



#### **Logan City Council**

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The Logan region was originally inhabited by two major language groups; the Yugambeh and the Yuggera. Their first contact with Europeans occurred when the Commandant of the Moreton Bay Penal Settlement, Captain Patrick Logan, explored the river in 1826. He described the river as running through the finest tract of land he had seen in this or any other country and he named it the Darling, in honour of the Governor. However, the Governor returned the compliment by renaming the river the Logan, in recognition of Captain Logan's enthusiasm and efficiency. In the late 1970s, parts of the Albert and Beaudesert Shires were joined to create a new Logan Shire. At the time, there were about 69,000 people living to the north of the Logan River. The Local Government (Adjustment of Boundaries) Bill was officially approved on 8 June 1978. Elections were held with the general local government election in March 1979. The Council assumed financial responsibility for the new shire

Logan was declared a city on 1 January 1981 and the administration building in Wembley Rd was opened in February 1981. Extensions to the building were made in 1984, 1993 and 2007.

The Logan City Council area expanded to around four times in size from 249sq km to over 950sq km following the Council amalgamations in both the Gold Coast Region and Beaudesert Shire. The population in



Logan City Council occupies an area of more than 950 sq kms and is Ipswich and the Gold Coast. Logan City also borders Scenic Rim and Redlands, making Logan the Heart of the Great South East. It is currently home to around 300,000 people and celebrates more than 200 different cultures. Logan is also a very young city with around 50 per cent of residents aged 30 years or younger.

Logan has thriving industrial and commercial precincts and is a regional manufacturing hub. The city has 19,490 businesses yielding a gross regional product of \$10.66 billion. Logan City Council has assets totalling \$6.8 billion including 973 environmental and recreational parks, nine libraries, an art gallery, several large sporting complexes and a 1,240 seat entertainment centre.



Logan City is expected to grow by more than 200,000 residents over the next 20 years and beyond. Logan City will continue to be one of the fastest growing areas in Queensland. Our city will continue to change as we respond to political, social, economic, environmental, technological

As a community, we face many future challenges and opportunities. We need to leverage our existing strengths, promote opportunities and create new possibilities to tackle issues like ageing infrastructure and and consumption patterns. While managing growth will present us with challenges, by strategically planning for the future, it will also provide us with a range of opportunities for our city to continue to grow and prosper into a liveable and sustainable city of choice.

### INTRODUCTION

### Welcome to the Meadowbrook Master Plan

Planning has been undertaken to ensure Meadowbrook can fulfil its potential as a health and wellbeing precinct, supported by well-planned infrastructure and services.

The process that guided the development of the Meadowbrook master plan is illustrated below.

Stage 1

#### Stage 2

#### Stage 3

#### Stage 4

#### Stage 5

#### Stage 6

#### **Drafting the Key issues** report

Setting direction and identifying the key issues for the masterplan to

#### **Community** consultation on the Draft Key issues Report

invited on the Draft Key Issues Report.

This feedback was considered in the Report.

#### **Preparing the** background studies

Background Studies were prepared to help inform a Draft Master Plan, including the:

- Strategy
- Access & Strategy
- Housing Strategy

#### **Drafting the** Meadowbrook **Master Plan**

A Draft Master Plan was prepared with key stakeholders, including:

- Queensland State Government
- Metro South
- Queenslad TAFE (Loganlea Campus

#### Community consultation on the Draft **Master Plan**

Community feedback was invited on the Draft Master Plan.

#### **Finalising the Master Plan**

Community feedback was considered and a final master plan was prepared for Council's

the Logan Planning Scheme 2015.







### A shared vision

Logan City is home to a network of activity centres that includes Springwood, Logan Central, Meadowbrook and Beenleigh. Each centre is strategically located along the Pacific Motorway and the high frequency Brisbane to Gold Coast rail corridor. These major pieces of infrastructure accommodate a significant growth corridor for infill development, employment and services.

While the centres contain a number of commercial and retail functions they each play an important role that is complementary and integral to the success of Logan City. For example, Meadowbrook is a centre focused on health and wellbeing, Logan Central is the civic and cultural heart of Logan City, Springwood provides a diverse range of big box retailing, and Beenleigh is a compact and vibrant centre known for its fine grain retailing.

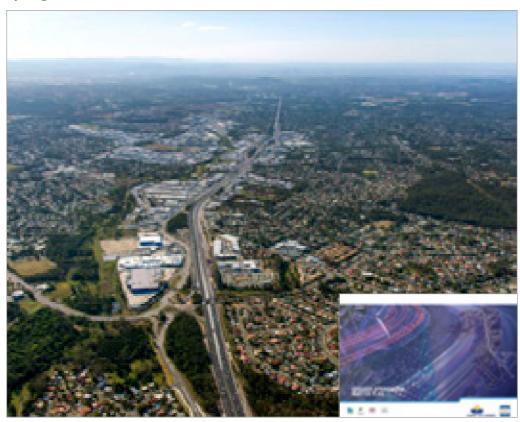
Council is committed to establishing a growth corridor of state significance which is highly connected, safe, healthy and sustainable.

Since 2008, Council has completed master plans for Springwood, Logan Central, Meadowbrook and Beenleigh to inform the future growth and revitalisation of these key activity centres.

These four master plans contain a shared vision of:

- **Legibility** elevating the importance of green and social infrastructure.
- **Accessibility** ensuring our activity centres are well connected at both a regional and local level.
- **Inclusivity and Diversity** ensuring our activity centres are inclusive of all people within the community and provide good employment and housing options.

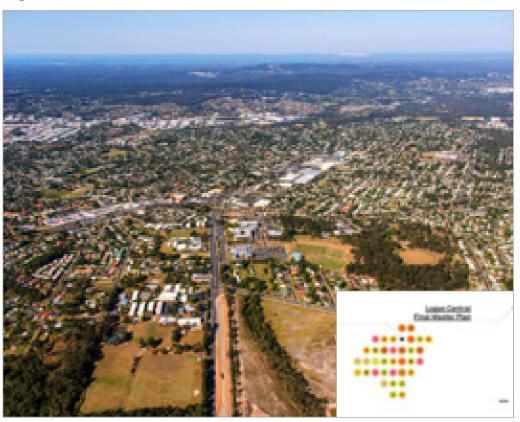
#### Springwood



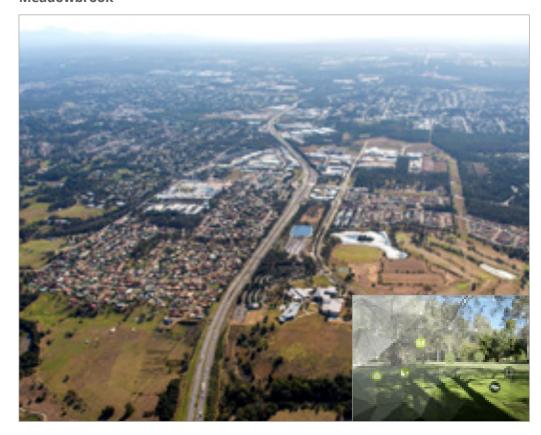
Beenleigh



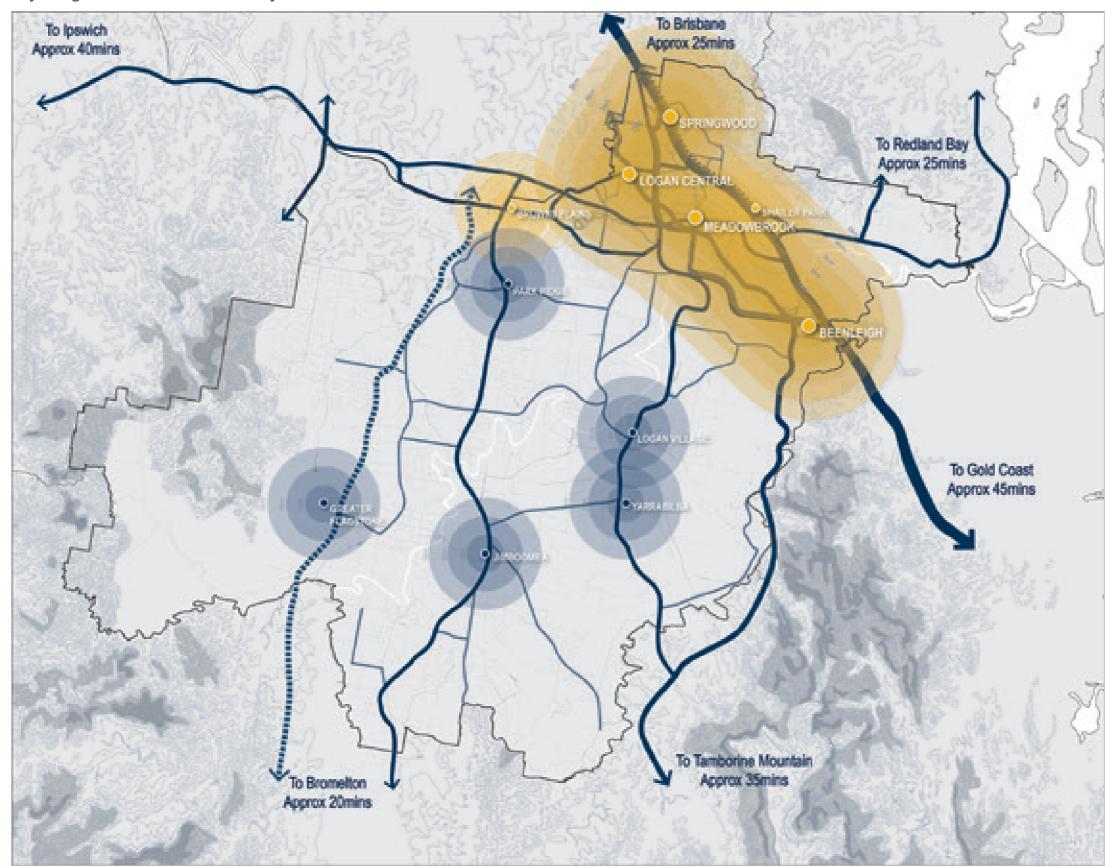
**Logan Central** 



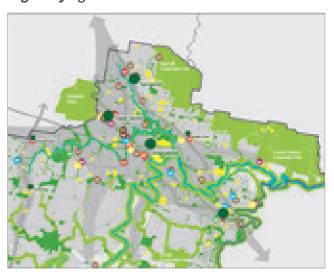
Meadowbrook



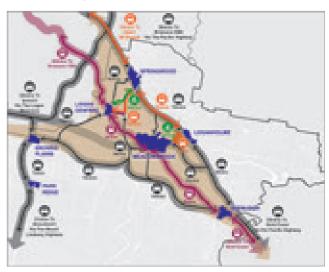
City of Logan - network of eleven activity centres



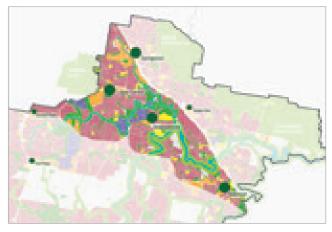
**Legibility** - green and social infrastructure



**Accessibility** - connecting activity centres at the local and regional level



*Inclusivity and Diversity* - employment and housing



Meadowbrook - View from the east



### Meadowbrook - defining the core and study areas

"Thinking about urban design, strategic and statutory planning at different scales helps put them in context."

(Council of Mayors (SEQ), 'Next Generation Planning 2011)'

Meadowbrook is intersected by the Logan Motorway, Loganlea Road (sub-arterial route) and the high capacity Brisbane to Gold Coast rail line.

The Meadowbrook 'Study Area' is defined by the Logan River to the south and an extensive open space network to the north, east and west.

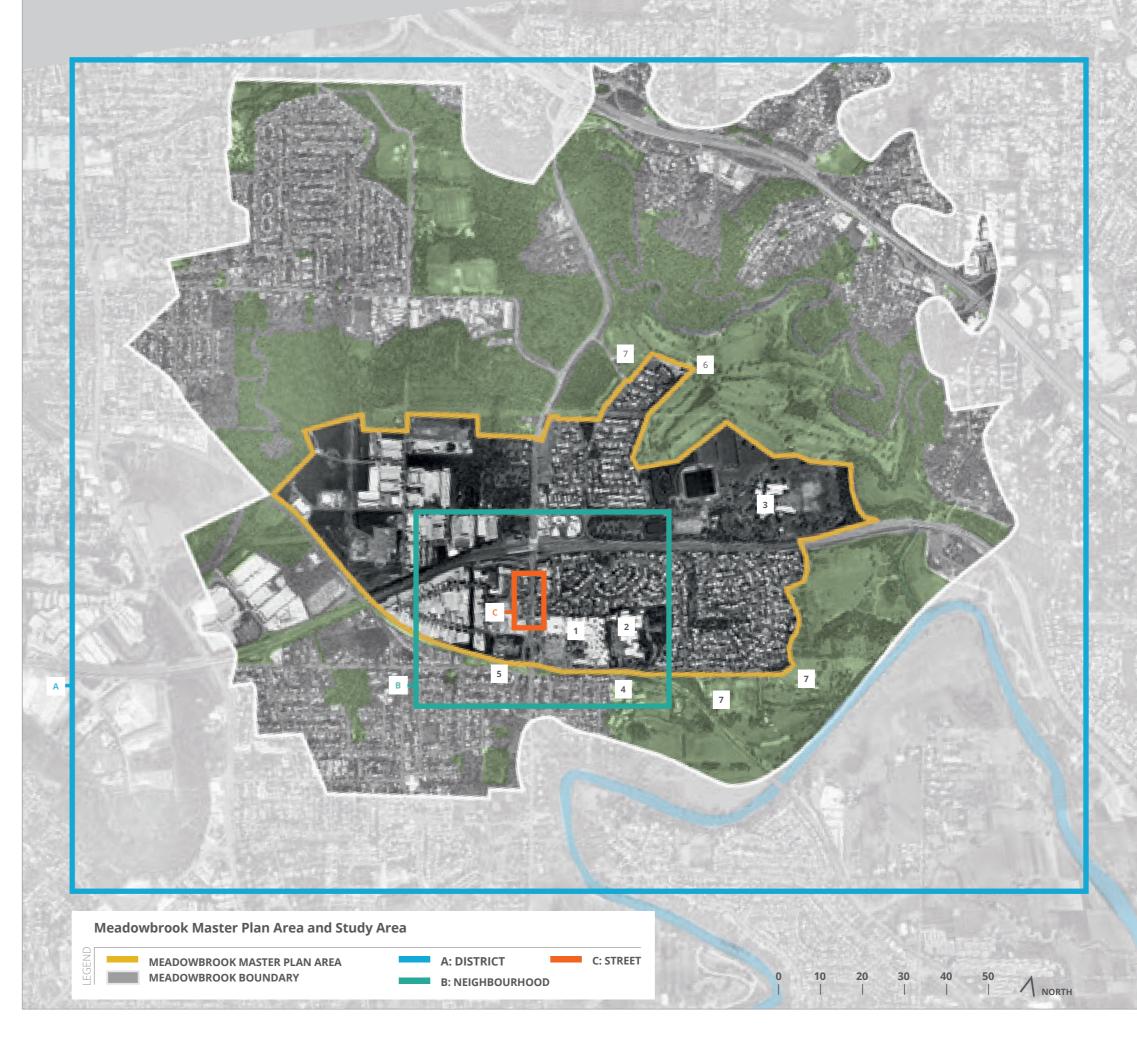
The 'Master Plan Area' and 'Study Area' is home to a number of health and education institutions and activity generators including:

- 1 Logan Hospital
- 2 TAFE Queensland (Loganlea Campus)
- Griffith University (Logan Campus)
- 4 Loganlea State High School
- 5 Loganlea train station (express stop)
- 6 Logan City Golf Club
- 7 A number of Council parks including Riverdale Park, Noffke Farm Park, Slacks Creek Environmental Park, Loganlea Picnic Gardens, Ficus Park and Nealdon Park.

To provide an appropriate level of context and to identify key recommendations, the Master Plan operates at three distinct urban scales:

- A A district level
- B A neighbourhood level
- C A street level.

It is envisaged that individual precinct level master plans will be developed by both private and public organisations to explore future development scenarios. These precinct-led master plans will focus on key catalyst projects that emerge from this master planning process. As new catalyst projects come to fruition, they will be appended to this living document.



## Why is a master plan required?

Council's new Logan Planning Scheme 2015 seeks to manage growth to maintain Logan's current lifestyle and to ensure a sustainable future. It articulates the settlement pattern and policy direction for the planning scheme and seeks to ensure that development within the urban footprint provides high quality places for people to live, work, learn and play.

Council has prepared a master plan for Meadowbrook to:

- create a healthy and social community
- realise the full potential of key activity generators
- address the fragmentation caused by major roads and public transport corridors
- create an environment that attracts business and private investment.

It is envisaged that the master plan will inform a new local plan for Meadowbrook that will be incorporated as an amendment to the Logan Planning Scheme 2015.



an un-healthy street



a healthy street

### How is the master plan envisaged?

The master plan seeks to create a place focused on health and wellbeing. This is achieved by applying four urban design themes and seven implementation strategies to Meadowbrook's landscape structure which leads to a healthy and social community.

#### Good urban design in the City of Logan

Logan City Council is committed to enhancing our city by building our communities, businesses and pride.

Good urban design is about creating pride of place. People in the City of Logan are fiercely proud. We are proud of who we are, where we live, our diversity and sense of community.

Urban design is guided by four themes

- 1. Collaboration and creativity.
- 2. Context and custodianship.
- 3. Connections.
- 4. Choice and character.

We use seven strategies to bring these themes to life:

- 1. **Governance** how we plan and manage our city.
- 2. **Public realm 'centre'** the key places and spaces in the
- 3. **Public realm 'edge'** the key places and spaces surrounding the centre.
- 4. **Social infrastructure** facilities and services to support our
- 5. Access and movement how we get around.
- 6. **Land use** planning for different uses in the local area.
- 7. **Built form** building design that complements the area.

**Urban Design Framework** 

### 1. COLLABORATION AND CREATIVITY

**GOVERNANCE** 

### 2. CONTEXT AND **CUSTODIANSHIP**

### 3. CONNECTIONS

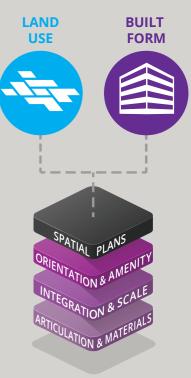
### 4. CHOICE AND **CHARACTER**











### Meadowbrook - Current conditions

Knowledge of the local area and information gathered from background studies provide a better understanding of the key challenges facing the Meadowbrook centre. The following background documents have informed the Meadowbrook Master Plan: Healthy Spaces and Places, the Australian Government's Road User Hierarchy, an access and movement strategy, an economic strategy and a housing strategy

### **Background Reports**



#### **Key Issues Report (2012)**

The key issues report was the first step in the master plan process. It outlined the key opportunities and challenges facing Meadowbrook and its evolution into a specialist centre focussed on health, research and education.



#### ACCESS AND MOVEMENT STRATEGY

The Access and Movement Strategy outlines a pedestrian and cycle strategy; a traffic management strategy; a public transport strategy; a car parking strategy; and a priority works plan to guide the future development of the Meadowbrook Centre.

Key recommendations included:

- greater emphasis on pedestrian and cycling trips and improvements to the pedestrian and cycle network
- · relocation of the train station 350m to the east
- upgrading bus infrastructure
- · establishing a 'Greenlink' bus service to Shailer Park
- making general road network improvements
- · upgrading pedestrian and cycle infrastructure.



#### **ECONOMIC STRATEGY**

The Economic Strategy looked at consolidating the existing health uses and identified complementary business clusters that could be pursued in the future.

Key recommendations included:

- development of a core health precinct focussed on the Logan Hospital
- · creating an identity for Meadowbrook that promotes it as a centre for all things health
- expanding the education pathways between institutions
- · expanding commercial/ health uses.



#### **Healthy Spaces and Places**

Healthy Spaces and Places is a national guide for planning, designing and creating sustainable communities that encourage healthy living. It is a unique collaboration between the Australian Local Government Association, the National Heart Foundation of Australia and the Planning Institute of Australia. The ten design principles identified by Healthy Spaces and Places provide the foundation for planning for active living and for healthier and sustainable communities.



#### **HOUSING STRATEGY**

The Housing Strategy explored the range of housing options necessary to support the health and education institutions. It provided recommendations for the following targeted housing solutions:

- short-term accommodation
- student accommodation
- smaller dwellings
- · more sustainable living.



#### **Road User Hierarchy**

Recent Australian Government initiatives have renewed emphasis on overarching principles related to health and wellbeing benefits through the effective design of the built environment, the need to adapt to climate change and the promotion of more compact and sustainable cities. The National Urban Design Protocol released in 2011 identifies the Road User Hierarchy that prioritises pedestrian movement over other uses. The road user hierarchy plays a key role in elevating the need for active transport networks.

