encouraged, where complying with maximum building heights, and under-development of sites are not supported.

Land Use Mix

- Development must provide a suitable mix of centre activities in accordance with Table 1 below that responds to the projected population and job growth, and growth in the retail catchment for the Logan Central MRAC. The land use mix projections are not intended to be rigidly applied as maximum caps, and are important in achieving its role as a civic and cultural hub and protecting the centre from incompatible development.
- Development is to provide a broad range of living options in accordance with Table 2 to meet the projected housing needs of target markets and core users that include:
 - an increasing mix of older persons, including empty nester households seeking an affordable living environment proximate to services and transport;
 - an increasing mix of single and couple households, including establishing households, seeking an active lifestyle proximate to a range of retail, public transport and service activities;
 - strong growth in the population aged 65+ - 70+ seeking a range of retirement living and aged care facilities; and
 - continued growth in new and recent migrants and extended migrant families groups.
- A range of not-for-profit and community based housing organisations will play a lead role in the provision of affordable housing that meets the housing needs of the surrounding community. A number of contiguous lots under government ownership provide opportunities to deliver a range of affordable housing options across the MPCA.

Table 5: Land use area projections for the MPCA

		Precincts					
Land Uses	Projected Growth	Town Centre Core	Civic Centre	Croydon Road	Logan Gardens	Urban Living	Parkside Living
Commercial Office	16000m ²	✓	✓	✓	✗	✗	✗
Health/social services	7500m ²	✓	✓	✓	✗	✗	✗
Niche retailing	4000m ²	✓	✓	✓	✗	✗	✗
Other	1000m ²	✓	✓	✓	✗	✗	✗
Market facility	2000m ²	✓	✗	✗	✗	✗	✗
Residential (1110 units)	139860m ²	✓	✓	✓	✗	✓	✓

*Other includes quasi retailing such as travel agencies, post office, financial institutions, and medical facilities.

Table 6: Residential Mix by Housing Type

Use	Dwelling type	Overall mix (%)	Residential Mix (%)
Semi attached / attached dwellings	Town houses	53%	5% (1 bedroom)
	Student housing		40% (2 bedroom)
	Retirement village		50% (3 bedroom)
	Shop top housing		5% (4 bedroom)
Flats / Units	Apartments	43%	20% (1 bedroom)
	Independent living units		52% (2 bedroom)
	Aged care facilities		20% (3 bedroom)
Other		4%	8% (4 bedroom)
	Single dwelling houses, boarding houses.		N/a

Activity Centre Structure

- The Logan Central MRAC consists of two distinct areas that include the Town Centre Core and Town Centre Frame. These areas are designed to achieve a specific land use mix that is complementary.

Town Centre Core

- The Town Centre Core is intended to function as the civic and cultural heart of Logan City, and the business hub for the Logan Central MRAC and adjacent mixed use zone at Berrinba.
- It is designed and intended to facilitate a critical mass and the highest concentration of mixed use development. A range of complementary land uses are encouraged such as affordable living options, niche retailing, markets, outdoor dining, office space, health and social services, and community facilities, and other centre activities that support its role as a cultural and civic hub for Logan City.
- A permanent market venture offers a unique anchor tenant and a distinct point of difference to other centres in Logan City. Outdoor markets will add to the vibrancy and pedestrian activity within the new town square and adjacent streets and flow on benefits to surrounding retail activities and local businesses.
- The Town Centre Core is supported by a cluster of education facilities including the Logan City Special School and Woodridge State High School. The education precinct is a vital part of activating the town square and providing flow on benefits to local businesses and smaller retailers.
- Future growth and development must protect the pedestrian based retailing (open air configured Town Centre Core) from incompatible land use and built form such as land expansive and parking lot dominant retail and commercial formats.
- Mixed use development is essential to activating the Town Centre Core beyond standard business hours. The only exception is dedicated commercial office buildings at key locations such as opposite the rail station (corner of Station Road and Croydon Road, and corner of Railway Parade and Charles Avenue) the Woodridge Primary School site fronting Wembley Road, the corner of Jacaranda Avenue and Wembley Road, and low level campus style development on the southern side of Wembley Road (adjacent to the Council Administration Building)
- High order retail facilities such as full line supermarkets, and discount department stores are only supported where:
 - are a part of a mixed use development and achieving an active street frontage at ground level; and
 - it can be demonstrated, through an economic assessment, that the proposal will not adversely impact on the viability of large format retailing along Wembley Road.

Otherwise this type of retail activity is highly inappropriate within a pedestrian oriented Town Centre Core.

Town Centre Frame

- Town Centre Frame areas include shopping precincts eastward along Wembley Road that include Logan Central Plaza, Logan City Centre, Market Town and the Station Road convenience retail strip. The frame areas primarily consist of parking lot dominant retail and commercial formats and fringe commercial areas. They are intended to complement the niche retail and commercial activities within the Town Centre Core.
- The well established shopping precinct on the southern side of Wembley Road (east of Ewing Road) will continue to cater for weekly shopping requirements, and land expansive retail and showroom activities that are vehicle oriented and require frontage to a high trafficked road. Suitable centre activities along Wembley Road include:
 - service stations;
 - drive through fast food outlets;
 - bulky goods;
 - discount department stores; and
 - full line supermarkets.
- Development must protect the primacy of the Town Centre Core for office development. Commercial offices exceeding 200m² within the Town Centre Frame are only supported where it can be demonstrated through an economic assessment that the office use can not locate within the Town Centre Core.