## **Flooding**

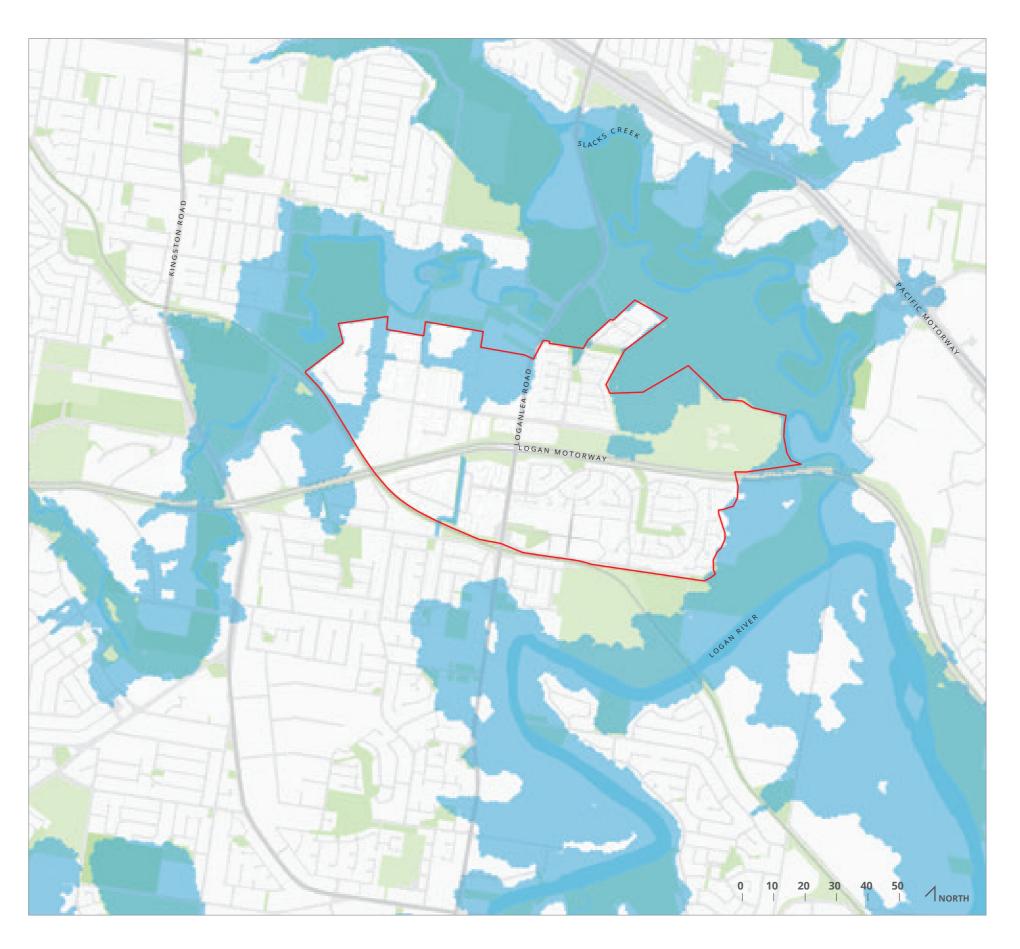
The open space system at the edge of the centre is largely impacted by a flood hazard area (1 in 100 year flood event) that is associated with the tributaries and waterway corridors of Slacks Creek, Scrubby Creek and Logan River. While this may pose a physical constraint to development land affected by flooding includes important ecological, water quality and flood storage functions.

Part of the Griffith University (Logan Campus), Loganlea State High School, land at the corner of Loganlea Road and Ellerslie Road, and portions of the Logan City Golf Club lie above the flood hazard area. There are opportunities for this land to accommodate additional infill development or catalyst projects.









--- MEADOWBROOK BOUNDARY FLOOD

### **Open Space**

Land subject to inundation comprises a major open space network including Noffke Farm Park, Riverdale Park, Slacks Creek Environmental Park, Loganlea Picnic Gardens, Ficus Park, Nealdon Park and the Griffith University (Meadowbrook Campus). Open space at the edge of the centre is home to a range of sporting clubs and facilities and recreational settings including:

- 1 Springwood Sharks Little Athletics (club house, and running track), barbecue facilities and picnic facilities at Loganlea Picnic Grounds
- 2 Logan City Golf Club
- 3 Logan Redbacks (sports oval and multi-purpose fields) and tennis courts, basketball at Griffith University
- 4 Community Food Gardens and Lake Ellerslie at Griffith University
- 5 Dog off-leash area, barbecue facilities, play-ground, picnic area, walking and cycling track, toilets, fitness circuit (Parkour circuit), floating gazebo over small lagoon, and basketball court at Riverdale Park
- 6 Logan River fishing pontoon and Tinnie Trail providing a self-guided heritage trail along the Logan River outlining the history of river life since the early 1800s
- 7 Rugby league fields and club house (Waterford Rugby League Football Club) at Noffke Farm Park

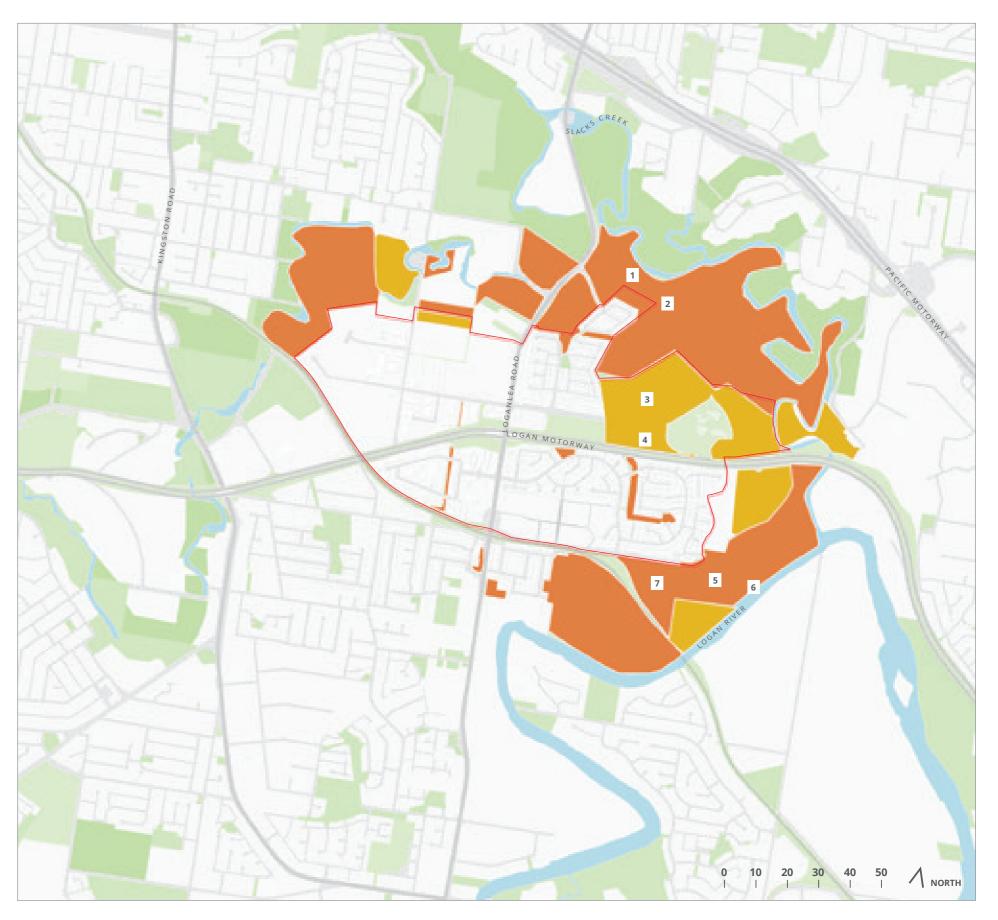
This green open space network covers a large proportion of the total study area providing unique ecological values and recreational opportunities at a local level. As outlined in chapter three, enhancing the shared cycle and pedestrian route connects residents to these open space assets and a broad range of sporting clubs. Increasing the level of connectivity to community based sporting clubs supports active and healthy lifestyles and is a vital part of creating a centre based on preventative health and wellbeing.











### **Fragmentation and isolation**

Meadowbrook is fragmented by major intersecting infrastructure corridors – Logan Motorway, Brisbane to Gold Coast rail, and the heavily trafficked Loganlea Road. While these transport corridors offer a high degree of accessibility for private motor vehicles they contribute to a lack of cohesion in the centre and the creation of eight disconnected sub-precincts. The sub-precincts include:

- Nealdon Road light industrial estate accommodating a number of warehouse and light industrial activities
- Logandowns Drive health and shopping precinct (Woolworths development, Riverina and Meadowbrook Hotel)
- Logan Hospital and TAFE (Loganlea campus)
- low density residential area adjoining Logan Hospital to the north and east
- Griffith University (Logan campus) and land at the corner of Ellerslie Road and Loganlea Road
- Health Campus Tech Park
- low density residential area adjoining University Drive to the north
- the general industry area intersected by Meakin Road.

The resulting separation of areas is further magnified through isolated and homogenous land uses. For example, Griffith University is generally remote from the Loganlea Train Station and disconnected from the Logan Hospital. Stronger and more direct physical links between Griffith University and the Logan Hospital provide strategic advantages in terms of university courses that support the training needs of future health professionals.







### PRIMARY LINKAGES PRECINCTS WITH POOR WALKABILITY TO OPEN SPACE PRECINCTS WITH GOOD WALKABILITY TO OPEN SPACE — — WALKING RADIUS



### **Centre and edge**

The lack of shade, large expanses of road infrastructure and the prevalence of at-grade parking has led to a hot, impervious and unwelcoming environment in the centre core. This is in direct contrast to the cooler and greener spaces on the centre's edge. As outlined in chapter three, a unique opportunity exists to create a healthy and more attractive urban environment by reducing road surfaces, introducing street trees, linear/local parks and shared spaces to counter the heat island effect associated with urban development.

The incorporation of Water Sensitive Urban Design (WSUD) strategies align with the Logan's Rivers and Wetlands Recovery Program and Slacks Creek Catchment Recovery Plan. Both plans seek to reduce urban heat island effects, harvest, clean and recycle water and create public spaces that support biodiversity and healthy waterways. The Logan's Rivers and Wetlands Recovery Program celebrates the value of our waterways to the community and environment and aims to build community stewardship and drive investment in waterways. The Slacks Creek Catchment Recovery Plan "is a catchment-wide plan aimed at improving the health and resilience of Slacks Creek catchment through an activate, beautify and clean philosophy, creating places for people and nature around our urban waterways".

Importantly, WSUD strategies engender community spirit, environmental awareness and responsibility and provide an appropriate backdrop for preventative health and wellbeing initiatives.

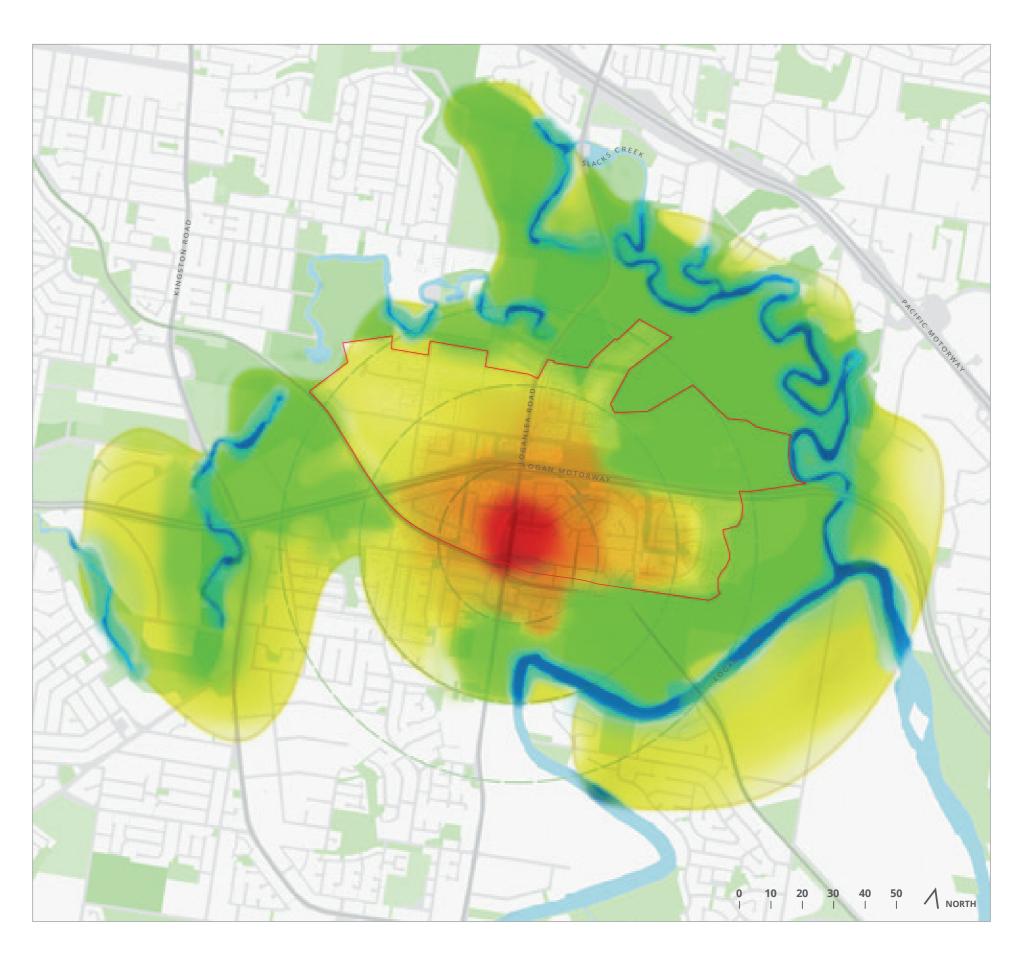






HOT IMPERVIOUS **SURFACES WITH A** LACK OF SHADE

COOL POROUS SURFACES WITH CONNECTED **TREE CANOPIES** 



### Link and place

"Urban streets have two primary, but equally important functions: as links and as places. Better street design can contribute to a broad range of urban polices."

Peter Jones, Natalya Boujenko and Stephen Marshall 'Link & Place: A guide to Street Planning and Design' (2007)

Meadowbrook is characterised by major road and rail links that contribute to the fragmentation of land uses. These dominant pieces of infrastructure often result in motorists passing through the precinct unaware of the natural amenity contained within the centre core and surrounding open space network.

One of the key challenges for the master plan is maintaining the level of regional connectedness while creating a destination with a strong local identity and sense of place. Central to this concept is the transformation of Loganlea Road from a link to a place and the creation of a new east-west pedestrian-prioritised street.

This focus on infrastructure improvement aligns with the Suburban Centre Improvement Projects (SCIP) program undertaken in neighbouring Brisbane. For example, the Mt Gravatt Central SCIP has successfully balanced the link and place functions of Logan Road while creating a framework for additional social, economic and community functions.

The primary and secondary recommendations contained in chapter three focus on catalytic infrastructure that is both large and small in scale. It is envisaged that these recommendations will strengthen and unlock the economic and social potential of the region.

These recommendations underpin Council's core role in upgrading local networks and provide a coherent framework for development and urban renewal.

The Road User Hierarchy and Healthy Spaces and Places key design principles are central to this transformative process.



## Connectedness

Upper Mount Gravatt - link



## **Destination**



### **COLLABORATION AND CREATIVITY**

# 1.1 Governance - how we plan and manage our city

In the City of Logan, we are committed to enhancing our city image and demonstrating excellence in customer service, consultation and engagement.

Governance is about identifying and empowering people involved in or affected by our planning and urban renewal to have a say in the future of their community.

Governance is also about working with State and Federal Government to ensure development is well planned.

The South East Queensland Regional Plan 2009-2031 identifies Meadowbrook as a centre focused on health, research and education that benefits from the opportunities provided by Logan Hospital, Griffith University Logan Campus, Queensland TAFE Loganlea Campus and the express rail station.

#### Meadowbrook Master Plan

Meadowbrook is part of a network of regional activity centres. Each activity centre plays an important role in the success, health and wellbeing of the City of Logan.

A master plan creates a clear vision for Meadowbrook. By planning and working together with community and government today, we can achieve a shared vision for Meadowbrook's growing community needs.

### 1.2 The master plan vision

A community stakeholder group consisting of key landowners and government agencies (DTMR, DET, DSDIP, Translink, Queensland Health) was established to guide and oversee the preparation of the Meadowbrook Master Plan. Embedded in the master plan process is a strong level of collaboration between stakeholders who developed the following vision for Meadowbrook.

Meadowbrook is a vibrant and diverse centre for preventative health and wellbeing, a centre where healthy streets and healthy places emerge to create an active and social community.



### 1.3 Meadowbrook - a collaborative planning process

Council in partnership with the Queensland State Government and other key stakeholders such as Griffith University (Logan Campus), TAFE Queensland (Loganlea Campus) and the Heart Foundation have commenced a collaborative planning process to ensure Meadowbrook evolves into a healthy and social community.

#### **Oueensland Government's Meadowbrook Economic Development Strategy and Structure Plan**

The Queensland State Government has undertaken an economic development strategy and structure plan for the Meadowbrook Precinct to tie the different planning activities of Logan City Council, Griffith University and the State Government together; and in doing so provide a common vision for Meadowbrook. The structure plan takes ownership of the high level planning of the Logan Hospital and TAFE (Loganlea Campus) including major infrastructure such as the potential relocation of the train station and the aspirational bus link between Griffith University (Logan Campus) and the Logan Hyperdome.

#### Logan City Council's Meadowbrook Master Plan

The master plan provides a framework of growth to revitalise Meadowbrook over the next 20 years. It complements the State Government's planning process by creating a sense of place in the heart of Meadowbrook, and healthy streets and precincts that connect people back to the landscape edge and the Logan River. It seeks to transform the centre from a road link into a place through shaping the landscape structure, public realm, pedestrian and cycle connectivity and built form outcomes on land under Council's physical or statutory control.

Central to this theme is the transformation of Loganlea Road from a vehicle link to a 'healthy street' that provides amenity through shade and street trees and enhances connectivity for pedestrians, cyclists and public transport users (bus). Enhancing the pedestrian and cycle network is envisaged to re-connect fragmented precincts, and major activity generators such as Griffith University, Logan Hospital, TAFE and the Woolworths shopping centre. It is an essential part of delivering an active transport network that encourages social interaction and enables residents and workers to engage in physical activity to access the workplace, education and open space.

#### **Logan Hospital Master Plan**

The Logan Hospital is currently undergoing a major redevelopment to cater for the growth of the Metro South Health Services District over the next five -ten years and beyond. The future re-development is guided by an existing community infrastructure designation and master plan for the hospital site. Given the potential for the Logan Hospital to evolve into a 'teaching hospital' there is a real opportunity for TAFE and University functions to coalesce on the hospital site to support this role.

#### **Griffith University Catalyst Site**

The Griffith University (Logan Campus) includes 2,300 students, 84% of which are enrolled in some form of health-related discipline. With a stronger interface between sports, health and education, Griffith University has constructed district sports fields to attract more students to their Meadowbrook campus. There is significant opportunities to redevelop the university by expanding its capacity for research and higher education; and by providing student housing, health/ wellbeing and sports facilities, short-term accommodation and medium density housing that may appeal to key workers and medical practitioners.

#### More broadly, the Meadowbrook Master Plan is informed by the following plans and policies:

#### SEQ Regional Plan 2009 -2031

The SEQ Regional Plan identifies Meadowbrook as a Specialist Centre focussed on health, research and education. It indicates that Meadowbrook will benefit from the opportunities provided by the Logan Hospital, Queensland TAFE (Loganlea Campus), Griffith University (Logan Campus) and proximity to the Brisbane to Gold Coast rail corridor.

#### **State Planning Policy (SPP)**

As the preeminent planning policy, the State Planning Policy (SPP) simplifies and clarifies State interests. The SPP is a key component of Queensland's land use planning system that facilitates development, protects the natural environment and allows communities to grow and prosper. The SPP has a strong emphasis on finding solutions which are regionally, locally and site appropriate.

#### Heart Foundation - Frameworks for an active and healthy community

The Heart Foundation has a number of policies and guidelines that support an active and healthy community. The Active Living Impact Checklist and Healthy Spaces and Places are key documents that have informed the development of the master plan. Central to both documents is that planning strategies, plans and policies need to facilitate urban environments that encourage a healthy and active community. The Heart Foundation has provided invaluable feedback to ensure the primary and secondary recommendations contained in this document align with their Strategic Plan.