Active and Public Transport

- To reduce car dependency and increase the share of trips undertaken by active and public transport a new bus/ rail interface and cycle centre are to be provided in close proximity to the Woodridge Train Station along Railway Parade.
- To give greater priority to pedestrian and cycle movement through the centre provide:
 - a high quality at grade pedestrian crossing providing a direct sight line and physical linkage between the entrance to Council's administration building and the new town square; and
 - a high quality pedestrian and cycle bridge and/ or tunnel improving access from Croydon Road and Station Road to the new town square.

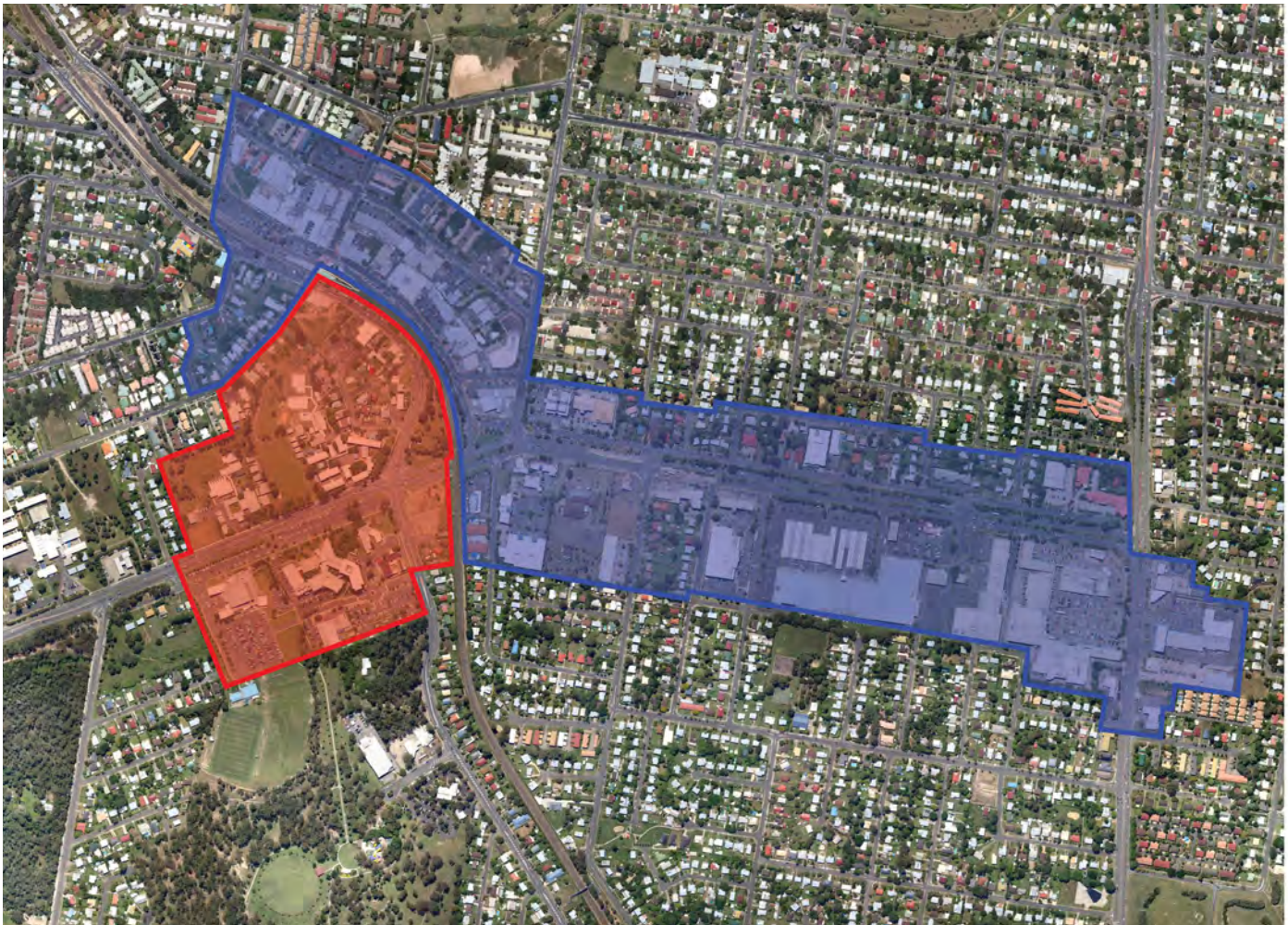


Figure 6.1: Town Centre Core and Frame

Legend

Master Plan Core

Master Plan Frame

6.2 Building Heights

The Final Master Plan offers the opportunity to increase and consolidate building heights within Logan Central to further its role as a MRAC (SEQRP) and as the civic and cultural centre of Logan City.

The Housing Strategy, commissioned by Logan City Council, estimates that 1,110 dwellings are to be delivered in the MPCA between 2010 and 2031. The maximum building heights are focused around the town square and Woodridge Train station and are intended to:

- set a framework for development intensity;
- identify gateway sites for taller buildings that represent key arrival points into the Town Centre Core;
- identify landmark buildings improving legibility and way finding through the centre;
- contain the impacts of Wembley Road as a main road corridor; and
- support principles of transit oriented development.

Five height categories have been applied across the site and are described below.

10-12 Storeys (Landmarks and Gateways)

The focus for taller buildings and landmark opportunities will be in two key areas of the MPCA. At these locations, Council will consider potential moderate increases in height subject to the delivery of high quality architectural outcomes. These locations are:

Corner of Jacaranda Avenue and Wembley Road

This vacant site lies adjacent to the Brisbane to Gold Coast Rail Line, Wembley Road and Jacaranda Avenue and provides opportunities as a key gateway site indicating an arrival point to the Town Centre Core.

Woodridge Station Gateway

Woodridge train station is an important focus of activity within the MPCA, providing connections to other parts of Logan, Brisbane and the Gold Coast. As an arrival point, landmark or taller buildings will define the areas as a gateway into the site as well as improve wayfinding through the site.

7-8 Storeys

Wembley Road Address

Wembley Road is used by 30,000 vehicles per day affording high levels of visual exposure to the site. Taller buildings in this area can respond to the large scale road environment of Wembley Road, and in conjunction with tree planting, will begin to contain the corridor at the core of Logan Central.

5-7 Storeys

The building heights proposed in this MPCA support the importance of the town square and the required shift towards a residential focus with new retail and dining activities to be in that area.

Croydon Road Precinct

Building heights are a maximum of 6 storeys within this precinct to ensure that 7-8 storey gateway sites are visibly prominent.

3-4 Storeys & 2-3 Storeys

Lower building heights have been proposed for the edges of the site to recognise the surrounding existing low density residential fabric and enable an integrated transition to the Town Centre Core.

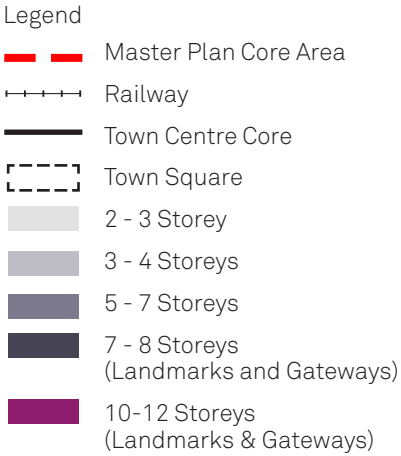


Figure 6.2: Proposed Maximum Building Heights

6.3 Precincts

Establishing well defined precincts within the MPCA will provide a framework for future development, improving the site’s attractiveness to investors, the community and visitors.

Logan Central’s physical advantages are its existing diversity of land uses, development intensity and most importantly; culture. Each precinct will harness its unique set of opportunities and benefit from the synergies between the different areas.

The proposed precincts that have been identified in the adjacent Precinct Plan include:

- Cultural Centre;
- Civic Centre;
- Croydon Road;
- Logan Gardens;
- Urban Living; and
- Parkside Living.

This section of the report explores each precinct in more detail and includes a statement of intent, core land uses, precedent imagery of architectural articulation and levels of intensity desired for the area.

Core land uses ensure future development and activities support the planning intent and principles envisaged for each precinct within the MPCA. If a land use is not listed in this document, but is consistent with the development principles, planning intent and built form outcomes, it will be considered.