#### **Queensland Government - Advance Queensland**

The Queensland Government has launched Advance Queensland, a \$180 million investment designed to create the knowledge based jobs of the future and drive productivity improvements. The strong focus on innovation and science presents a number of opportunities for Meadowbrook, particularly in relation to grants that support collaboration between research organisations and industry. For example, Advance Queensland Innovation Partnerships provides a grant of up to \$1.5 million for research organisations to partner with at least one private or not for profit industry that address a science and research priority such as:

- supporting the translation of health and biotechnology research where Queensland has a particular interest or specific expertise, such as vaccine/drug development, age-related and tropical diseases, and skin cancer
- improving health data management and services delivery (including telemedicine)

The Advance Queensland Knowledge Transfer Partnerships Program provides up to \$50,000 for businesses to partner with Universities such as Griffith University to employ graduates on strategic innovation projects. The university facilitates the selection of the graduates and mentors them during the project. A strategic innovation project should result in significant outcome/s for the business e.g. process and product improvements, access to new markets leading to competitive advantage, improved profitability and/or productivity and improved growth resulting in increased employment opportunities.

These initiatives have the potential to attract health and knowledge based industries and research organisations to Meadowbrook and support partnerships with Griffith University.









### 1.4 A regional approach

\$1.6 billion worth of projected private and public sector investment will occur between Meadowbrook and Beenleigh. The area benefits from key pieces of regionally significant infrastructure.

#### Infrastructure - road and rail

With access to major road infrastructure on its doorstep, the City of Logan is only 45 minutes away from two international airports and is 20 minutes to the Port of Brisbane. M1 TO BRISBANE SHAILER PARK **BROWNS PLAINS MEADOWBROOK** LOGANLEA PARKRIDGE BEENLEIGH BEENLEIGH M1 TO GOLD COAST

Meadowbrook benefits from immediate access

to both the Logan and Pacific Motorways and

the high capacity Brisbane to Gold Coast rail

transport corridors contribute to a highly

and social environments.

line. Strong physical links between these major

connected community and the creation of healthy

Investment confidence is strong as Logan's GDP grew by nine per cent in 2012/2013.

Meadowbrook is supported by major transport infrastructure with direct access to national and international markets and is a prime location for business investment.

Logan City is not just one suburb, the City of Logan has 68 suburbs.

Located half-way between the Gold Coast and Brisbane, the City of Logan is expected to grow from a population of 308, 000 to 430,000 over the next 20 years with an additional 70,000 new residential dwellings. Meadowbrook has the potential to provide housing choice and diversity for a growing population.

#### Infrastructure - open space

Logan is a green city with 80 per cent of our city being rural, semirural or conservation. Logan is home to 924 parks, as well as worldrenowned wetlands and bike trails.

Meadowbrook is framed by a generous system of green open space and parkland providing significant opportunities for active and passive recreation. The parkland is part of an extensive regional open space network that connects to Daisy Hill Conservation Park, Cornubia Forrest and Karawatha Forrest.



### 1.5 Our city vision

The Meadowbrook Master Plan is underpinned by Council's city vision of building communities, businesses and pride.

#### **Building our communities**

Our communities have a strong sense of belonging because we know and care for our neighbours. Our neighbourhoods have green places and spaces where we can protect our biodiversity, connect with each other and celebrate. Our streets are shaded by native trees and are linked to bikeways and pathways so we can move easily and conveniently. We have energy efficient homes that are affordable, attractive and accessible so that regardless of age, ability or circumstance, we have a place to call home. Our people choose to remain in Logan throughout their lifespan because of the access to quality lifestyle opportunities. We work together to make decisions to enhance the wellbeing and quality of life within our neighbourhoods so that our people are healthy, safe and connected.

#### **Building our businesses**

Our business and civic leaders have worked together to create a strong, vital and dynamic local economy. We have a reputation of innovation and diversity and our people have access to a significant range of employment opportunities.

Our business leaders and educational institutions are strongly connected, creating valuable and diverse local employment pathways for our people. We have planned well to leverage emerging business markets and equipped our city with state of the art infrastructure and transport corridors, making Logan highly accessible across the Great South East and beyond.

#### **Building our pride**

Our city is attractive and our people are welcoming and tolerant. We have a rich and diverse community with different cultures and our communities appreciate our unique qualities. We acknowledge that our environment is crucial to sustaining life and wellbeing. Our climate, waterways, vast green spaces and rural landscapes are protected and preserved and we are proud to pass them on to future generations. Our city facilities, green infrastructure, spaces and parks are admired within our region and beyond. In times of adversity, we work together and remain committed to promoting Logan as a liveable and sustainable city of choice.

### 1.6 A city of choice

"Social cohesion operates not in the abstract, the realm of the 'nation', but at the community level, where people of different backgrounds and cultures make their lives."

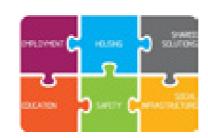
Prof Andrew Markus The Scanlon Foundation 'mapping social cohesion local areas report 2013'

Since the Logan: City of Choice Summit in 2013, the Logan: City of Choice initiative has delivered a number of key outcomes, including:

- 1 The development of the Logan: City of Choice Two-Year Action Plan, based on the summit outcomes and pre-summit engagement activities.
- 2. The establishment of the independent City of Choice Leadership Team, featuring representatives from all three levels of government, as well as the nongovernment, community and business sectors.
- 3. The development of the State of the City Report 2013 and State of the City Addendum 2015 to provide an evidence base to help guide future action planning and support advocacy as part of the City of Choice initiative.
- 4. A range of funding achievements, including new programs/services and an injection of new funding and resources to the City of Logan.
- 5. The development of strong cross-government partnerships and collaborations, including Logan Together, the Combined Transport Working Group and Community Cohesion Working Group.

The 'Logan: City of Choice' Initiative demonstrates how the development of an action

plan can lead to future private/public funding and investment for various programs. Likewise, the Meadowbrook Master Plan is a key piece of this City of Choice initiative that will lead to future investment opportunities.



CITY OF CHOICE







### 1.7 A prosperous city

There is a renewed focus on the relationship between healthy and liveable communities and economic growth and prosperity.

Recent trends show a desire for urban settings that provide walking, cycling and public transport choice, housing affordability and access to natural resources, lifestyle and employment opportunities.

A founding principle of the master plan is creating a social environment by connecting people to their community and place. Integral to this aim is increasing the level of connectedness between the following eight economic drivers:



- · primary and preventative health
- passive and active recreation
- · commerce and employment
- · education and training
- active transport
- · lifestyle and amenity
- · housing choice and diversity
- · aged care facilities.

These eight diverse and transformative opportunities align with key principles and policy drivers contained in a number of statutory and non-statutory documents.

Section two, three and four of the master plan outline the key strategies for improving the level of connectedness between these economic drivers, these include:

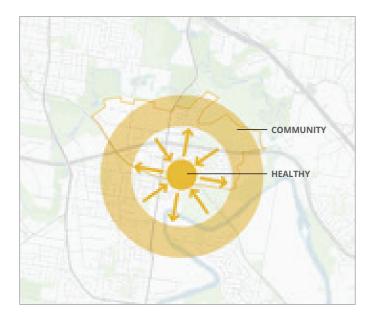
- preserving and enhancing regional and local open space networks
- focusing on 'road-user' infrastructure (encompassing pedestrian, cycle, public transport, service and private motor vehicles)
- delivering appropriate land use and built form outcomes.

### 1.8 Economic Drivers

#### Primary and preventative health

A sustainable health care system promotes wellness and supports those most in need.



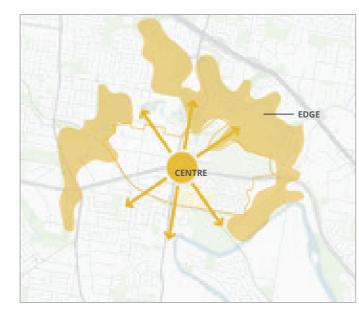


The opportunity exists to embed the primary health care functions of the Logan Hospital within a well-designed and integrated urban environment. This will enable health promotion and prevention to reside at both a community and local government level.

#### Passive and active recreation

Encourage healthy and active lifestyles that reduce chronic disease caused by poor diet, lack of exercise, alcohol, smoking and drug abuse.



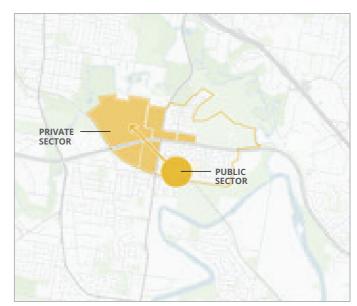


Connecting major active and passive recreational opportunities to an evolving urban centre is a key component in delivering a healthy urban environment.

#### **Commerce and employment**

Our regions attract business and investment and encourage the creation of innovative and emerging industries.



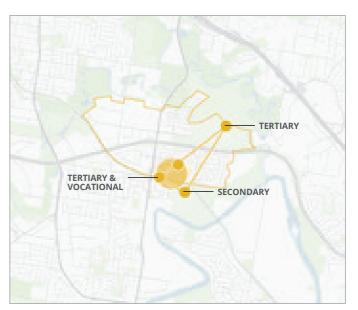


There are opportunities to attract allied health services and business clusters that leverage off the Logan Hospital. The creation of a medical hub could include doctor surgeries, specialist medical consulting rooms, Logan Hospital administration services, short-term accommodation, convenience retailing and casual dining that meets the needs of key workers, students, residents and visitors.

#### **Education and training**

Our curriculum, courses and training development programs align with industry needs and enables students and trainees to be job ready.



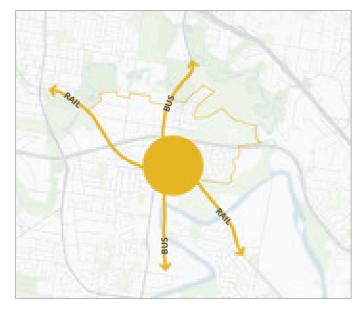


Aligning higher education (Loganlea State High School), vocational education (TAFE) and tertiary education (Griffith University) courses with existing and planned primary and preventative health related services and industries will provide opportunities to develop Meadowbrook as an educational hub with a strong health and wellbeing focus.

#### **Active transport**

An efficient public transport system is essential for a well connected urban environment and a strong and resilient economy. Public transport is a vital part of the active transport journey.





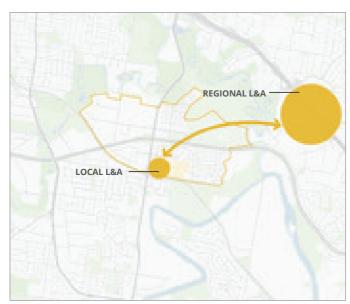
The opportunity exists for Meadowbrook to become a key bus and rail hub linking a growing residential population to key employment nodes within Logan, Brisbane and the Gold Coast. At the local level improving the active transport network allows key workers, students and professionals to walk and cycle between Griffith University (Logan Campus), Logan Hospital, TAFE (Loganlea Campus) and the Loganlea Train Station.

Active transport can be supported by transforming Loganlea Road into a multi-modal transport corridor (accommodating pedestrians, cyclists and buses). This has the potential to deemphasise Loganlea Road as solely a car dependent link.

#### Lifestyle and amenity

Our urban areas are vibrant and embrace culture, entertainment and recreation.



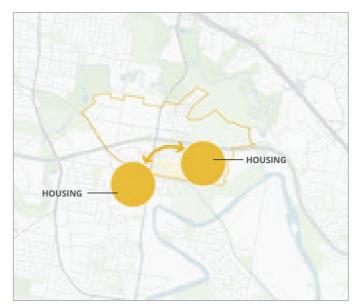


As a major activity centre, Logan Hyperdome offers a variety of shopping, food and entertainment venues. Enhancing active transport links to Logan Hyperdome offers a range of lifestyle and amenity choices for a growing population.

#### Housing choice and diversity

Greater housing choice and diversity is provided through a broad range of affordable living options.



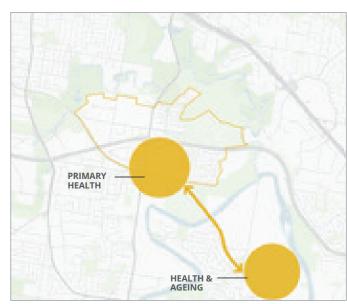


Residential precincts that are both diverse and affordable play a key role in attracting key workers, students and professionals to this urban centre. Enhancing the range of housing options allows key workers to live, work, learn and play within their local community.

#### **Aged care facilities**

Our seniors remain healthy and well connected to community life.





In completing the theme of health and wellbeing, there is an opportunity to attract a variety of aged care services in Meadowbrook that takes advantage of a growing retirement and aged care community at Bethania. Active transport and passive and active recreation opportunities will assist in connecting Bethania with the urban centre.

**Urban Design Framework** 

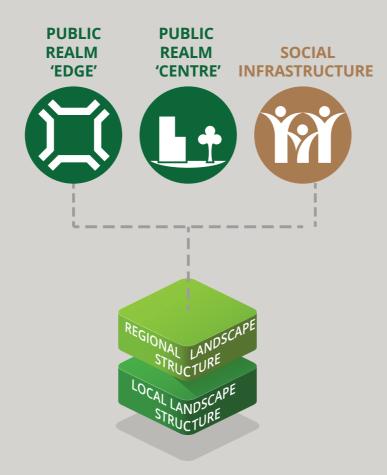
### 1. COLLABORATION **AND CREATIVITY**

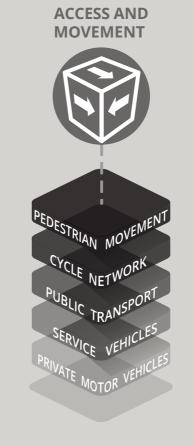
### 2. CONTEXT AND **CUSTODIANSHIP**

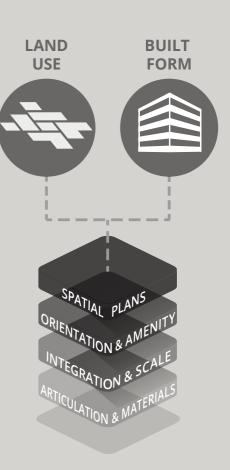
### 3. CONNECTIONS

### 4. CHOICE AND **CHARACTER**









### **CONTEXT AND CUSTODIANSHIP**



# 2.1 Public realm edge - the key places and spaces surrounding the centre

The City of Logan is a place of hills and rivers of local and regional significance.

Our open spaces connect to Daisy Hill Conservation Park, Cornubia Forrest, Karawatha Forrest and Berrinba Wetlands and our city is home to two major rivers and more than 900 local parks.

In the City of Logan we want to establish spaces that create a sense of arrival on the edges of our activity centres and enhance our natural environment and surrounding landscape.

Meadowbrook is surrounded by a rich tapestry of regional open spaces.

We want to provide a sense of arrival and a memorable experience for people visiting or passing through Meadowbrook, with landscaping and entry statements. The master plan will strengthen this feeling of arrival into Meadowbrook.

This includes landscaping in key areas where the surrounding regional open space network intersects major roads such as Riverdale Park and the Logan Motorway.





A regional landscape provides a green backdrop to the Meadowbrook Centre providing important recreational, restorative, social and ecological functions.

### **Primary recommendations**



Preserve and enhance the ecological values and recreational opportunities of the surrounding open space network.



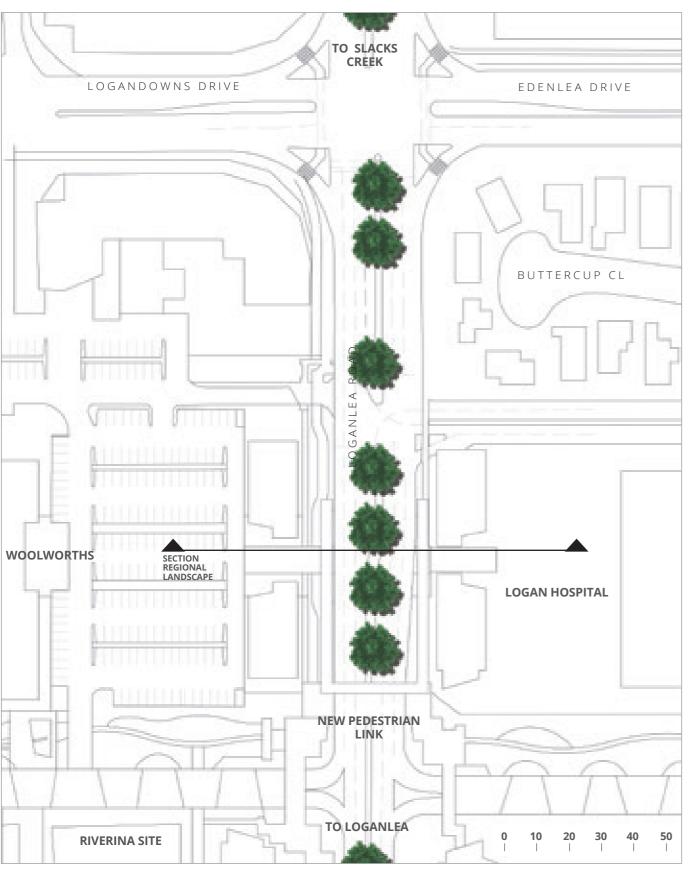
Strengthen the legibility of landscape thresholds into and out of Meadowbrook where this open space network intersects with key pieces of regional infrastructure.



Ensure new landscaping along the Logan Motorway and Loganlea Road connects this regional open space to the centre core.



#### **Creating A Healthy Street - Regional Landscape Plan**



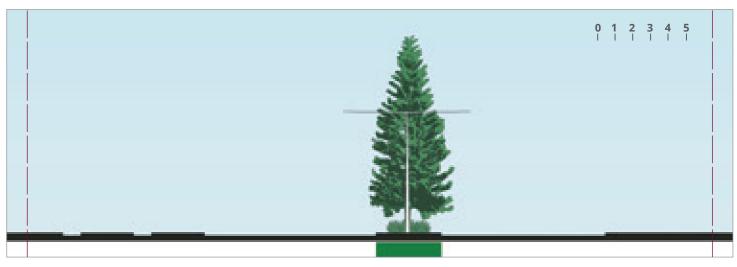
#### **Healthy Spaces and Places - Principles**

- 1. Incorporate actions for improved habitat connectivity and ecological function within pathways.
- 2. Incorporate orientation features (e.g. landmarks, key sites, public art, lighting) into public space planning.
- 3. Accommodate multiple forms of recreation to enable environments for different ages, and ensure easy access e.g. limited barriers to access such as significant changes in level (also applies to 'Landscape Structure - Local').
- 4. Development should be developed in relation to broader green infrastructure network context and within the walkability catchment to local parks and recreation areas (also applies to 'Landscape Structure - Local').
- 5. Provide opportunities for input into the decisions about facility management and place making for future occupants (e.g. basketball courts, play equipment, community gardens) to attract people to interact (also applies to 'Landscape Structure - Local').

#### **Secondary Recommendations**

- 1. Provide landscape thresholds to enhance Meadowbrook's identity as a place with significant open space and natural assets.
- 2. Explore opportunities for the sustainable use of natural resources and local food production.
- 3. Maintain the flood storage functions of the open space system that adjoins Slacks Creek and Logan River.
- 4. Develop a WSUD strategy for the centre core and the Slacks Creek and Logan River catchments that embrace the diverse land-uses, activities and values that reside within the study area.

#### **Creating A Healthy Street - Regional Landscape Section**











#### **Ultimate Development Scenario**

Critical to the success of Meadowbrook is the Queensland Government's vision for major landholdings at the Logan Hospital and Queensland TAFE. For further information on how this vision contributes to the public realm in the heart of Meadowbrook refer to key extracts of the State Government's Meadowbrook Economic Development Strategy and Structure Plan at Appendix 1 p66.

Education
Retail

Car Park (on-ground)



The Queensland Government's long term vision 25+ years for Logan Hospital and Queensland TAFE

## 2.2 Public realm centre - the key places and spaces in the centre

In the City of Logan, we are committed to managing growth throughout our city.

Logan City Council has prepared master plans for our regional activity centres at Logan Central, Springwood, Beenleigh and now Meadowbrook.

Each regional activity centre plays an important role in a broader network of centres to contribute to the success of the City of Logan.

We want our centres to become spaces that have a sense of place within the heart of our communities.

To strengthen that sense of place in Meadowbrook as the suburb grows we are proposing projects for the public realm that build the local identity with a focus on preventative health and wellbeing.

These projects include new landscaping, street trees, public art, paving, seating and shade trees along Loganlea Road, between Logan Hospital and the Woolworths shopping centre.

Streetscape enhancements will provide a pedestrian and cycle-friendly environment in the heart of Meadowbrook.