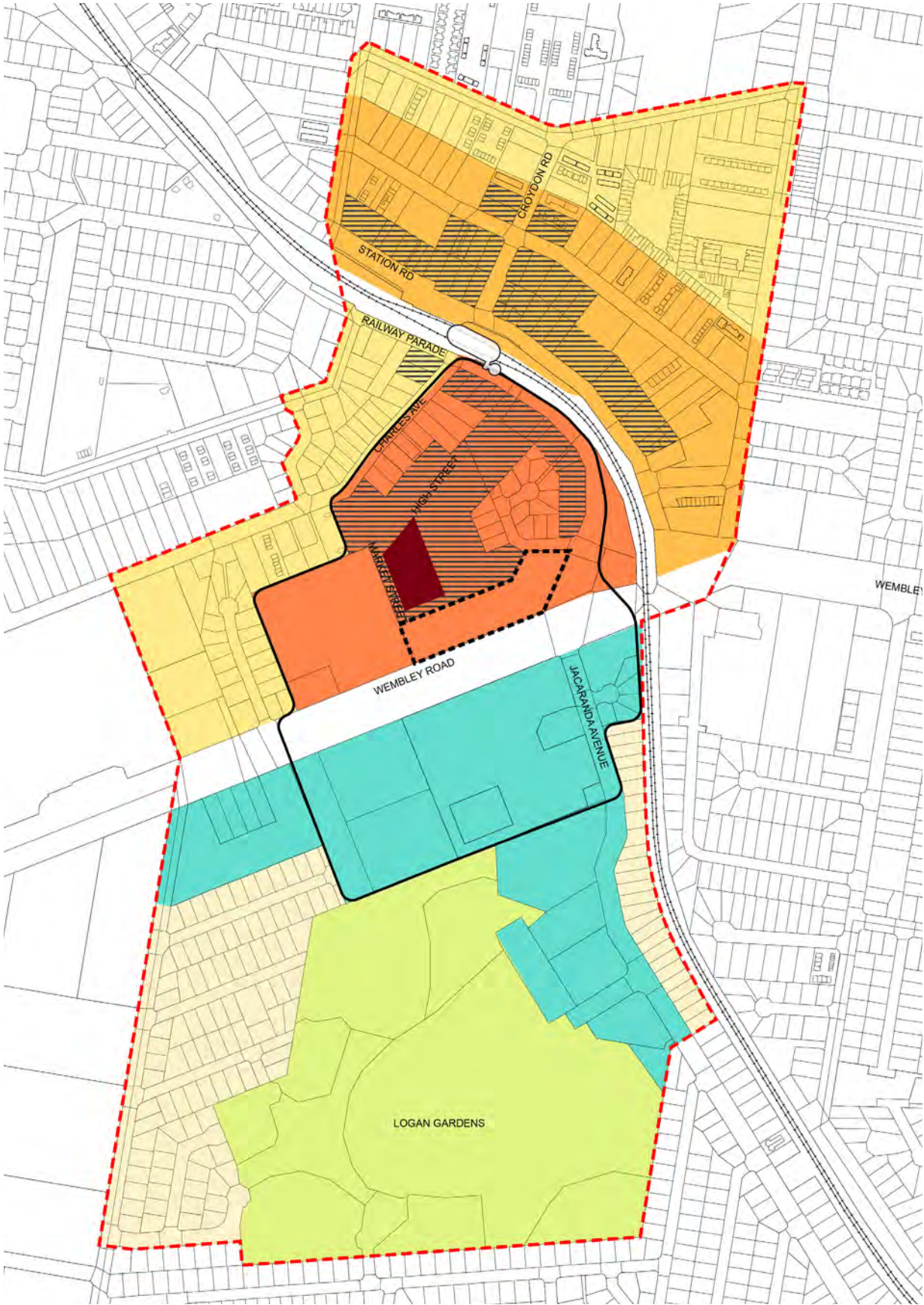
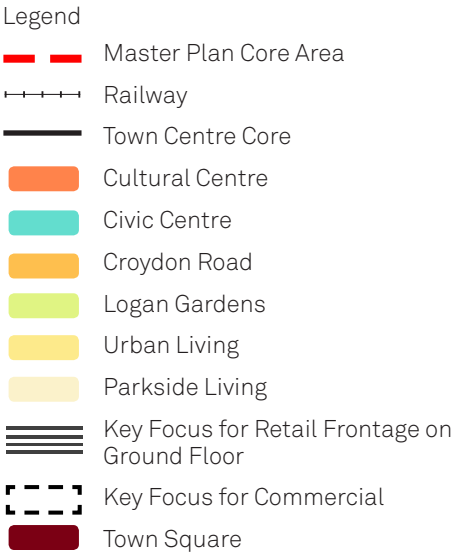


Figure 6.3: Proposed Precincts



Cultural Centre

Intent

The Cultural Centre and Civic Centre precincts establish the Town Centre Core facilitating the highest intensity of mixed use development within the MPCA.

A new town square and market coupled with civic and administrative uses will establish the cultural and civic heart of Logan City. A range of commercial and professional services provides the business hub for the emerging mixed use zone at Berrinba and the Logan Central MRAC.

The precinct is expected to deliver a quantum of mixed use development with a clear focus for commercial activity along Wembley Road, and retail activity around the town square and High Street (proposed road in the Master Plan). The arrangement of land uses is intended to focus pedestrian activity within the new town square and the primary and secondary boulevards, and away from the Wembley Road commercial frontage.

The new town square is specifically designed to host a variety of activities such as outdoor markets, street entertainment, community and social events, outdoor dining and passive recreation. A range of activities and land uses are important in activating the space beyond standard business hours.

The precinct will focus on providing convenience and niche retailing, offering an alternative shopping experience to the enclosed shopping malls found along Wembley Road. Fast casual dining, restaurants, business and professional services are essential if the precinct is to develop as the business hub for the activity centre and emerging mixed use zone at Berrinba.

Given the high level of access to shopping facilities, markets, social activity, community events and outdoor entertainment residents will expect ambient noise and lighting levels to be relatively higher.

The Cultural Centre includes the Logan City Special School. The school's proximity to the train station and town centre is beneficial educationally with students learning to use and be comfortable with public transport and undertaking vocation learning experiences offered by a range of retail and commercial activities. However, if the State Government decide to relocate the school, it will become an important catalyst site for the town centre.

Core Land Uses

- Fast casual dining, cafes, bars, restaurants.
- Book store.
- Convenience supermarket (300m² - 500m²) meeting daily shopping needs.
- Additional 'top-up' shopping activities (pharmacy, newsagency/ convenience shop).
- Outdoor markets, street vendors.
- Office supplies (printing, stationery).
- Homewares.
- Teen oriented sporting /recreation goods.
- Personal services (wellbeing/beauty).
- Other retailing (travel agencies, post office, financial institutions, and medical facilities).
- Commercial office.
- Business and professional services.
- Administrative support services.
- Health and social services.
- Community facilities (district level community centre, district level youth centre).
- Health and wellbeing facilities.
- Business standard hotel (short term accommodation).
- Conference facilities (meeting venues).
- Banking and financial services.
- Education and training facilities (TAFE/adult extension classes/language schools).
- Residential apartments (where part of a mixed use development).
- Retirement, aged care facility.
- Child care facility.
- Cinema complex (indoor entertainment).

Other centre activities may be encouraged where achieving the land use objectives, development principles, planning intent and built form outcomes expected within the precinct.

Precedent Imagery



Image 6.1: Markets stalls in a town square setting.



Image 6.2: Active retail frontage. Shade provided by tree planting



Image 6.3: Town square seating functions as both furniture and an engaging design device to deal with level changes, cafes activate the edges.



Image 6.4: Activity on the ground floor with commercial and residential uses above, in combination with street tree and median planting, street parking contribute to a high street character.



Civic Centre

Intent

The Civic Centre will establish itself as the administrative and formal arts area of the Master Plan, building on the co-location of the Logan City Council Administration Building, Entertainment Centre, Logan City Art Gallery and Community Centre.

The Civic Centre will continue to support government, administrative and civic uses. A range of quasi retailing activities such as travel agencies, post office, financial institutions are also considered appropriate. The precinct will have an active and distinguishable street address, reaffirming its primary civic role within the City of Logan.

Activity within the Civic Centre will play an important role in activating the green open space and district sports fields at Logan Gardens.

The Civic Centre will be well connected to key destinations within the Master Plan via a high quality pedestrian link across Wembley Road. This linkage forms an essential part of the primary boulevard that connects Logan Gardens, the Civic Centre with the new town square and Woodridge train station.

A landscaped forecourt in front of the Council Building provides a space for city celebration, for workers, visitors and residents to enjoy.

The Civic Centre Park provides a seamless pedestrian transition between Logan Gardens and the Entertainment Centre, community and administrative uses.

Core Land Uses

- Commercial office.
- Business standard hotel (short term accommodation).
- Conference facilities (meeting venues).
- Fast casual dining, cafes.
- Other retailing (travel agencies, post office, financial institutions, and medical facilities).
- Business and professional services (banking and financial services).
- Administrative support services.
- Health and social services.
- Community facilities (district level community centre, district level youth centre).
- Health and wellbeing facilities.
- Education and training facilities (TAFE/adult extension classes/language schools/ primary school).

Other centre activities may be encouraged where achieving the land use objectives, development principles, planning intent and built form outcomes expected within the precinct.

Precedent Imagery

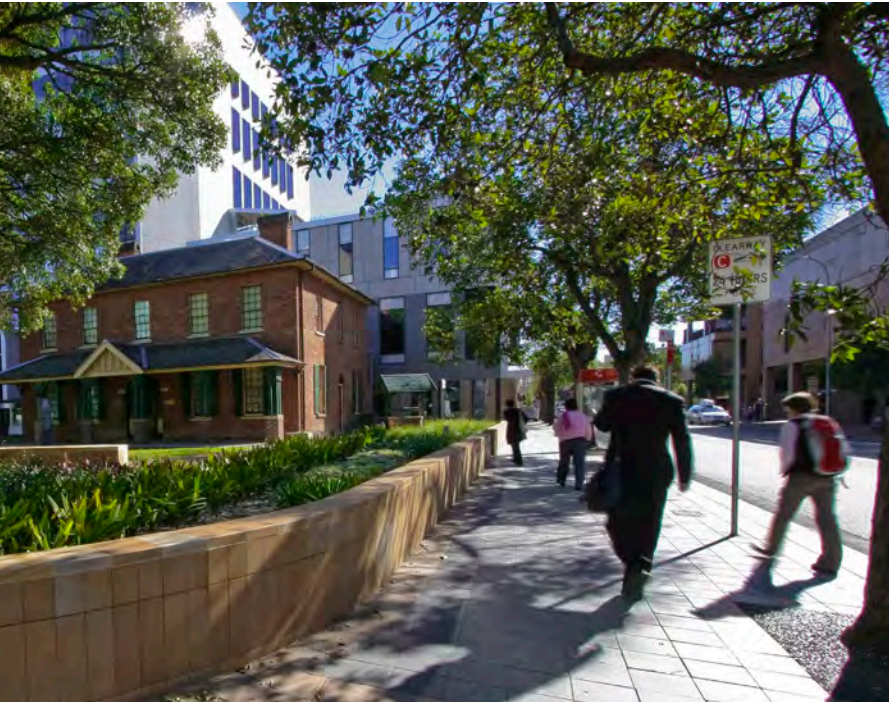


Image 6.5: High quality paving materials reflect the formal and administrative character of the precinct