## Local Landscape Structure

The local landscape network reconnects residents, workers and visitors back to Logan River, Slacks Creek and its extensive regional open space system. Local streets infused with green infrastructure provides a sense of place, encourages walking and cycling, social interaction, and a diverse range of recreational pursuits for a healthy and active community.

#### **Primary Recommendations**



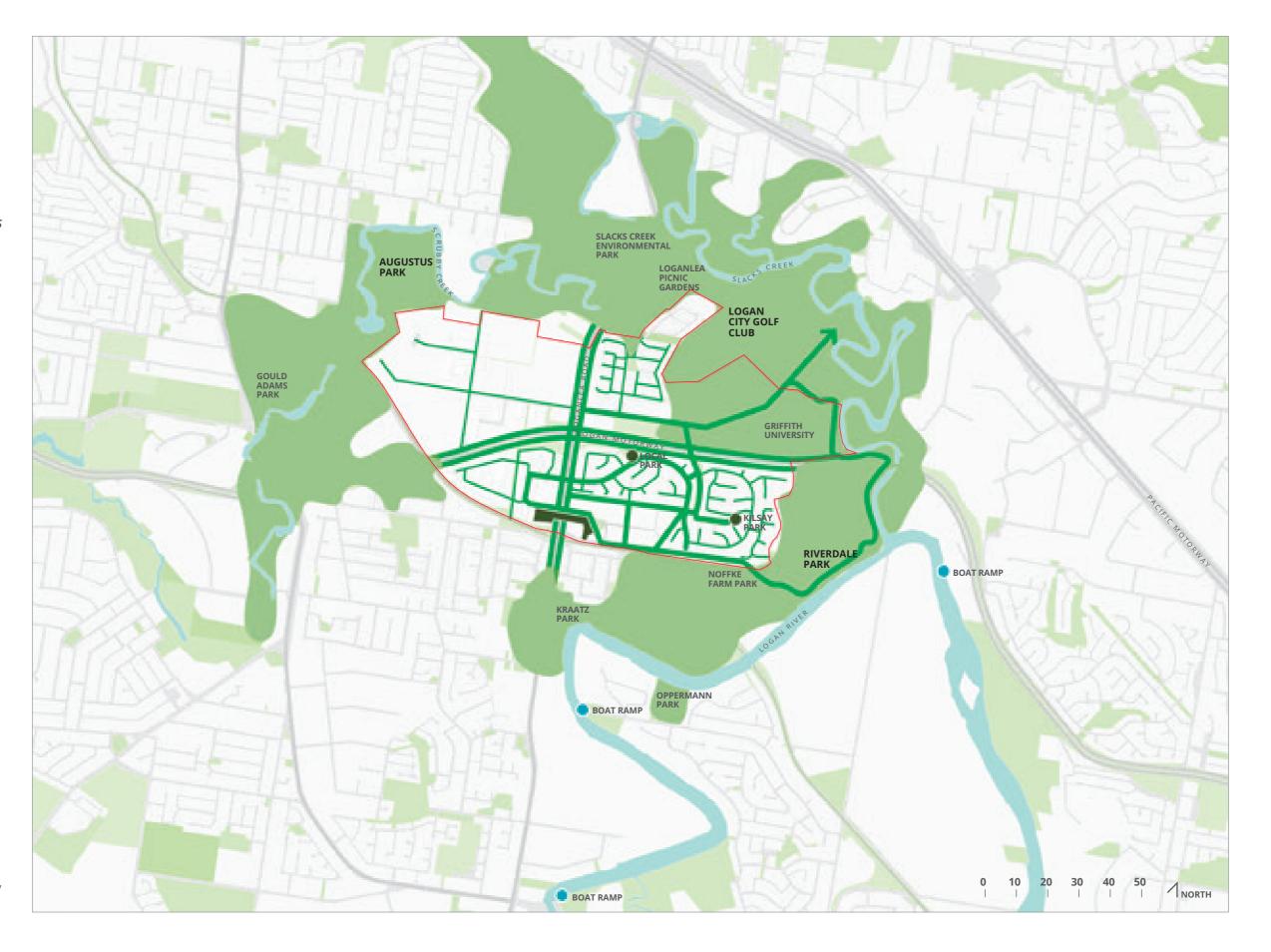
Design streets as an extension of the open space system integrating landscape elements and other active transport functions.



Link these shaded streets to existing and future local parks, urban spaces and shared zones.



Improve local boat and watercraft access to the Logan River, Slacks Creek and Scrubby Creek.



#### **Creating A Healthy Street - Local Landscape Plan**



#### **Healthy Spaces and Places - Principles**

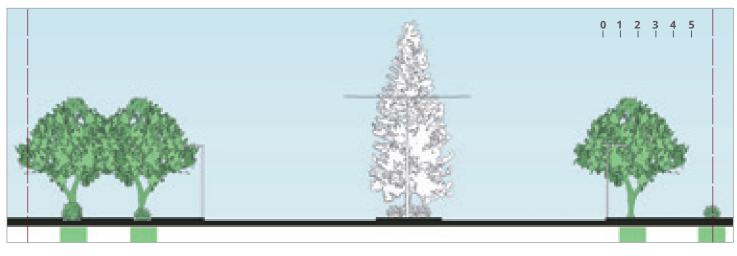
- 1. Accommodate multiple forms of recreation to enable environments for different ages, and ensure easy access (e.g. limited barriers to access such as significant changes in level).
- 2. Incorporate 'living green' canopies and other landscape infrastructure provisions to create a range of health co-benefits, including opportunities for clean urban air and water quality.
- 3. Provision of an on-site focus for social interaction with transitional zones (public, semi-public and private spaces) such as communal open spaces, meeting rooms, communal gardens (possible rooftop/podium), with seating, children's active facilities, shading and weather protection.
- 4. Drinking water access is important in many public areas; consideration should be given to providing water fountains in destinations and rest areas.
- 5. Facilities ease of long-term maintenance and access for cleaning, servicing and repairs of all soft and hardscape elements as well as ground infrastructure.

- 6. Internal movement network promotes equal accessibility and connectivity to shared spaces and zones.
- 7. Stimulating and attractive routes to key destinations: landscaping, shade, opportunities to stop, rest and enjoy (seating at least every 100m within an approximately 400m radius of a key destination).
- 8. Ensure provision and protection of street trees (consider façade greening, canopy effect).
- 9. Sun protection/shading: public spaces and external
- 10. Integrate accessibility and legibility for all users, especially the young, aged or frail, through design, construction and maintenance.

#### **Secondary Recommendations**

1. Deliver a legible hierarchy of high quality "healthy" places and streetscapes, supportive of an active transport movement network.

#### **Creating A Healthy Street - Local Landscape Section**











# 2.3 Social Infrastructure - facilities and services to support our wellbeing

In the City of Logan, we are committed to building the wellbeing of our communities as our city continues to grow.

Providing social infrastructure is how we strengthen public and private sector health, education, sporting, civic, cultural and other facilities and services to support our community.

Meadowbrook supports active lifestyles and is home to a range of communitybased sporting clubs.

Over time we want to continue to enhance and support these important active lifestyle facilities to build the health and wellbeing of the local community.



#### **Primary Recommendations**



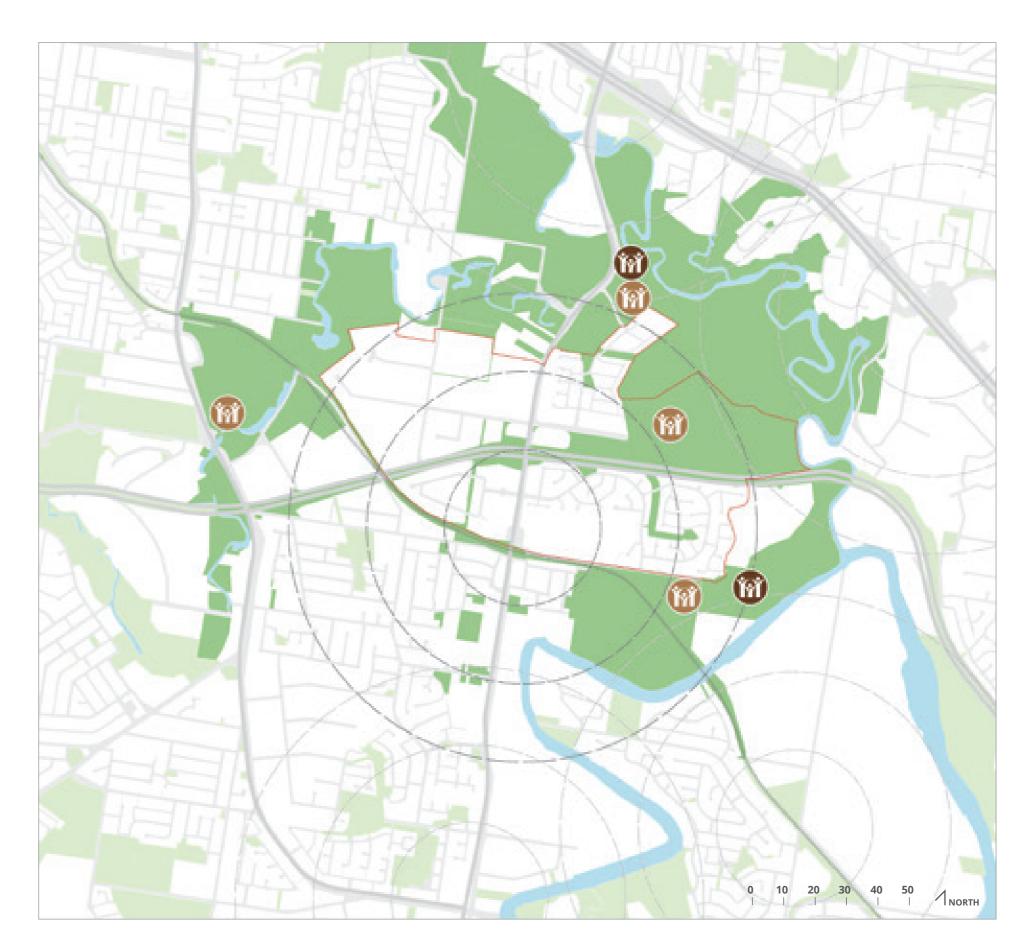
1. Assist community-based sporting clubs that reside within Noffke Farm Park, Loganlea Picnic Grounds, Riverdale Park and the surrounding open space network to improve their on site facilities.



- 2. Enhance active lifestyle facilities that reside within the surrounding open space network.
- 3. Improve pedestrian and cycleways that link community based sporting clubs providing a healthy and social environment.

### **Healthy Spaces and Places - Principles**

- 1. Provision of an on-site focus for social interaction with transitional zones (public, semipublic and private spaces) such as communal open spaces, meeting rooms, communal gardens (possible roof-top/podium), with seating, children's active facilities, shading and weather protection.
- 2. Weather protection from heat, rain and wind at key locations and all public transport locations.
- 3. Incorporate multi-functional landscape design elements as a priority in developing climate conscious design solutions with microclimate benefits (e.g. living walls, roofs) to screen and buffer spaces from noise and air pollutants.
- 4. Consider contribution to the public realm, to maximise social inclusion across a range of ages, cultures and abilities.



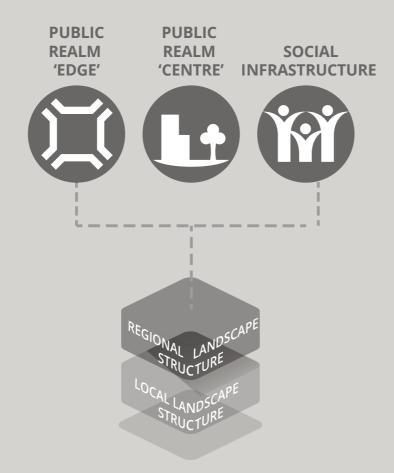
**Urban Design Framework** 

### 1. COLLABORATION **AND CREATIVITY**

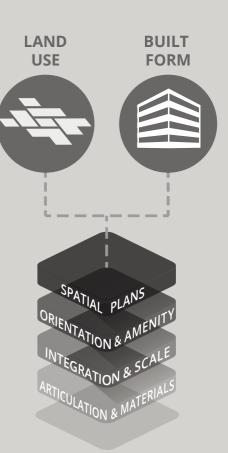
### 2. CONTEXT AND 3. CONNECTIONS **CUSTODIANSHIP**

### 4. CHOICE AND **CHARACTER**









## 3 CONNECTIONS

# 3.1 Access and movement – how we get around

In the City of Logan, we are committed to building our major infrastructure and advocating to the State and Federal governments for essential infrastructure upgrades including the Pacific Motorway (M1).

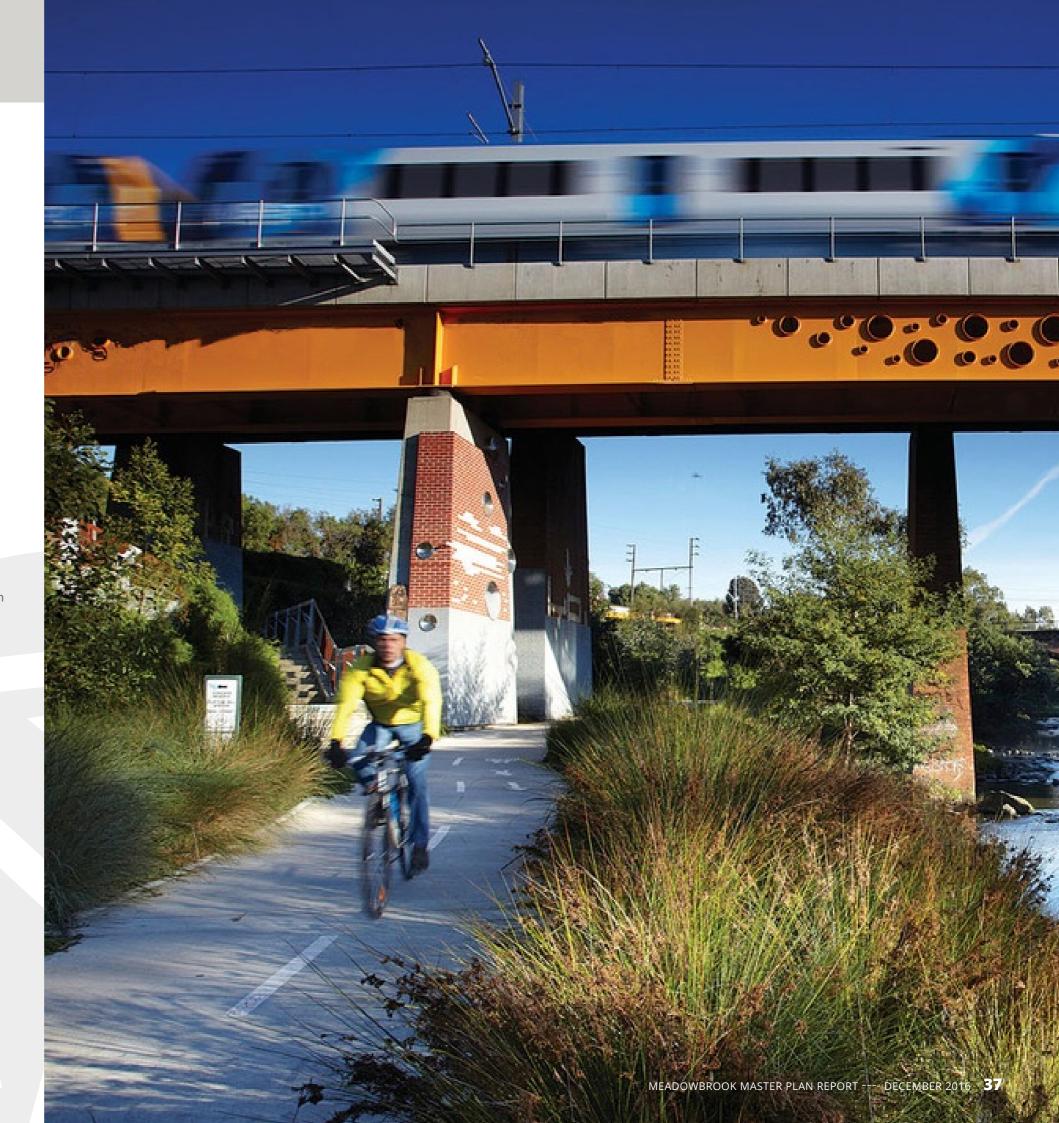
Our city is located halfway between the Gold Coast and Brisbane, only 45 minutes away from two international airports and 20 minutes to the Port of Brisbane, with access to major road infrastructure on our doorstep.

Access and movement is about considering how people connect physically and socially to their place and community by walking, cycling, using public transport or by vehicles.

Meadowbrook benefits from being conveniently close to major pieces of transport infrastructure including the Pacific Motorway (M1), the Logan Motorway and the Brisbane to Gold Coast rail corridor.

A key aim of the master plan is to improve the experience for people walking and cycling in Meadowbrook to reduce the dominance of motor vehicles. This includes an important link that connects Griffith University to Logan Hospital, Queensland TAFE, Woolworths Shopping Centre, Loganlea Train Station and Loganlea State High School

The master plan also proposes a new 'healthy circuit' to connect people to the Logan River and the surrounding open spaces.

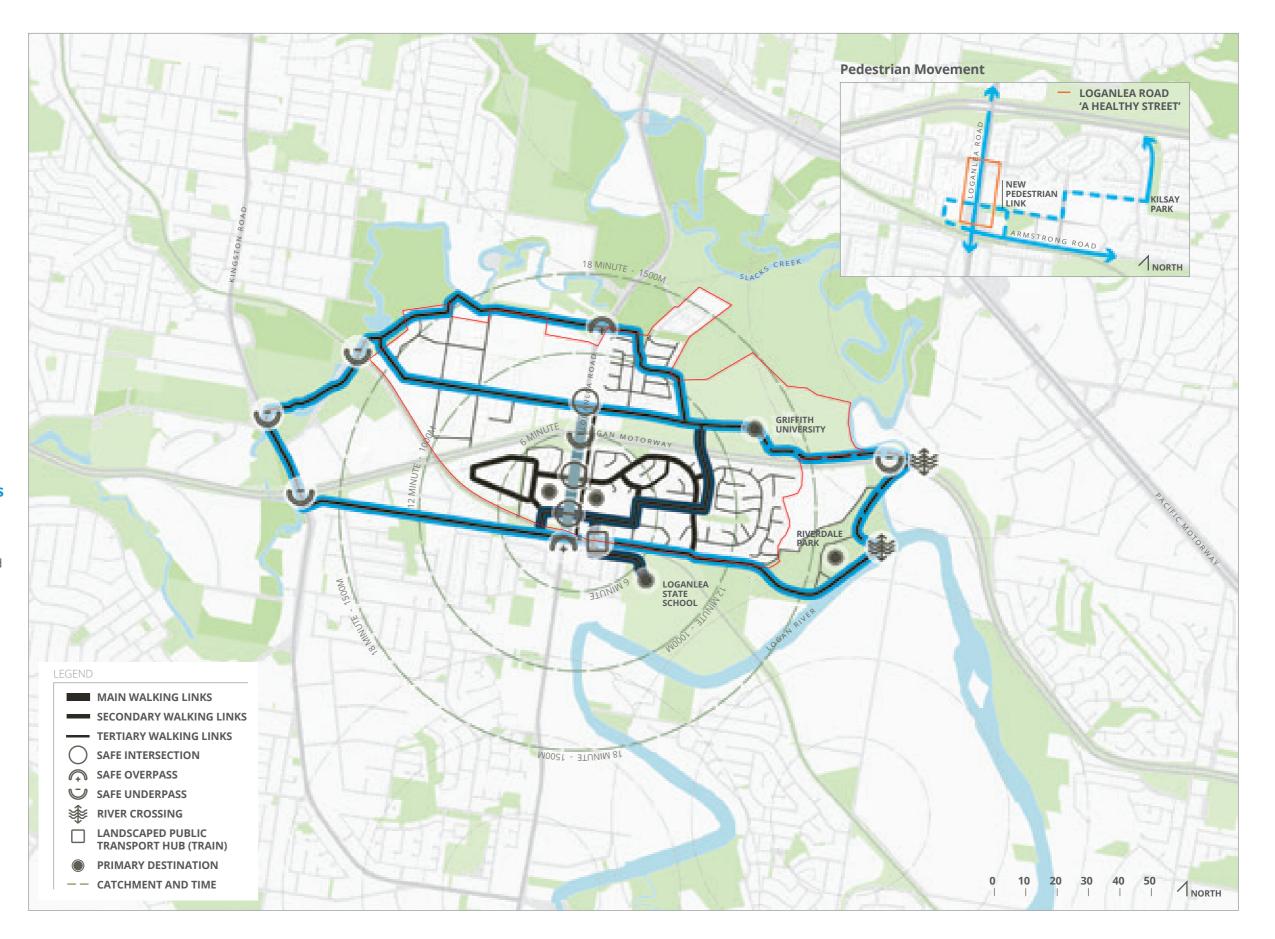


# **Pedestrian** Movement

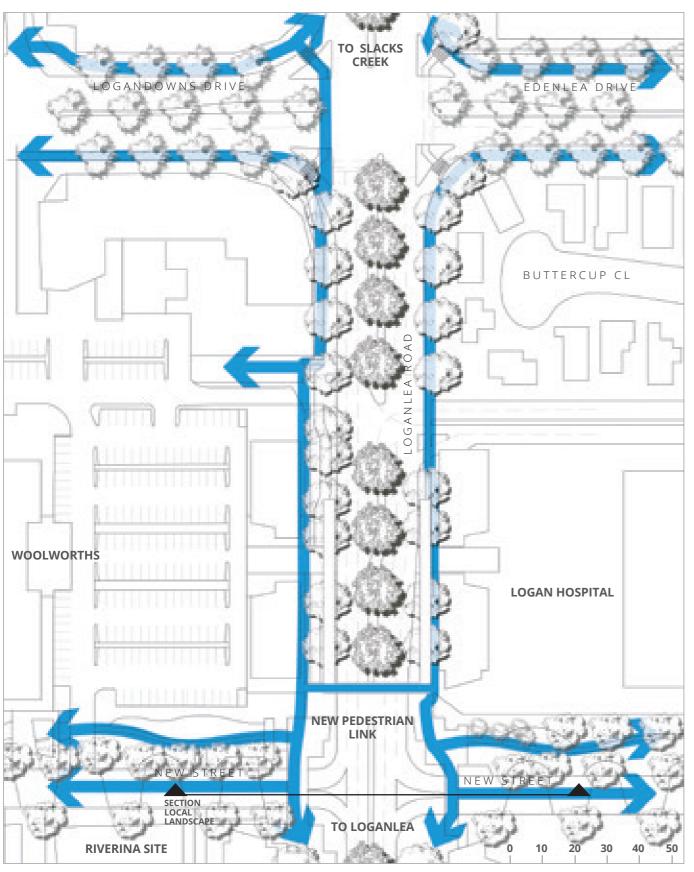
Improve the overall health and wellbeing of residents and key workers through quality pedestrian infrastructure that encourages a greater level of active transport, recreation and social interaction.