Image 6.6: WSUD incorporated into pedestrian pathways and public space

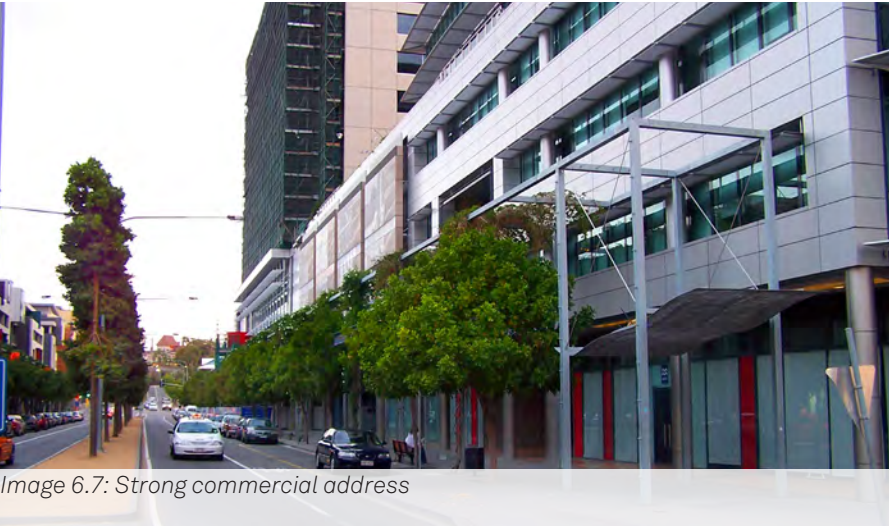


Image 6.7: Strong commercial address

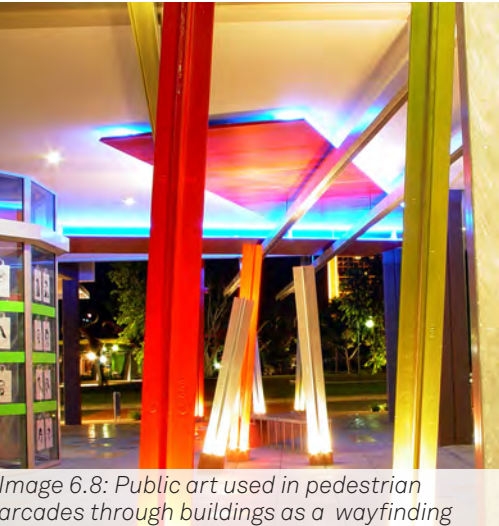
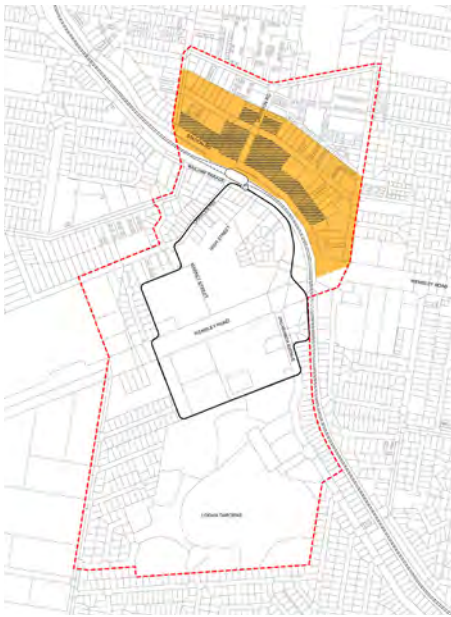


Image 6.8: Public art used in pedestrian arcades through buildings as a wayfinding device



Croydon Road Precinct

Intent

The Croydon Road precinct benefits from its close proximity to the Woodridge Train Station. This area will be an area of moderate change in the life of the Master Plan.

The Cultural Centre and new town square is within easy walking distance with a well defined and safe railway crossing connecting the two areas.

The Croydon Road precinct offers an urban residential neighbourhood, with a slower pace and lower intensity than the Town Centre Core.

The precinct will continue to cater for government service providers co-located with non government organisations that provide valuable housing, employment and social support services. Small convenience and value based retailing will play an important role in meeting the daily shopping needs of the surrounding community.

The Croydon Road precinct is intended for mixed use buildings, however it is expected that residential will remain the dominant use. Retail frontage at ground floor encourages higher levels of activity along Station Road and the intersections with Croydon Road and Blackwood Road. Large scale offices and retailing are not appropriate within this precinct and are encouraged to locate in the Cultural Centre and Civic Centre to build the critical mass in the Town Centre Core.

Core Land Uses

- Fast casual dining, cafes ,bars, restaurants.
- Book store.
- Convenience supermarket (300m² - 500m²) meeting daily shopping needs.
- Additional 'top-up' shopping activities (pharmacy, newsagency/ convenience shop).
- Outdoor markets, street vendors.
- Office supplies (printing, stationary).
- Homewares.
- Teen oriented sporting /recreation goods.
- Personal services (wellbeing/beauty).
- Other retailing (travel agencies post office, financial institutions, and medical facilities).
- Residential apartments, townhouses (occupying upper levels where part of a mixed use development).
- Retirement, aged care facility.
- Small scale office space.
- Administrative support services.
- Health and social services.
- Community facilities.
- Health and wellbeing facilities.
- Business standard hotel (short term accommodation).
- Licensed club (indoor entertainment).

Other centre activities may be encouraged where achieving the land use objectives, development principles, planning intent and built form outcomes expected within the precinct.

Precedent Imagery



Image 6.9: Retrofitted buildings for retail and light canopies in laneway



Image 6.10: Medium density residential apartments around the railway station



Logan Gardens

Intent

Logan Gardens will continue to provide high quality open space for the residents of Logan City and the workers and visitors of Logan Central.

The informal gardens, all abilities playground, district sports fields and associated sporting clubs (Logan Brothers Rugby League) will continue to support a range of formal sporting activities and informal recreation.

The gardens will host a more diverse program of activities, and community events and introduce edible landscapes. It will increasingly become a valued and well used community asset as infill development occurs over time and as it becomes a backyard to a larger population.

Community and sporting facilities that complement the role and function of the sporting fields and metropolitan park are supported.

A small outdoor events facility or amphitheatre may be appropriate within Logan Gardens. The need for such a space within Logan Gardens will be influenced by the size and location of a new town square within the Cultural Centre and its capacity as an outdoor events space.

Core Land Uses

- Community facilities (district level youth centre and community gardens).
- Health and wellbeing facilities.
- Small outdoor events space / amphitheatre.