#### **Primary Recommendations**

- Create a 'Healthy Circuit' by connecting residents and key workers back to Logan River and the open space network at the edge of the centre (also applies to 'cycling networks').
- Transform Loganlea Road into a 'healthy street' and pedestrian friendly place.
- Create a productive 'economic link' providing a high amenity pedestrian connection between Griffith University (Logan campus), Logan Hospital, Queensland TAFE (Loganlea campus), Loganlea Train Station and Loganlea State High School (also applies to 'cycling networks').



#### **Creating A Healthy Street - Pedestrian Plan**



#### **Healthy Spaces and Places - Principles**

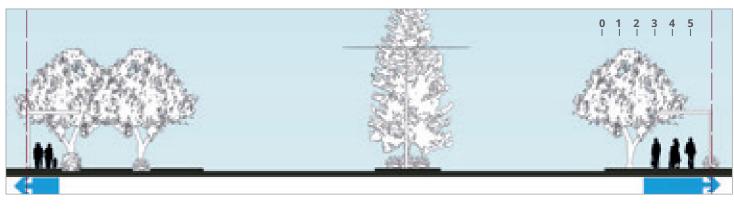
- 1. Maximise pedestrian and bicycle priority at road crossings, reduce wait times and circuitous routes. (Items such as pedestrian crossings, prioritising natural walking paths, and faster pedestrian lights makes walking and bicycling for transport more attractive).
- 2. Minimise contact between cars and pedestrians in the walkability catchment through provision of footpath (if possible with a separate bicycle lane) on both sides of the
- 3. Provide travel links that are attractive, safe, direct and convenient to ensure permeability, creating better accessibility towards a destination (also applies to 'cycling
- 4. Posting motivational and directional signage for cycling/ walking routes to key destinations (outside) and to encourage stair use for future building occupants (inside) with consistent themes to encourage familiarity (also applies to 'cycling networks').
- 5. Convenient access for people who are mobility impaired (elderly, parents with prams, and disabled people) including, for example, ramps, priority parking spaces for electric bikes and other forms of transport, and safe, connected routes.

- 6. Provision of supporting infrastructure in desirable locations of the development with shade if needed (e.g. resting areas, entertainment space, information boards, toilets, water bubblers).
- 7. Lighting for night-time safety, located to light up walkways, meeting places, road crossings, signage, public transport stops and other well-used night-time areas.

#### **Secondary Recommendations**

- 1. Provide a new pedestrian link across Loganlea Road as part of the linear bus station infrastructure.
- 2. Create a low speed traffic environment between the rail line and Logan Motorway in the centre to promote a pedestrian friendly environment.
- 3. Provide for high quality streetscapes and linear/local parks that encourage people to meet, mix, move and interact socially.
- 4. Introduce human scale elements to Loganlea Road and ensure future developments avoid large blank walls, provide short distances between entrances and good urban qualities for semi-public spaces.
- 5. Explore opportunities to provide closed circuit television (CCTV) and lighting at key locations along the pedestrian and cycle network to enhance the perception of safety and security.
- 6. Provide way finding signage along the pedestrian network providing clear directions to key destinations within Meadowbrook.

#### **Creating A Healthy Street - Pedestrian Section**









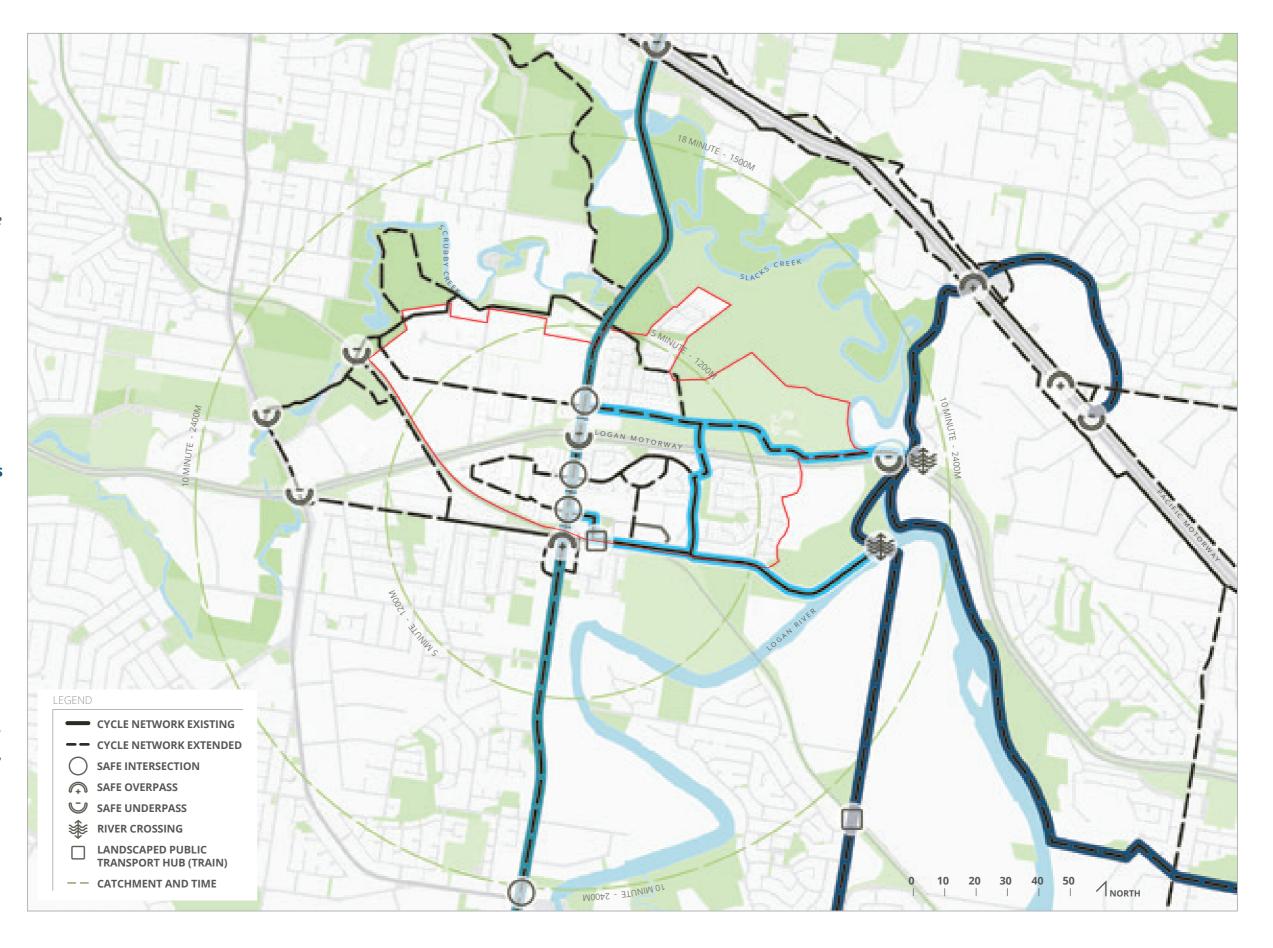


Cycle Network

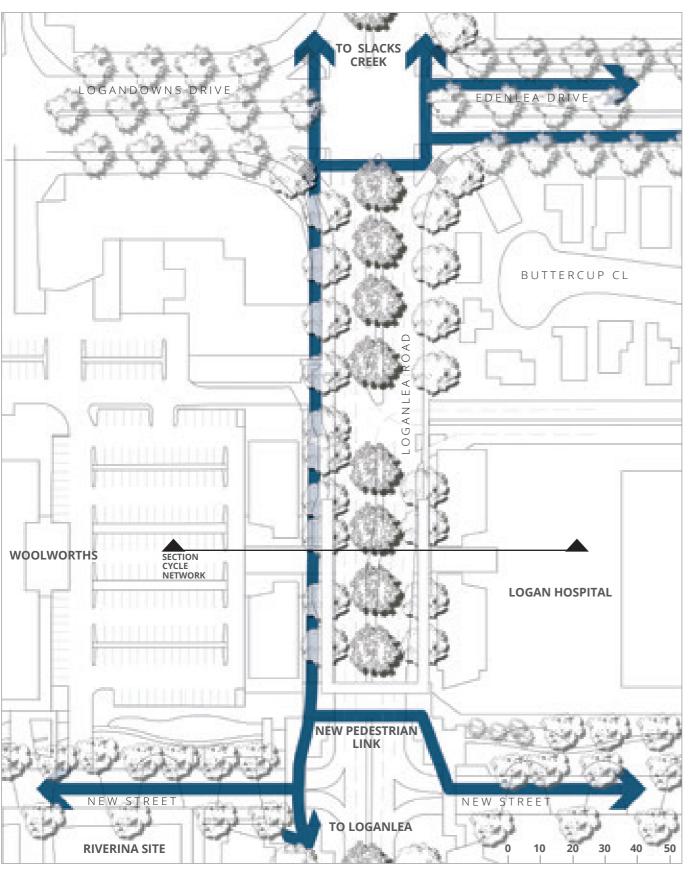
Greater participation in active travel through cycling can improve the environment and the health and wellbeing of a local community. Encourage higher rates of cycling especially for local trips within a 5km radius of the Meadowbrook centre by providing dedicated cycling infrastructure and end of trip facilities at key destinations.

## **Primary Recommendations**

- Transform Loganlea Road into a cycle friendly and 'healthy street'. Extend the principal cycle network from the existing bike storage at Slacks Creek bus interchange and future storage at Meadowbrook and Waterford Plaza.
- Improve cycle and mobility scooter connectivity (for the elderly) to other centres via a 'lifestyle and recreation network' (linking Shailer Park Hyperdome, Bethania and Loganholme via Riverdale Park).
- Link these two key cycle networks with enhanced cycle amenity along University Drive, Armstrong Road and the 'economic link'.



#### **Creating A Healthy Street - Cycle Plan**



#### **Healthy Spaces and Places - Principles**

- 1. Where higher levels of pedestrian activity are likely to occur minimise conflicts between pedestrians and cyclists through provision of a separated bicycle lane on both sides (or on one side of the street).
- 2. Provision of end-of-trip facilities on site (e.g. cycle parking, change rooms and showers) and assessed/rated by Pedal Power.
- 3. Design for bicycle access: interface design/gradients, bike friendly/bike parking next to entrance, weather protected if possible in accordance with ACT Government Design Standard 13 but with consideration of Complete Street guidelines.
- 4. If shared paths are considered ensure they are carefully designed, with sufficient width, adequate sightlines, gentle gradients and turns, and marked centrelines.

#### **Cycle Network**

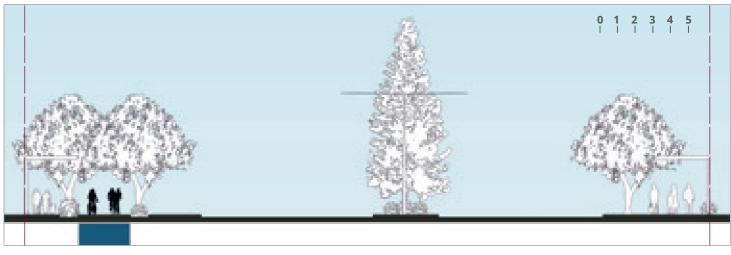


## **Creating A Healthy Street - Cycle Section**

#### **Secondary Recommendations**

- 1. Design cycling movement networks to reinforce connectivity between key destinations such as Logan Hospital, TAFE (Loganlea Campus), the Woolworths shopping centre and Griffith University (Logan campus).
- 2. Proposed improvements and extensions to existing cycling networks to capitalise on the high quality experience provided by existing natural assets such as Logan River and Riverdale Park.

Note: The 'new street' is wholly located on the Logan Hospital site (lot 33 SL12344) and will be subject to a further planning process by Queensland Health that seeks to guide the redevelopment of the hospital over the next 20+ years.









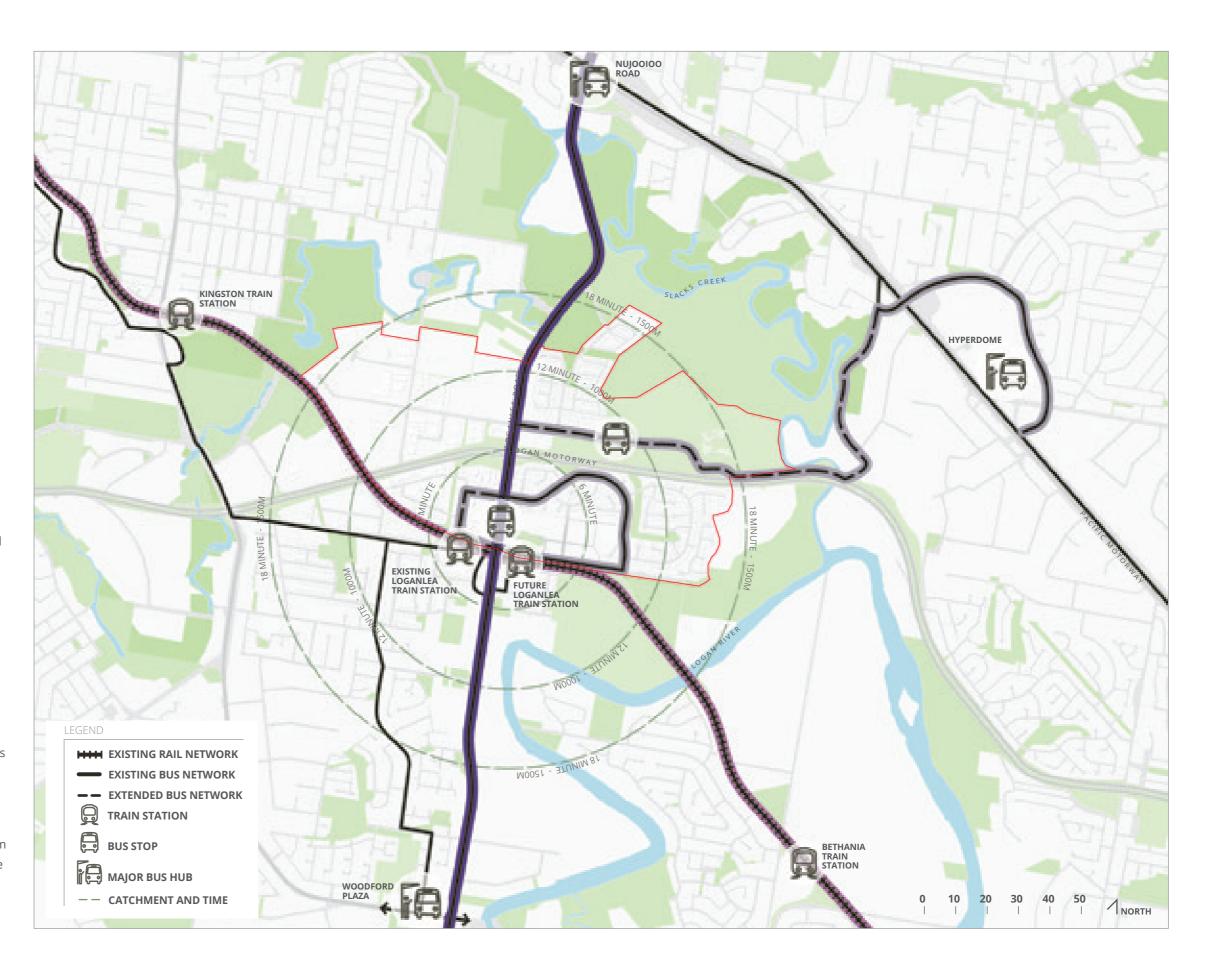




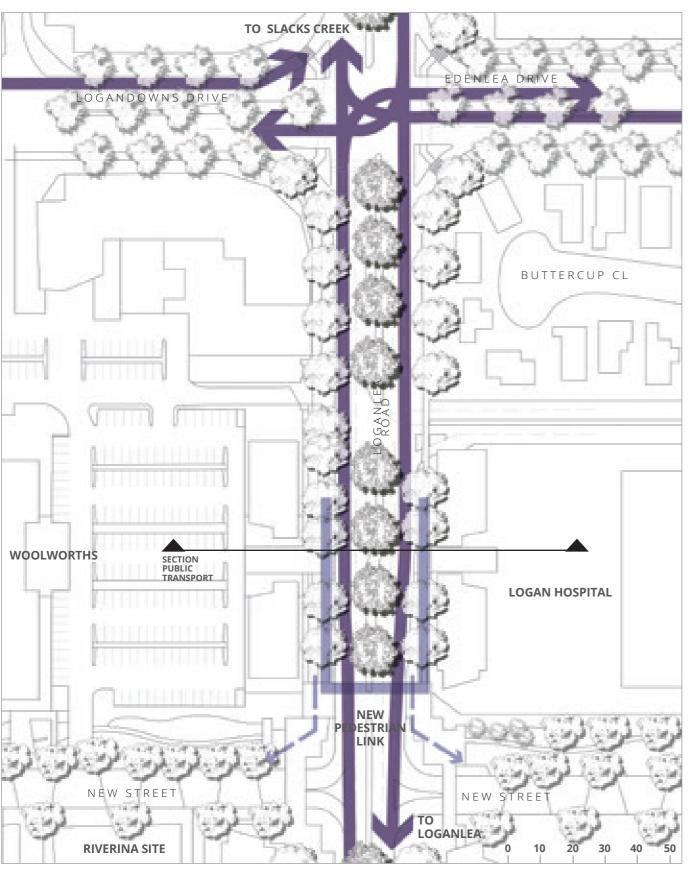
Public transport is a vital part of the active transport journey and improves the environment and the health and well-being of a local community through reduced traffic congestion and reliance on private motor vehicles. New public transport (bus) infrastructure should be designed as a key element of the 'healthy street' concept, create a sense of arrival and activate Loganlea Road.

#### **Primary Recommendations**

- As part of the 'healthy street' concept explore public transport opportunities along Loganlea Road between Waterford Plaza and the Slacks Creek bus interchange (existing) and provide an attractive linear bus station (premium stop) on both sides of Loganlea Road directly outside of Logan Hospital and the Woolworths shopping centre.
- Increase transit frequency and coverage for bus services supporting Logan Hospital, Industrial areas at Nealdon Drive, and increased residential densities and assist the State Government to explore aspirational bus linkages between Griffith University (Logan campus) and Shailer Park (Hyperdome).
- Assist the State Government to plan for the relocation of the Loganlea Train Station (350m to the east) closer to the front entrance of the Logan Hospital (as part of the Meadowbrook Economic Development Strategy and Structure Plan) over a 20+ year period.