Precedent Imagery



Image 6.11: Flexible park furniture and shelter



Image 6.10: Popular event space in the park



Image 6.12: Community gardening and education programs



Image 6.13: Logan Gardens is an existing asset to the community



Urban Living

Intent

The Urban Living areas capitalise on being close to the Cultural Centre and Croydon Road precincts, while still primarily being a suburban neighbourhood. The areas provide a transition in scale and intensity of development to the adjoining neighbourhoods.

Although most of the focus for infill residential will be in the Town Centre Core, there are some opportunities for lower density housing in this area. There is limited opportunity for non residential uses apart from of a mixed use development at the corner of Railway Parade and Charles Avenue.

Development must capitalise on larger sites by providing higher density residential built forms such as apartment buildings. Lower density detached town houses are discouraged on larger sites.

Core Land Uses

- Residential apartments, townhouses.
- Retirement, aged care facility.
- Business standard hotel (short term accommodation - where part of a mixed use development).
- Fast casual dining, cafes (occupying the ground floor where part of a mixed use development).
- Other retailing (occupying the ground floor where part of a mixed use development).
- Personal services (wellbeing/beauty).

Precedent Imagery



Image 6.14: 2 & 3 storey apartments with an elevated courtyard fronting the street.



Image 6.15: 5 storey building with balconies overlooking the street



Image 6.16: Ground floor business and retail with residential above



Parkside Living

Intent

Parkside Living takes advantage of the area's landscape setting, and offers residents a regional park as their backyard, promoting an active and healthy lifestyle.

This area will be an area of moderate change in the life of the Master Plan.

The Logan Central Community Centre, Logan Art Gallery, Logan Entertainment Centre and Council's Administration Building are within easy walking distance. The precinct also enjoys close proximity to the emerging mixed use zone at Berrinba and the Civic Centre , which provide a diversity of employment opportunities.

A variety of housing forms and greater densities are promoted to take advantage of the amenity and high level of access to a range of recreation activities, civic and community uses. However, higher densities should be facilitated through a compact built form and with a maximum building height of 3 storeys that considers the amenity requirements of existing 1-2 storey residential dwellings.

Residential development along the park's edge is encouraged to increase passive surveillance and activity in the park. New residential development should maximise views, outdoor living areas and living room windows towards Logan Gardens.

Parkside Living includes land extending along the rail line and Jacaranda Avenue. A number of these land holdings are owned by the Department of Communities. This area has potential for a range of affordable housing options and home based businesses.

There is an opportunity to introduce community gardens with frontage to the Civic Centre Park or Logan Gardens to further activate the open space.

Core Land Uses

- Residential townhouses, units, multi unit development.
- Retirement, aged care facility.
- Live- work residential units (where located along Jacaranda Avenue).

Precedent Imagery



Image 6.17: Houses fronting onto and overlooking parkland



Image 6.18: More bushland and 'rural' elements in residential architecture

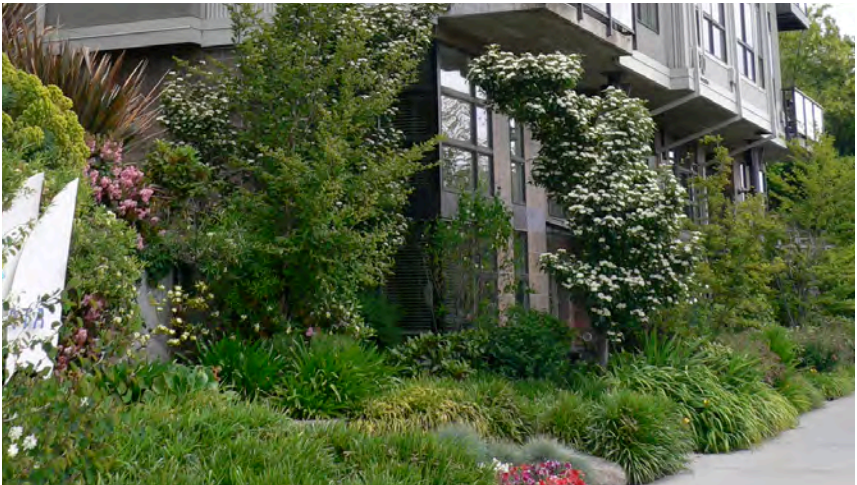


Image 6.19: Residential units with strong green edges along the street

7.0

Potential Catalyst Sites

7.1 Logan Central Catalyst Sites

A number of key catalyst sites have been identified within the Logan Central MPCA.

The catalyst sites provide opportunity for significant development potential to occur in the short to medium term, often due to their ownership by Council, State Government or a limited number of private parties, as well as the nature of their current land use. These sites have the potential to be catalysts for change and lead the way in the realisation of the master planning vision. Catalyst developments will set a benchmark for future developments in the MPCA.

The final Master Plan and implementation program will seek to provide further detail on catalyst development opportunities.

- ①

Woodridge State Primary School

Land Size: 52,809m²

Proposed land use: Town Square, market, commercial, retail and residential uses

Height: Range: 5-8 storeys

Ownership: State Government

Relocation of the Woodridge State Primary School would open up almost half of the Cultural Centre precinct for infill development and a new town square. Due to its size, single ownership and capacity to deliver a quantum of mixed use development, it is the most important catalyst site in the MPCA. Council, in partnership with the QLD Government are investigating opportunities to deliver a new education precinct for the local community.
- ②

Logan City Special School

Land Size: 25,804m²

Possible land use: Commercial, retail and residential uses (depending on the relocation of the school)

Height: Range: 5-7 storeys

Ownership: State Government

If the Logan City Special School relocates the site has potential for catalyst development that complements the mix of land uses envisaged within the new town square. The parcel of land on which the school is located is large, and adjacent to the future town square and Market Street. The site has been identified to have a maximum building height of 5-7 storeys and is located on Wembley Road, affording high levels of exposure to future development on the site.
- ③

Cnr lots - Railway Parade and Charles Avenue lots (west)

Land Size: 1,785m²

Possible land use: Residential uses with a key focus for retail frontage on the ground floor

Height: Range: 10-12 storeys

Ownership: State Government and Privately Owned

Vacant land and government owned land at the corner of Railway Parade and Charles Avenue provide catalyst development opportunities. The site has visual prominence and occupies a gateway position for the centre.

As an arrival point there is an opportunity for landmark or taller buildings that will define the area as a gateway into the centre as well as improve wayfinding from the station through to the Town Centre Core.
- ④

Cnr lots - Railway Parade and Charles Avenue lots (east)

Land Size: 5,808m²

Possible land use: Residential uses with a key focus for retail frontage on the ground floor

Height: Range: 10-12 storeys

Ownership: Privately Owned

The catalyst site (a number of contiguous lots under single ownership), the site has visual prominence and occupies a gateway position for the centre in close proximity to Woodridge train station. As an arrival point there is an opportunity for landmark or taller buildings that will define the areas as a gateway into the site as well as improve wayfinding from the station through to the Town Centre Core.
- ⑤

Wembley Road car park

Land Size: 8,100m²

Possible land use: Commercial offices, Government expansion or civic activities

Ownership: State Government

There is a significant infill development opportunity for the existing car park fronting Wembley Road (in front of the Council Building) to be reclaimed partly as open space and partly as new development sites for government expansion or other civic activities. Low level campus style development is envisaged that maintains view lines between the new town square and front entrance of Council's Administration Building (urban forecourt).
- ⑥

Cnr lots - Jacaranda Avenue and Wembley Road

Land Size: 7,962m²

Possible land use: Commercial offices, Government expansion or civic activities

Height: Range: 10-12 storeys

Ownership: Council Owned

This vacant site presents another of the Council's most significant land holdings both in terms of area and prominence within the Logan Central. It presents significant opportunities for catalyst development in the short to medium term. The site will act as a prominent gateway, indicating an arrival point to the Town Centre Core. The site has capacity to deliver a significant amount of office space and a mix of uses.
- ⑦

Jacaranda Avenue

Land Size: 19,997m²

Possible land use: Civic uses

Height: Range: 3-4 storeys

Ownership: Privately owned/ Council owned

A large parcel of privately owned land adjoining the PCYC to the south and Council owned land to the north of the District Police Headquarters offers further catalyst development opportunities within the Civic Centre precinct. The site has potential to deliver a quantum of residential development that takes advantage of its immediate access and views of Logan Gardens.
- ⑧

Cnr lot - North and Station Roads

Land Size: 2,322m²

Possible land use: Residential apartments, retirement, aged care facility

Height: Range: 3-4 storeys

Ownership: Privately owned

Vacant land at the corner of North Road and Station Road under single ownership, and in close proximity to Woodridge Train Station presents a catalyst development site for Logan Central.
- ⑨

Cnr lot - Blackwood and Croydon Roads

Land Size: 2,024m²

Possible land use: Residential apartments, retirement, aged care facility with a key focus for retail frontage on the ground floor

Height: Range: 5-7 storeys

Ownership: Council Owned

Vacant land (currently an at grade car park) at the corner of Blackwood Road and Croydon Road is a potential catalyst site along what will be a primary boulevard that connects the northern side of Logan Central to the town square within the Town Centre Core.

- ⑩ **PCYC Site**
Land Size: 3,850m²
Possible land use: Civic uses, commercial office, health and social services
Height: Range: 5-7 storeys
Ownership: Queensland Police Citizens Youth Welfare Association
 A council resolution seeks to relocate the PCYC to Mabel Park, providing opportunities for a catalyst development site in close proximity to the Council Administration Building.

- ⑪ **Charles Avenue**
Land Size: 15,536m²
Possible land use: Residential uses
Height: Range: 3-4 storeys
Ownership: Privately Owned/ State owned
 A large, vacant site under single ownership that adjoins a vacant site of State Government owned land within close proximity to the Town Centre Core. The southern portion is currently an unallocated open space. If this land is considered surplus to open space requirements, there is opportunity to amalgamate these sites into a catalyst development in the short term.

- ⑫ **North Road**
Land Size: 631m²
Possible land use: Residential uses
Height: Range: 2-3 storeys
Ownership: Residential Apartments
 Vacant land under single ownership recently developed provides affordable housing, and creates a landmark for the northern gateway to the Logan Central Master Plan Core Area. The project will establish a quality benchmark for new affordable residential housing within the 'urban living precinct'.

- Legend
- Master Plan Core Area
 - Railway
 - Town Centre Core
 - Proposed Catalyst Sites
 - Existing Catalyst Projects



Figure 7.1: Catalyst Sites

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