#### **Creating A Healthy Street - Public Transport Plan**



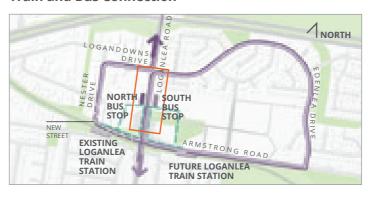
#### **Healthy Spaces and Places - Principles**

- 1. Design for clear, safe and accessible routes to bus stop locations where possible. Provide amenities such as seating
- 2. Accessible local facilities within easy walking distance to neighbourhood hubs/activity centres and public transport (ideally 400m from residence, but dependent on attractiveness of destinations.
- 3. Weather protection from heat, rain and wind at key locations and all public transport locations.

#### **Secondary Recommendations**

- 1. Ensure public transport (bus/rail facilities) can use both the existing and aspirational train stations.
- 2. Explore opportunities to provide signature bus stops at other major activity generators (Griffith University – Logan
- 3. Encourage active land uses along Loganlea Road to bolster pedestrian activity and casual surveillance around new premium bus stops (linear bus station at Loganlea Road).

#### **Train and Bus Connection**

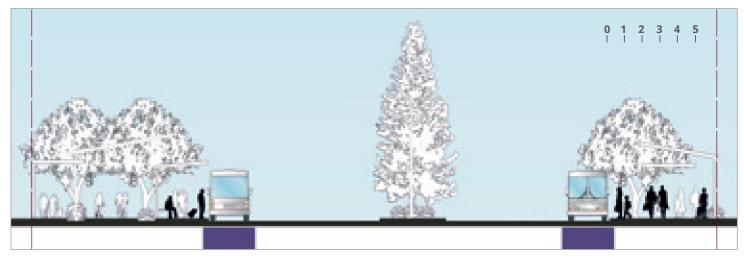


**Creating A Healthy Street - Public Transport Section** 



Note: The extension of Armstrong Road linking to Nestor Drive is a long term outcome (10+ years) that relies upon the relocation of the Riverina Animal Lot Feed and redevelopment of this key site.

Note: The proposal to relocate Loganlea Train Station is a long term outcome (20+ years) and will be subject to a further planning process by Queensland Rail the Queensland Government. The relocation of the train station is intended to support the expansion of Logan Hospital over the next 20+ years. Refer to the Queensland Government's Meadowbrook Economic Development Strategy and Structure Plan at Appendix 1 that provides more detail on the potential relocation of the train station.









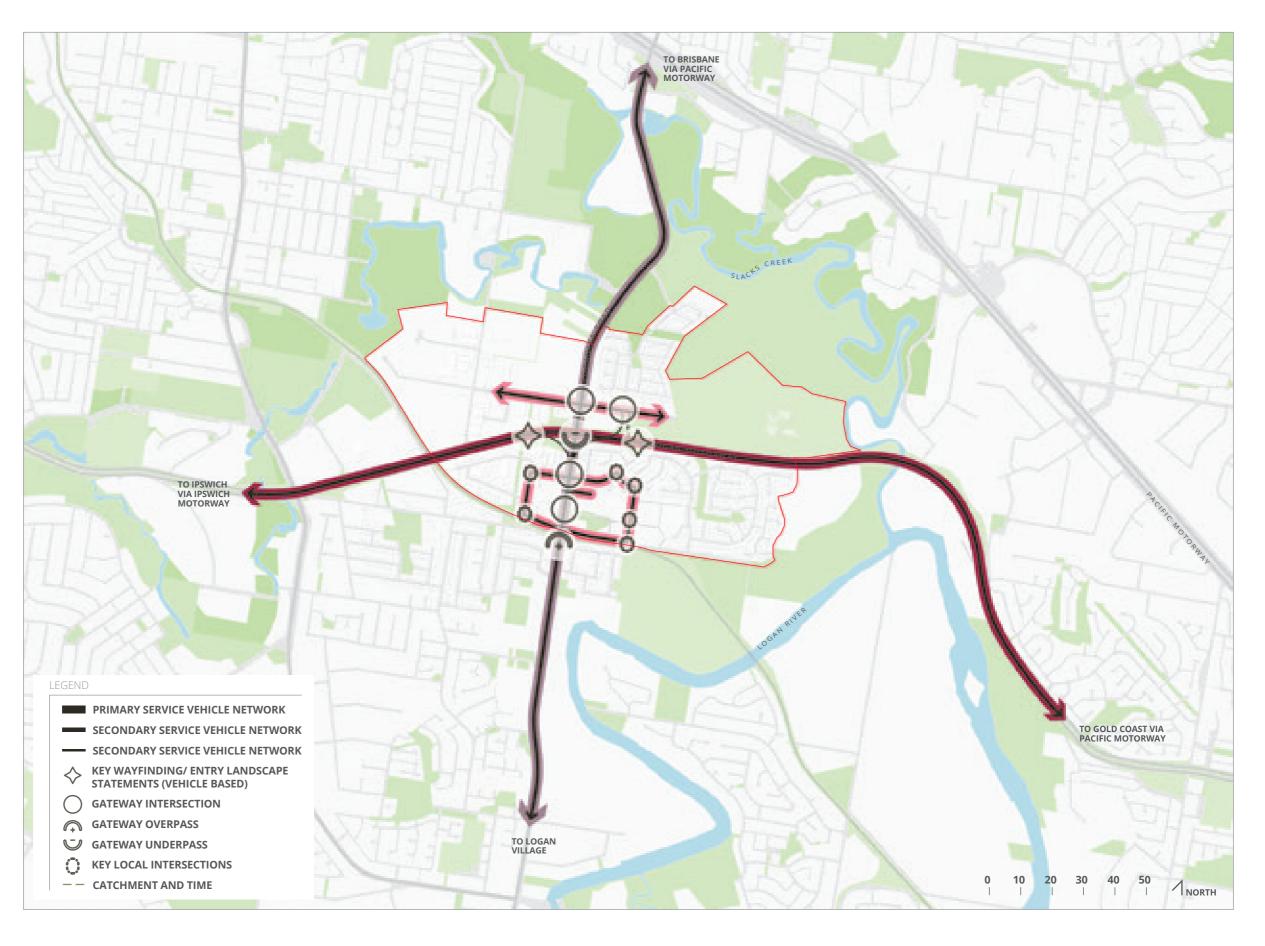




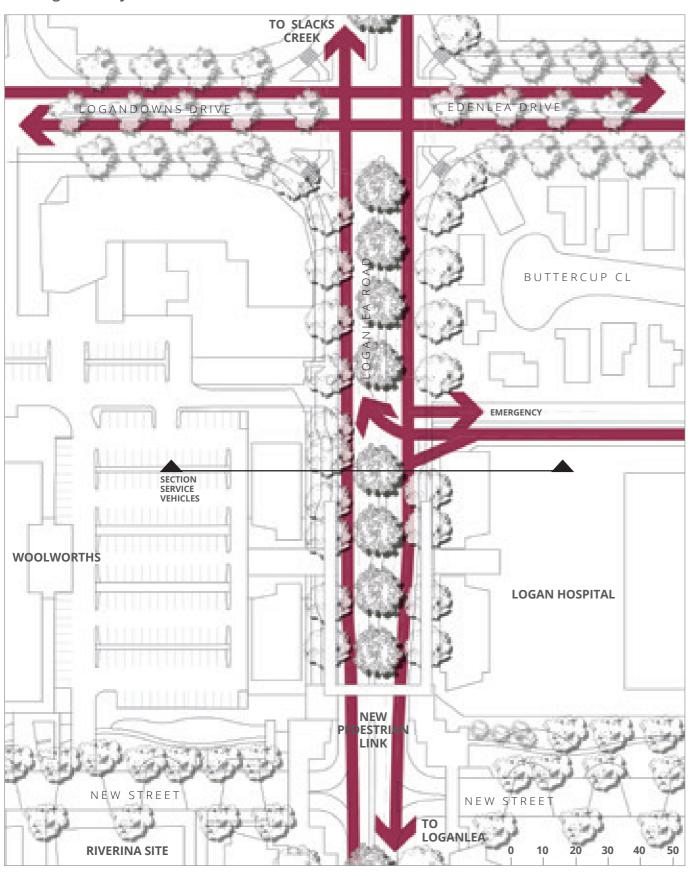
Service and emergency vehicles are critical to support an effective and productive urban centre. A legible service vehicle network is required that minimises conflict with pedestrians, cyclists and public transport and maintains the visual amenity of key streets.

#### **Primary Recommendations**

- Maintain and enhance high speed connectivity with new legible wayfinding/directional signage on the Logan Motorway emphasising Meadowbrook as a key destination.
- Limit service vehicle driveways along Loganlea Road and the centre core (commercial, retail, health and learning based areas) whilst maintaining emergency vehicle access into the Logan Hospital.
- Avoid movement through local access roads and conflict between service vehicles and other road users by creating a coherent 'service loop' within the centre core and improve general service vehicle accessibility and legibility along University Drive.



#### **Creating A Healthy Street - Service Vehicles Plan**



#### **Healthy Spaces and Places - Principles**

1. If density and road casualties are high, reduce vehicle speed through local traffic calming measures by at least 25 per cent of the traffic speed of nearby arterial roads.

#### **Service Vehicles**

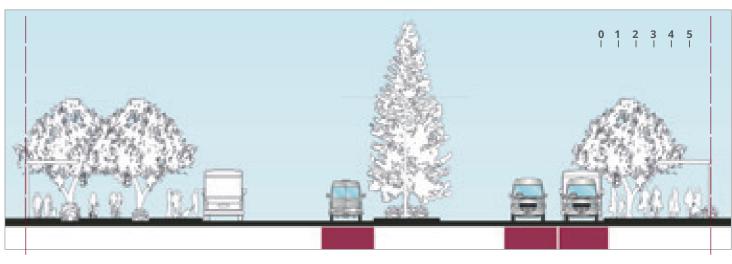


Note: The 'new street' linking to Staydar Crescent is wholly located on the Qld TAFE site (lot 387 CP816506) and will be subject to a further planning process by Queensland Health and the Department of Education and Training that seeks to guide the expansion of the hospital over the next 20+ years. The extension of Armstrong Road linking to Nestor Drive is a long term outcome (10+ years) that relies upon the relocation of the Riverina Animal Lot Feed and redevelopment of this key site.

#### **Creating A Healthy Street - Service Vehicles Section**

#### **Secondary Recommendations**

- 1 Improve service vehicle access to the centre by:
  - a. Extending Armstrong Road (linking to Nestor Drive) predominantly along the northern edge of the Loganlea Train Station Car Park (lot 202 SP236597) connecting to **Nestor Drive**
  - b. A new north south running street along the western boundary of the TAFE site (lot 387 CP816506) providing access to Logan Hospital/Tafe.
- 2. Enhance connectivity and access to high order roads such as Loganlea Road and Logan Motorway for service and emergency vehicles.
- 3. Avoid service vehicle access and loading activity from Loganlea Road or the new east west running street (providing access to the Logan Hospital and emerging shopping precinct) to minimise conflict between service vehicles, pedestrians and cyclists.
- 4. Minimise conflicts between service and emergency vehicles, cars, pedestrians and cyclists in the walkability catchment as part of a coherent movement network.
- 5. Consider deliveries and pick up schedules outside of peak hour times.













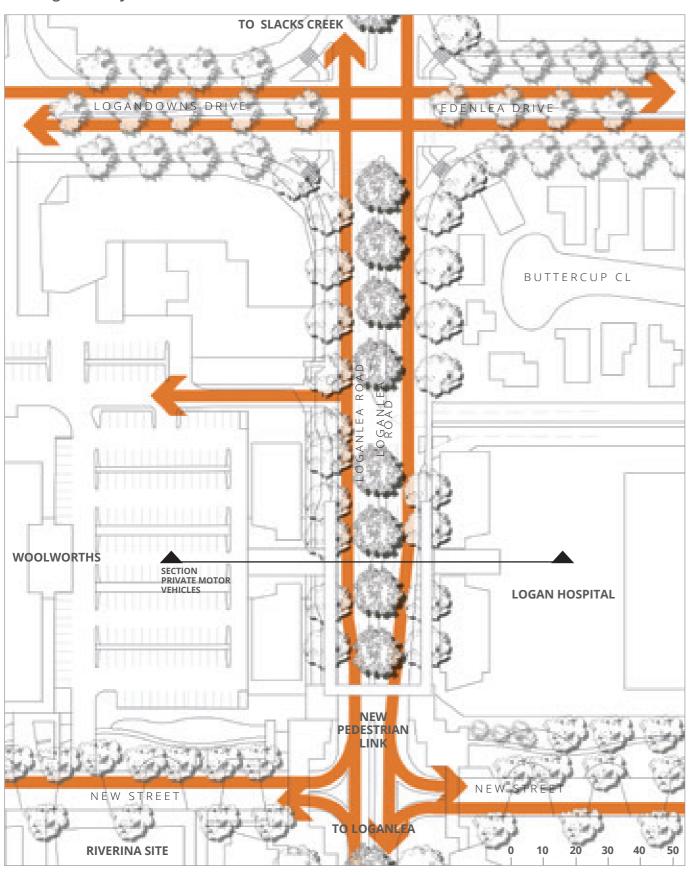
Create a highly functional movement network for private motor vehicles that improves access and permeability for cars and embraces public transport, cycling and walking.

#### **Primary Recommendations**

- Develop Loganlea Road into a multi modal corridor and healthy street. As a separate road network planning exercise explore alternative traffic routes that connect motorists to the Pacific and Logan Motorways.
- Consolidate car parking through multi-storey car parking stations assisting residents and key workers to make the transition between private vehicles and public transport.
- Establish a low-speed and safe road network within Meadowbrook by decommissioning high speed clover leafs and slipways accessing the secondary and local road network (where possible). Upgrade key local intersections (thresholds) to assist in creating a slow speed environment and improve the safety and amenity for pedestrians and cyclists.



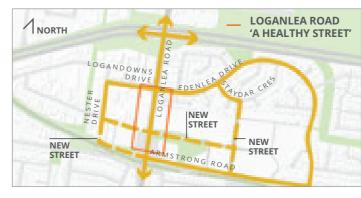
#### **Creating A Healthy Street - Service Vehicles Plan**



#### **Healthy Spaces and Places - Principles**

- 1. Design to reduce traffic conflict; location of vehicular access points away from major bus stops; possible confinement of vehicular access to side streets (through lot consolidation if necessary) and avoid slip lanes.
- 2. Promote a street focus with human scale; addressing the street consistently in plans and documentation (e.g. avoid blank walls, short distances between entrances, good semipublic space design).
- 3. If residential development only: ensure restriction of parking (e.g. local resident parking pass, visitors).

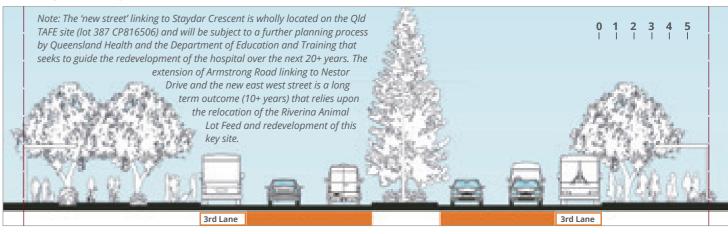
#### **Private Motor Vehicle**



#### **Secondary Recommendations**

- 1. Introduce human scale elements to Loganlea Road while protecting its traffic carrying capacity as an important north-south connector (urban arterial) inclusive of a third lane with public transport amenity.
- 2. Transform Loganlea Road into a 'healthy street' by introducing landscaping, shade trees, water sensitive urban design, active edges and incorporating infrastructure for pedestrians, cyclists and public transport.
- 3. Introduce a new shared pedestrian and vehicle street running east west (left-in, left out to Loganlea Road) aligning with a critical pedestrian desire line from the Logan Hospital to the Woolworths shopping centre.
- 4. Design for a legible and easily navigable road network supported by a clear way-finding strategy.
- 5. Undertake a traffic analysis to determine the:
  - a. impacts on the traffic flow and vehicle capacity of Loganlea Road including the signalised intersection of Loganlea Road/Logandowns Drive/Edenlea Drive and upgrade this intersection if required
  - b. the need for traffic calming to reduce vehicle speed along Edenlea Drive.

#### **Creating A Healthy Street - Service Vehicles Section**







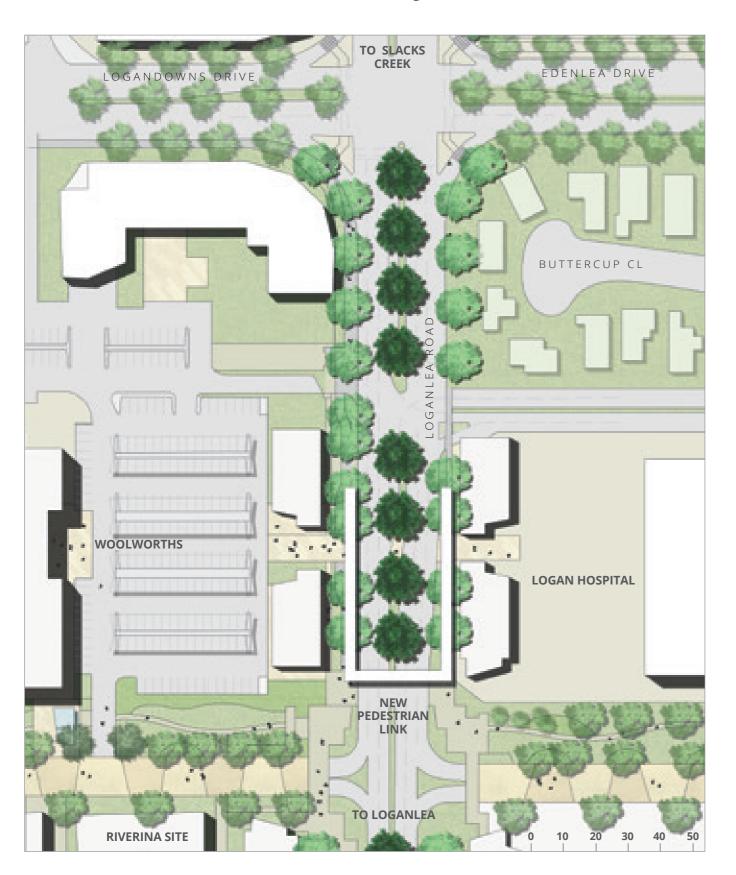




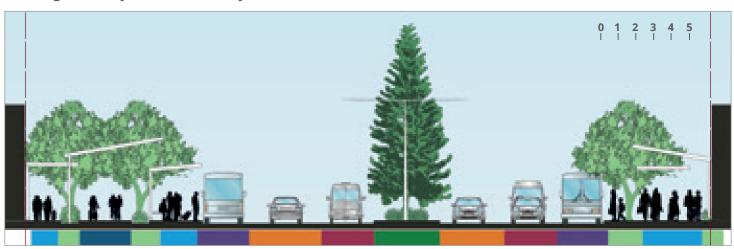
## 3.2 Meadowbrook - Artists impression



## 3.3 Meadowbrook - A Healthy and social environment



Creating A Healthy Street - A Healthy And Social Environment Section















**Urban Design Framework** 

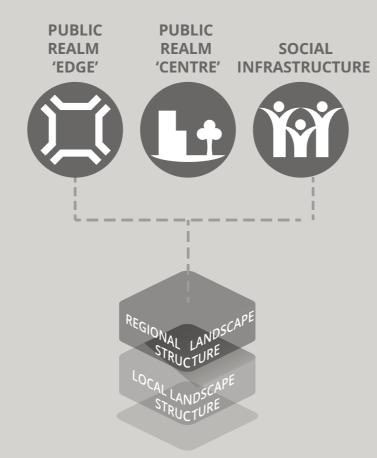
## 1. COLLABORATION AND CREATIVITY

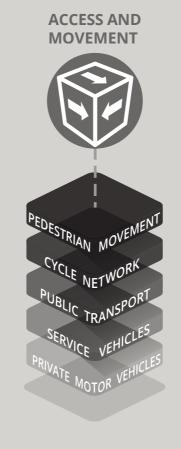
## 2. CONTEXT AND **CUSTODIANSHIP**

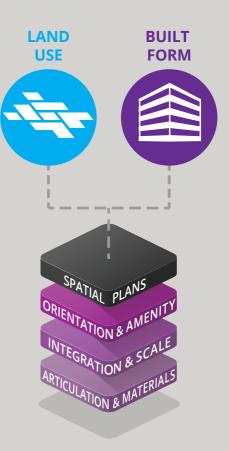
## 3. CONNECTIONS

## 4. CHOICE AND **CHARACTER**









## 4 CHOICE AND CHARACTER



In the City of Logan, we are committed to managing growth in our city now to ensure we are ready for the future.

Our city is a home to a young, vibrant and diverse community. Our city will grow by 70,000 new homes and 50,000 new jobs and we will have a population nearing 500,000 people by 2031.

Land use is about supporting mixed land use opportunities and unlocking public and private sector investment in areas that benefit from regionally important transport corridors, open spaces, employment, health, education, shopping and entertainment facilities.

Meadowbrook is home to major health and education facilities providing residents with significant services and opportunities for training and employment.

Developing partnerships with major health and education institutions is key to unlocking the economic drivers and employment potential of Logan Hospital, Griffith University and Queensland TAFE.

The master plan seeks to accommodate growth for a broad range of land uses including residential, industrial, commercial, retail health and education.

## **Precincts**

Establishing well-defined precincts within the Meadowbrook Master Plan area will provide a framework for future development, improving the area's attractiveness to investors, visitors and the community. Meadowbrook's physical advantages are its existing health and education institutions, a range of public transport options, and amenity offered by a significant recreation and open space network.

Each precinct will harness its unique set of opportunities and benefit from its synergies with the Logan Hospital, TAFE Queensland (Loganlea Campus) and Griffith University (Logan Campus). Precincts one to eight are identified in the precinct plan on page 52.

This chapter explores each precinct in more detail through a statement of intent that captures the existing land use pattern, future active transport linkages, key streets and parks. The statement of intent is supported by a range of core land uses and precedent imagery reflecting exemplary built form outcomes.

Other land uses will be supported where they align with the intent of the precinct.



A building height plan then follows providing guidance on the intensity of development expected for each precinct.

While this document is non-statutory the core land uses are defined in accordance with the new Logan Planning Scheme 2015. The master plan will inform a new local plan for Meadowbrook that will be incorporated into the new Logan Planning Scheme 2015.

Precincts three and five include major health and education institutions such as the Logan Hospital, Queensland TAFE (Loganlea Campus) and Griffith University (Logan Campus). Land use and built form outcomes for these sites will be addressed through the Queensland State Government Economic Development Strategy and Structure Plan and the Logan Hospital Master Plan. Refer to Appendix 1 and 2 for further detail.

#### **Primary Recommendations**

- 1. Work collaboratively with the Queensland State Government, Metro South Health and Griffith University to coordinate growth and development within precinct three and five which lie outside of Council's physical and statutory control. This may involve assisting major landholders to undertake precinct level master plans to ensure future development is coordinated and connected to the surrounding urban environment.
- 2. Adopt precincts one to eight to ensure future development delivers the master plan vision.
- 3. Work collaboratively with local businesses, residents and landowners to ensure each precinct realises its full potential in accordance with the master plan vision.

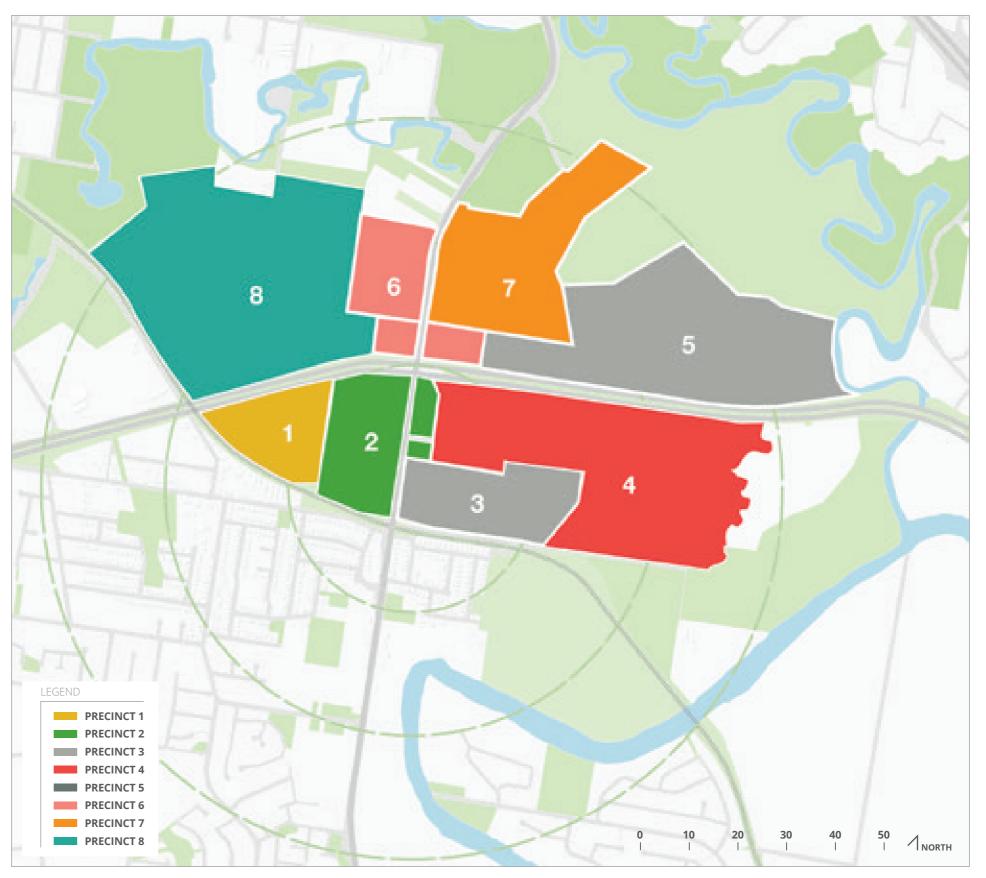
#### **Healthy Spaces and Places - Principles**

- 4. Mixed land use in locations relatively close to centres, public transport and open space to make active transport more viable and convenient.
- 5. Consideration and inclusion of active land use and transit-supportive activities/ active uses at bus stops (corner shops, phone boxes, wi-fi hotspots).

#### **Secondary Recommendations**

- 1. Attract a range of allied health services and complementary businesses to encourage diversified employment opportunities at Meadowbrook.
- 2. Protect health, education and training clusters at Meadowbrook from incompatible development and allow for their future expansion.

#### **Precinct Plan**



## **Building Heights**

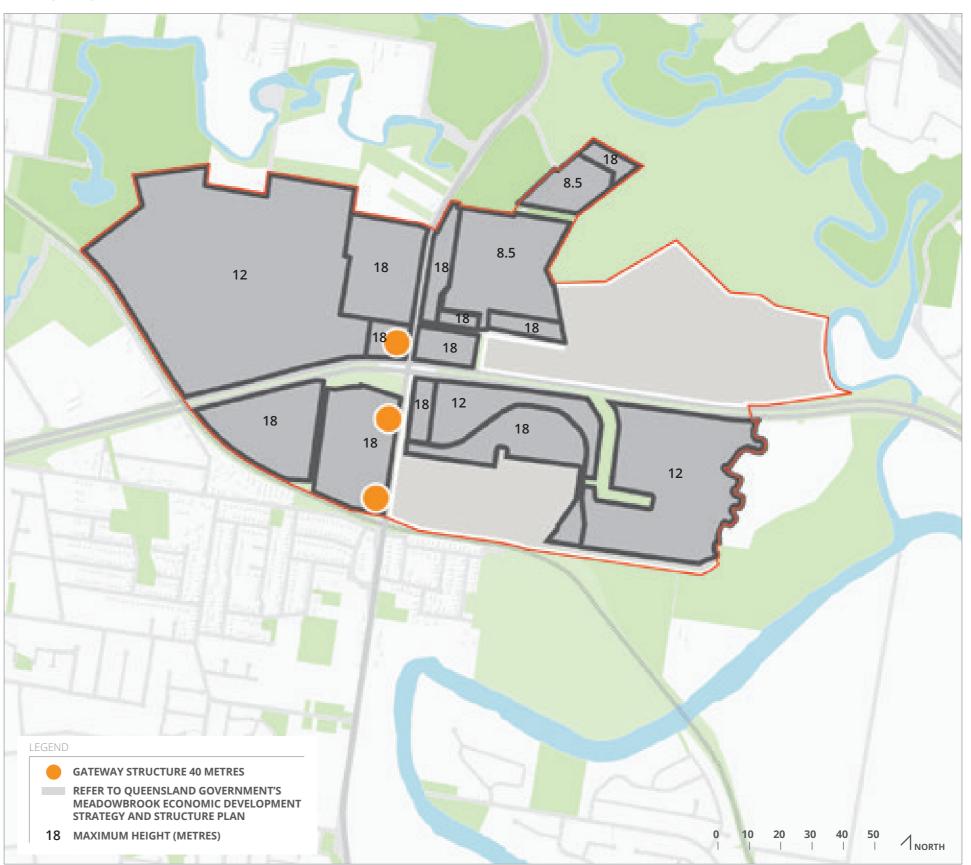
The master plan offers the opportunity to increase and consolidate building heights, reflecting Meadowbrook's role as a significant employment node focussed on health, research and education. The maximum building heights plan reflects the intensity of development and built form expected within each precinct.

With the exception of gateway sites there are generally four height categories applied across the Meadowbrook Centre. A 40m building height is identified for gateway sites and landmark buildings that represent key arrival points into the Meadowbrook Centre. This includes Loganlea Train Station and important junctions at the corner of Loganlea Road and Logan Motorway and the corner of Loganlea Road and Logandowns Drive. Focusing taller buildings at these locations also assists in improving urban legibility and way-finding allowing visitors to identify important destinations such as the Logan Hospital, Loganlea Train Station, and shopping facilities.

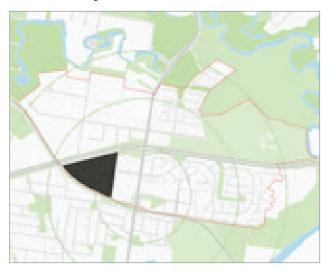
An 18m building height provides the opportunity to consolidate mixed use development close to major health and education institutions, high frequency rail services and highly trafficable roads (Loganlea Road). Height limits up to 18m provides the opportunty for a greater range of housing choice and diversity for residential precincts within easy walking distance of the Logan Hospital, Queensland TAFE and Griffith University.

A three-storey building height reflects the scale and built form anticipated for the industrial area at Ellerslie Road and Meakin Road.

#### **Buildings Heights Plan**



#### **Precinct 1 Key Plan**



#### Context

The precinct contains a number of small to medium sized light industrial lots typically ranging from 2000sqm to 6000sqm. Key streets including Nealdon Drive and Nestor Drive accommodate a range of commercial uses such as retail showrooms (bulky goods), warehouses, and light industrial activities. The area is within easy walking distance of Loganlea Train Station, the Woolworths shopping centre and a range of health services. Logan Hospital and Queensland TAFE are also within a walkable distance of 800m.

#### **Precinct 1 Plan**



#### **Intent statement**

Low impact industrial activities that have negligible impacts on the environment together with residential apartments and short-term accommodation that support the health, research and education functions of the Meadowbrook Centre are encouraged. Small scale shops, food and drink outlets are encouraged where serving the needs of the local workforce, and small offices are appropriate where integrated with low impact industrial activities. Critically, small scale shops and offices should be located at ground floor level contributing to an active edge and an attractive streetscape along Nestor and Nealdon Drives.

As industrial activities expand and migrate to larger sites, such as the Medium Impact Industry Zone to the north at Meakin Road, there is potential to introduce mixed use development that appeals to key workers and professionals employed in the health, research and education sectors. This will depend on medium density residential uses mitigating the impacts of low impact industrial activities, including the noise impacts of the Beenleigh to Gold Coast rail corridor and Logan Motorway. The potential for many warehouses to be converted to mixed use developments providing environmental benefits through the adaptable re-use of existing buildings is also recognised.

To promote allied health and commercial activities residential development is only supported where part of a mixed use development. Given the proximity to a high frequency train line, shopping facilities, employment, health and education services; precinct 1 will facilitate a higher intensity of development with increasing residential densities and building heights up to 18m. New pocket parks connected by a shared cycle and pedestrian path to a broader active transport network are envisaged to provide amenity and a sense of place for a growing residential and worker population.

#### **Core land uses**

- · Research and technology industry (computer server facility, medical laboratories).
- Service industry (medical equipment repair, film processing, computer repairs, dry cleaning).
- · Low impact industry.
- · Showroom.
- · Warehouse.
- Multiple dwelling (where part of a mixed use development).
- Office (where incidental and integrated with the predominant uses above).
- Short-term accommodation (hotel, motel, serviced apartments).
- Food and drink outlet (Except drive-through facility, not exceeding 200sqm and where serving the needs of the local (workforce).







#### **Precinct 2 Key Plan**



#### **Precinct 2 Plan**



#### Context

The precinct is home to a range of commercial and retail activities such as the Woolworths shopping centre, Meadowbrook Hotel and Riverina Animal Stockfeed Mill.

It includes a range of allied health services and specialist health care services such as Queensland X-Ray and Logan Heart Centre. Small lot houses, a convenience shopping centre, retirement village, and Meadowbrook Childcare Centre are located along the western side of Loganlea Road.

#### **Intent statement**

The area has significant potential to accommodate allied health and medical services such as professional medical consulting rooms, and research facilities that establish synergies with Griffith University and Logan Hospital. Vertically integrated mixed use developments that

> include a combination of at least two district centre activities (e.g multiple dwelling and shop/office) are encouraged. Large format retailing with significant at grade parking areas are discouraged in favour of mixed use development that achieves an efficient use of urban land close to employment, education services, public transport and shopping facilities. Residential lots on the eastern side of Loganlea Road (lots 32-43 RP818399) are ideally positioned to accommodate a range of allied health care services and offices complementing the role of Logan Hospital.

> The interface with Loganlea Road should provide an active edge that supports the function of Loganlea Road as a healthy street. This can be achieved through a variety of measures including a bus station with two bus platforms located either side of Loganlea Road and sheltered waiting areas, high amenity pedestrian connections, and separated cycle lanes. Concentrating the built form closer to the street through commercial campus style buildings with upper level offices and ground level foyer and car parking will also contribute to an active edge.

Critically, the precinct will include a linear park along the southern boundary of Lot 2 RP 900915 (Woolworths Shopping Centre), providing a high amenity pedestrian/ cycle connection between Logan Hospital and the shopping centre ('economic link'). An urban courtyard incorporating public art is envisaged at the Loganlea Road frontage (eastern end of the linear park) creating a sense of arrival and destination for the Meadowbrook Centre. This landscaped space and public art is key to providing a high quality pedestrian link and encouraging key workers and residents to walk through the precinct to access shopping facilities and services.

If the Riverina Animal Stockfeed Mill (Lot 2 RP 857522) relocates to a larger site, it becomes a major catalyst development opportunity (gateway site) for a vertically integrated mixed use development. Substantial redevelopment of the site will need to integrate with the adjacent Woolworths shopping centre by way of active uses on the ground floor, an internal vehicle link crossing the proposed linear park and high quality pedestrian connections that link to the existing Loganlea Train Station. Once the internal vehicle link is established the secondary entrance to the Woolworths shopping centre from the Loganlea Road west slipway should be decommissioned. Any future mixed use development on the site (Lot 2 RP 857522) will need to accommodate a new east-west running street along its northern edge (parallel to the linear park) connecting to Nestor Drive, providing a left in left out connection onto Loganlea Road.

Armstrong Road (linking to Nestor Drive) will extend

predominantly along the northern edge of the Loganlea Train Station Car Park (lot 202 SP236597). The new road will partly impact on the south western corner of Lot 2 RP 857522 and the western edge of lot 3 RP856129 and connect to Nestor Drive enhancing traffic circulation to and from major trip generators such as the Logan Hospital and Queensland TAFE. Once implemented the Armstrong Road extension will provide the opportunity to decommission Loganlea Rd West slipway releasing a further development parcel.

A multi-storey car parking station is encouraged to consolidate car parking in accessible locations and replace the extent of at grade parking across the precinct. To enhance safety a parking station is only supported where sleeved by commercial or retail uses at the ground floor level supporting a high level of pedestrian activity and passive surveillance. Significant transit oriented development is envisaged for the precinct to capitalise on its immediate proximity to the Loganlea Train Station and Logan Hospital/TAFE. An 18m building height is expected to accommodate this growth rising up to 40m for gateway sites.

#### Core land uses

- District centre activities (where excluding agricultural supplies stores, garden centre, and service station).
- · Health care services / office.
- · Hospital/short term accommodation.
- Parking station (where part of a mixed use development).
- Multiple dwelling (where part of a mixed use development).
- Health care services or office/where located on lots 18-43 RP818399).







#### **Precinct 3 Key Plan**



#### Context

The precinct accommodates the major health and education institutions of the Logan Hospital and TAFE Queensland (Loganlea campus). The land use and built form outcomes will be determined through the Queensland Government's Meadowbrook Economic Development Strategy and Structure Plan and are expected to facilitate a range of land uses that support the expansion of the area as a major health precinct.

#### **Intent statement**

Similar to Precinct 2, an active edge is required along Loganlea Road to create a healthy street and a sense of place at Meadowbrook. This will be achieved through a bus station with seating and sheltered waiting areas, bus platform, high amenity pedestrian connections, and separated cycle lanes. Concentrating the built form closer to the street through commercial campus style buildings with upper level offices and ground level foyer and car parking will also contribute to an active edge.

A new east-west street (left in, left out) running perpendicular to Loganlea is proposed to align with the new street envisaged within Precinct 2. While the street facilitates vehicle access to this expanding health precinct, it provides a significant active pedestrian link providing a seamless connection from the hospital/TAFE to the Woolworths shopping centre. Critically, the active pedestrian link ('economic link') will need to align with the linear park and shared pedestrian/cycle path within precinct 2 and integrate landscape elements such as street trees and landscaping to enhance the pedestrian experience.

#### **Core land uses**

Refer to the Queensland Government's Meadowbrook Economic Development Strategy and Structure Plan.

#### **Precinct 3 Plan**

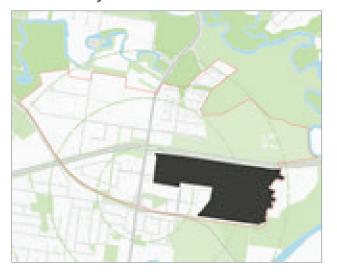








#### **Precinct 4 Key Plan**



#### Context

This precinct is an established low density residential area consisting mostly of one and two storey detached dwellings. Rural residential lots are located to the west accommodating larger residential dwellings. The precinct benefits from close proximity to outdoor sports playing fields, barbecue and recreational facilities associated with Noffke Farm Park, Riverdale Park and Logan River.

#### **Intent statement**

Increased residential densities and opportunities for commercial development are anticipated to take full advantage of the open space amenity, public transport infrastructure, and education and employment opportunities available at Logan Hospital, TAFE Queensland (Loganlea campus) and Griffith University. Residential properties located between Edenlea Drive and the Queensland TAFE and Logan Hospital sites are suitable for apartment buildings and commercial land uses up to 18m high (six storeys). These land uses will provide an improved interface to the Logan Hospital and TAFE sites through a mix of commercial and residential activities and building types. Greater densities at this location are required to maximise benefits associated with immediate access to major employment nodes, health and education institutions. The remaining area of precinct 4 is identified for town houses at a maximum building height of three storeys.

Consideration will be given to increasing the height limits within precinct 4 from three storeys (12m) to six storeys (18m) where at least one of the following criteria are met:

- a) major re-development occurs on the hospital site; or
  - b) improvements to public transport infrastructure such as:
    - i. the Loganlea Train Station is relocated to the east in accordance with the Meadowbrook Economic Development Strategy and Structure Plan;
    - ii. provision of the Linear Bus Station along Loganlea Road in accordance with the primary recommendations on page 42.

Encouraging higher residential densities in precinct 4 is part of a wider strategy to provide greater housing choice and diversity to attract key workers, students and health care professionals to Meadowbrook.

An active transport link ('economic link') through the precinct and across the Logan Motorway is required to establish an important physical connection between Logan Hospital and Griffith University. This shared pedestrian and cycle link may be accommodated either through Edenlea Pathway (lot 80 MISC2049 - south) and Kilsay Park or Staydar Crescent and Edenlea Pathway (lot 80 MISC2049 - south).

#### **Core land uses**

- · Multiple dwelling (apartment or townhouse).
- Commercial land uses (where complementary to the Logan Hospital and TAFE Queensland sites)
- · Dwelling house.







#### **Precinct 4 Plan**



#### **Precinct 5 Key Plan**



#### Context

Home to the Griffith University (Logan Campus), playing fields and outdoor sports facilities, the precinct includes land that could be developed for a range of residential and non-residential land uses that complement the role of the university. The precinct includes a wellestablished landscaped vista along University Drive that will form part of the active transport network linking to the industrial area at Ellerslie Road and Meakin Road (Precinct 8).

#### **Intent statement**

The active transport network will be extended across Slacks Creek via Murrays Road (connecting Griffith University to Shailer Park Major Activity Centre) enhancing cycle connectivity for the local community. The land use and built form outcomes will be determined through the Queensland Government's Meadowbrook Economic Development Strategy and Structure Plan.

#### **Core land uses**

Refer to the Queensland Government's Meadowbrook Economic Development Strategy and Structure Plan at Appendix 1, page 66.

#### **Precinct 5 Plan**







#### **Precinct 6 Key Plan**



#### Context

The precinct includes a medical campus (technology park) accommodating a range of health-related commercial campus style buildings and larger rural residential lots on the western side of Loganlea Road.

#### **Precinct 6 Plan**



#### **Intent statement**

A range of low impact industrial activities that have negligible impacts on the environment, research facilities and short term accommodation that support the health, research and education functions of the Meadowbrook Centre are supported in this precinct. An 18m height limit is envisaged rising to 40m for a gateway site at the corner of Ellerslie Road and Loganlea Road providing a key arrival point for the centre.

#### **Core land uses**

- Research and technology industry (computer server facility, medical laboratories).
- Service industry (medical equipment repair, film processing, computer repairs, dry cleaning).
- Low impact industry.
- · Showroom.
- · Warehouse.
- Office (where incidental and integrated with the predominant uses above).
- Short-term accommodation (hotel, motel, serviced apartments).
- Food and drink outlet (except drive-through facility, not exceeding 200sqm and where serving the needs of the local workforce.







#### **Precinct 7 Key Plan**



#### Context

As an established residential area, the precinct consists of a mixture of 2-3 storey townhouses and apartments (student accommodation) fronting University Drive and single detached dwellings. It includes a service station and drive-through food and drink outlet at the corner of University Drive and Loganlea Road, and a portion of land at the front entrance to the Logan City Golf Club that lies above the defined flood event.

#### **Precinct 7 Plan**



#### **Intent statement**

The precinct benefits from close proximity to outdoor sports playing fields, barbecue and recreational facilities associated with Loganlea Picnic Grounds, Logan City Golf Course, Ellerslie Lake and Griffith University (Logan Campus). An active transport network weaves through the precinct along the edge of Ellerslie Lake, Allenby Park and Ficus Park, which links to Meadowbrook Corridor and then onto Nealdon Park.

The precinct will continue to provide for a variety of housing options for local residents, key workers and students. Increased residential densities are encouraged to take advantage of the close proximity to the recreation facilities and amenity available at nearby parks, and the education and employment opportunities at Logan Hospital, Griffith

University (Logan Campus) and Queensland TAFE (Loganlea campus). Apartments are encouraged with a building height of 18m along the frontage of Loganlea Rd/University Dr. A range of complementary land uses are supported on this site to enhance the facilities and ongoing viability of the golf course. The remaining part of the precinct will remain as low density residential accommodating detached houses and town houses at a height of 8.5m.

#### **Core land uses**

- Multiple dwelling (apartment or townhouse).
- Dwelling house.

The following core land uses are supported on part of the Logan City Golf Course site that lies above the defined flood event:

- hotel;
- · short term accommodation;
- function facility;
- indoor sport and recreation;
- club;
- a small-scale shop (not exceeding 200sqm) that does not undermine the viability of a nearby centre; and
- small scale food and drink outlet (not exceeding 200sqm) excluding a drive through facility.







#### **Precinct 8 Key Plan**



#### **Context**

The precinct contains a number of small to large-sized light industrial lots ranging from 2,000sqm to 1ha and includes the Loganlea Sub-Station, a critical part of the high voltage network in South East Queensland. Key streets including Ellerslie Road, Meakin Road and Beal Street accommodate a range of warehouses and medium impact industrial activities. It benefits from good access to the Logan and M1 Pacific motorways and is within an 800m walkable catchment of sports fields at Meakin Park and Gould Adams Park.

#### **Precinct 8 Plan**



#### **Intent statement**

A variety of medium, low impact, and service industries are encouraged generally at a height limit of 12m. Importantly, the precinct provides for the relocation and or expansion of low impact or general industrial activities within Precinct 1 such as Riverina Animal Stockfeed Mill. However, it excludes high impact industrial activities such as abattoirs, concrete batching plants, and metal foundries.

Transport depot, warehouses and a range of compatible commercial activities are supported (bulk landscape supplies, car wash, educational establishment, and emergency services) where they do not prejudice the long-term use of the land for medium impact industrial activities. Small scale shops, food and drink outlets are encouraged where directly serving the needs of the local workforce, and small offices are appropriate where incidental with industrial activities.

The active transport network (shared pedestrian and cycle link) is proposed to be extended from University Drive through to Ellerslie Road and Badu Court linking through to sports fields at Gould Adams Park.

#### **Core land uses**

- Medium impact industry (manufacturing, processing and repairing such as spray painting, cabinet maker and
- Service industry (medical equipment repair, film processing, computer repairs, dry cleaning).
- · Low impact industry.
- · Warehouse.
- · Compatible commercial activities (bulk landscape supplies, caretaker's accommodation, car wash, crematorium, educational establishment, and emergency services).
- Office (where incidental and integrated with industrial activities).
- Food and drink outlet (except drive-through facility, not exceeding 200sqm and where directly serving the needs of the local workforce.







# 4.2 Built form – building design that complements the area

In the City of Logan, we are committed to building our economic base.

Our city is home to almost 20,000 businesses and is fast becoming a prime destination for both local and international investors.

Built form is about delivering or enabling site specific projects that incorporate best practice and sustainable architectural outcomes.

Meadowbrook needs high quality built form outcomes to attract public and private investment. The master plan seeks to accommodate future growth for all land uses, such as apartment style living, to take advantage of the adjoining landscape and transport opportunities.

## **Place making and movement**

Effective land use integration coupled with a high quality built form and public realm are fundamental to the health and well-being of a growing workforce and residential population.

Central to the concept of *place* is street activation. Whilst chapter three emphasises the importance of networks and links, the creation of small scale civic spaces in combination with key 'active' streets is the final layer in creating a memorable place with a distinct local identity. Urban forecourts provide a gateway into the centre, provide a place for people to meet and interact and are strategically located along key pedestrian spines and at key intersections.

#### **Primary Recommendations**

- 1. Activate Loganlea Road through allied health services, commercial, retail and education activities.
- 2. Integrate new public transit facilities (relocated Loganlea Train Station and linear bus station) with a range of small scale land uses with active frontages that contribute to pedestrian activity, passive surveillance and public safety.
- 3. Explore opportunities to establish partnerships with land owners or developers to deliver key urban spaces, active transport and place making infrastructure that creates a sense of arrival and promotes Meadowbrook as a precinct focussed on health, research and education. This includes public art, urban forecourts, pedestrian and cycle infrastructure, parks, shared pedestrian and vehicle streets, new pedestrian links, the economic link and primary and secondary boulevards.



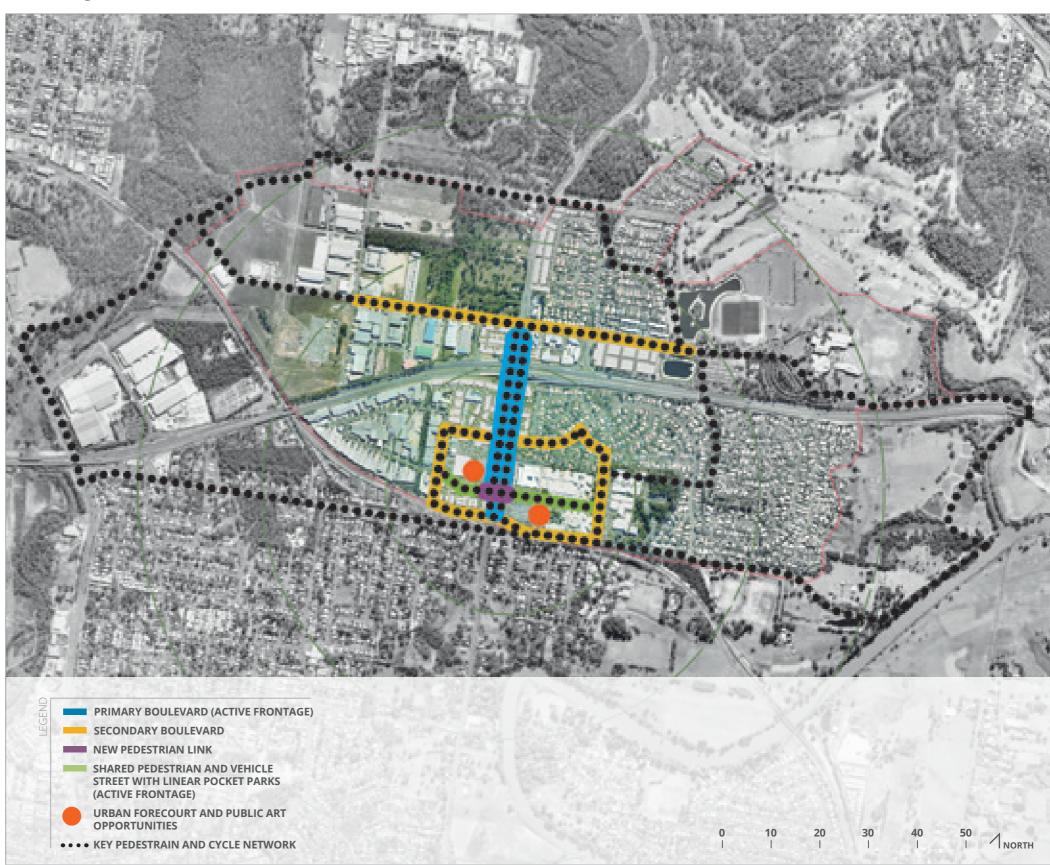
#### **Healthy Spaces and Places - Principles**

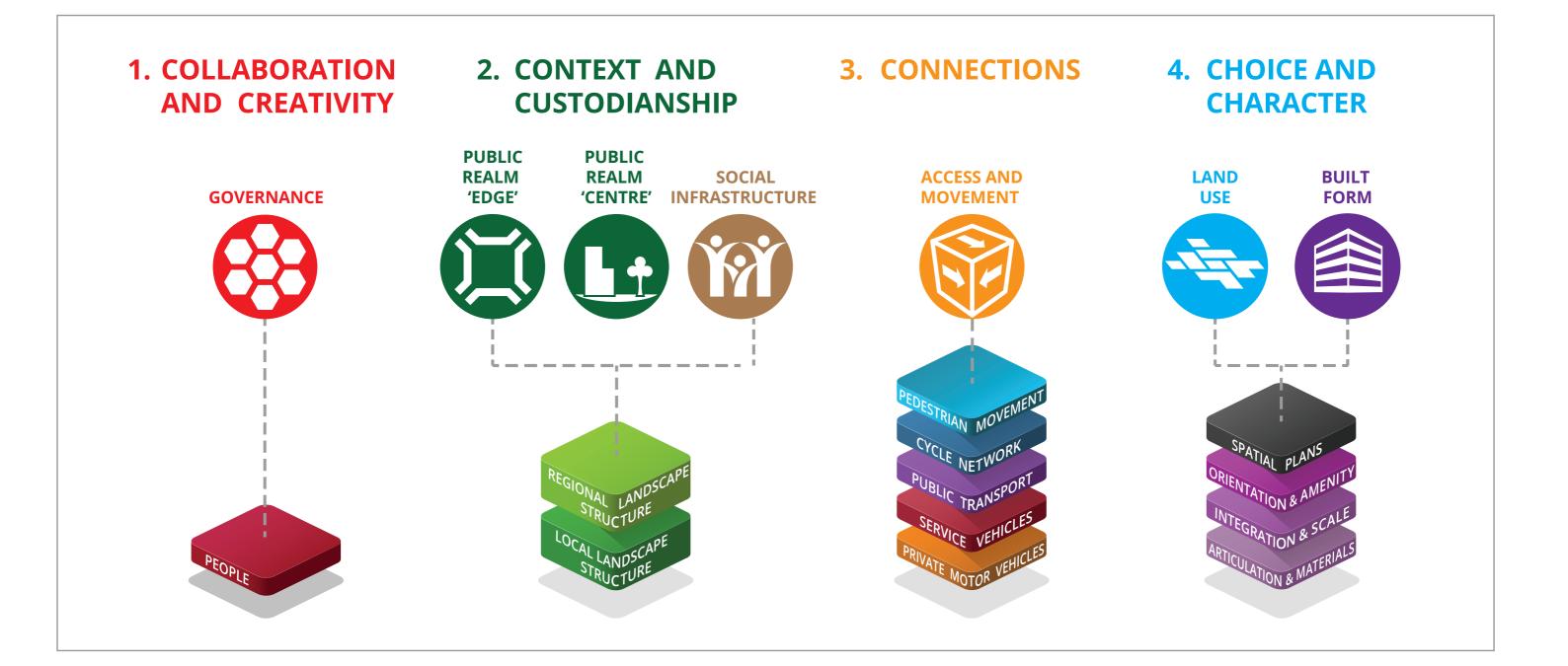
- 1. Design of building exterior and massing contributes to a walking-friendly urban environment (active frontage) that includes maximum variety and transparency, well lit with opportunities for passive surveillance; high quality amenity including canopies.
- 2. Climate conscious design solutions included in design (e.g. green roofs, avoid strong wind tunnels, noise pollution and air pollution, impacts of sun, heat islands).
- 3. Ensure the building height has an environmental performance-related outcome that complements/ supports the surrounding density mix with a focus on social return (e.g. green plot ratio).
- 4. Check for potential contribution to public space planning (consider partnership arrangement for management and maintenance).
- 5. Promoting a street focus with human scale; addressing the street consistently in plans and documentation (e.g. avoid blank walls, short distances between entrances, good semi-public space design).
- 6. Encourage stair use through provision of conveniently, well-designed and prominently located stairways both inside and outside buildings.
- 7. Multiple entrances that are highly visible and unobstructed from the street; separated from traffic where possible; include creative solution/public art and consider imageability25 from a child perspective.
- 8. Site location relatively close to centres (including public transport), open space and other key destinations and incorporates design solutions, which support direct linkage and activity.

#### **Secondary Recommendations**

- 1. Encourage a secondary level of activation on the southern side of the new east west running street (east and west of Loganlea Road).
- 2. Ensure multi storey car parks are sleeved by smaller scale retail and commercial activities on the ground plane improving passive surveillance and public safety.

#### **Place Making and Movement**





## CONCLUSION

The Meadowbrook Master Plan provides a framework for growth in which Council and community stakeholders can influence the revitalisation of Meadowbrook into a healthy and social community. Embedded within the Master Plan are nationally recognised urban policies that include the Heart Foundation's healthy-by-design principles and the Australian Government's Road User Hierarchy, the strategic outcomes of the SEQ Regional Plan 2009 -2031 and Logan City's vision of building our communities, businesses and pride. The master plan provides a framework to deliver a vision prepared by community stakeholders that includes:

Meadowbrook is a vibrant and diverse centre for preventative health and wellbeing, a centre where healthy streets and healthy places emerge to create an active and social community.

The master plan complements the Queensland State Government *Meadowbrook Economic Development Strategy and Structure Plan* and includes a number of key recommendations to ensure future development:

- leverages off key activity generators being the Logan Hospital, Griffith University (Logan Campus) and Queensland TAFE (Loganlea campus)
- provides a highly connected urban environment for cyclists and pedestrians
- attracts business and private investment
- creates a healthy and social community.

There are a number of future development scenarios that should be considered in conjunction with this master plan. This includes a range of catalyst projects that emerge from major land holdings at Logan Hospital, Queensland TAFE (Loganlea campus) and Giffith University (Logan campus). Refer to Appendix 1 and 2 for further detail on these future development scenarios. As new catalyst projects come to fruition they will be appended to this living document.

#### Next steps

Following Council's adoption of the final Master Plan, a local plan will then be prepared as an amendment to the new Logan Planning Scheme 2015. In parallel with this step an implementation plan will be developed demonstrating how the master will be delivered as a series of discrete community-based infrastructure and catalyst projects.



## **APPENDIX 1**

Meadowbrook Economic Development Strategy and Structure Plan

## 7.0

## **DEVELOPMENT SCENARIOS**

"It is incumbent upon both the Queensland State Government and Logan City Council to foster confidence in the private sector to make continued investment in Meadowbrook and Logan more generally."

#### **UNDERSTANDING THE POTENTIAL**

It is recognised that the Queensland State Government land holding, represent approximately 20ha of land and is a key catalyst site with Meadowbrook. This also encompasses the Logan Hospital and TAFE campus which are key activity generators and community assets.

If the future expansion of the Logan Hospital to a regional 700 bed facility occurs over the next 20 years, it will be a key economic driver for the continued expansion of the role and function of Meadowbrook. The delivery of which, needs to be planned in conjunction with the staged redevelopment of the TAFE campus to ensure a positive outcome for the Meadowbrook Centre as a whole.

The following development scenarios offer a potential staged delivery for the expansion of the hospital and re-development of the TAFE site. It also seeks to demonstrate the timing and delivery of key road and pedestrian connectivity improvements through the site.

Importantly, the development scenarios also demonstrate the relationship this key catalyst development will have in terms of encouraging development of other prime and underutilised sites within Meadowbrook more broadly. It is recognised that the re-development of such sites will be subject to private sector inputs and coordination with Logan City Council.

In preparing the development scenarios a number of existing constraints and opportunities were considered. They include the following:

- Pressing need to provide a managed car parking solution through multi storey parking structures
- Ensure connectivity across Loganlea Road and adjacent retail and commercial premises
- The need to introduce new uses into the precinct, including higher density residential offering
- Promotion of distinct clustering of land uses to ensure legibility and positive colocation of complementary land use
- Encouraging a range of employment, commercial and retail opportunities

#### **HEALTH AND WELLBEING PRECINCT OPPORTUNITIES**

The following provides an assessment of growth and land use opportunities within the Hospital/TAFE site. The scale and mix of development achieved during the early stages of growth is likely to have a significant effect on future development and growth rates, in terms of business activity and floorspace onsite. For example a private hospital or research anchor tenant during the initial establishment phase may act as a catalyst for a range of related specialists/ allied health or consultancy and business service operations to move into the precinct.

The opportunities for hospital and education related services establishing in the precinct will be impacted by the extent to which allied health services are attracted to locate in the proximity to the hospital to service both patients and clients requiring hospital services and pre and post hospital services.

In this context, it is important to identify uses that could potentially establish during the early growth phase. MacroPlan Dimasi has assessed the development opportunities from the following land uses and industry sectors.

- Health In addition to the growth of the Logan Hospital, there is expected to be a growth in demand for ancillary health services during the phase of consolidation following completion of the new development of the hospital and some 'transfer demand' related to existing health services moving from elsewhere in Meadowbrook and further afield as service providers identify the benefits from co-location within the hospital precinct.
- Education During the consultation for this study it was confirmed that Griffith University is interested in establishing a presence in the hospital environs together with the MSI TAFE Loganlea campus looking to leverage future training opportunities around services to hospitals
- Research While opportunities for research partnerships will largely be driven by the universities research agenda, the Logan Hospital administration has expressed interest in developing research partnerships over time.

- **General office** opportunities for office development will be linked directly to the medical/ health services and government sector based around services to the hospital and education sectors and building on the public transport access – relocation of the Loganlea Railway station will improve public transport accessibility; and the Logan Motorway and connections to the Pacific Highway providing private vehicle accessibility and is likely to absorb some proportion of future growth in the market.
- Retail uses Retail uses onsite will provide an important amenity aspect for the mix of commercial businesses, employees, students and visitors within the precinct. It will also capture latent demand from any residential development onsite as well as potentially communities proximate to the site.

#### **EMPLOYMENT OUTCOMES**

#### **Future Potential**

There are significant growth prospects associated with the Meadowbrook Study area. The following breakdown outlines the employment opportunities should the full development potential of all precincts be realised.

However, it must be emphasised that this outcome can only be captured through a coordinated and mutually inclusive approach to future development opportunities.

	Floor space	Jobs Growth
Office	10,000	500
Education	15,000	150
Health & Medical	130,000	3,250
Retail	2,000	50
Total	157,000	3,950

Table 8: Hospital Sub Precinct Forecast 2031

Note:Office employment @1 job per 20sq.m floorspace), Education @ 1  $\,$ per 100 sq.m, Health & medical @ 1 per 40 sq.m, Retail @ 1 per 40 sq.m

Source: MacroPlan Dimasi, Destravis

	Floor space	Jobs
Office	4,000	200
Education (1 per 100)	200	4
Health & Medical (1 per 40)	1,000	25
Retail (1 per 40)	6,000	150
Total	11,200	379

Table 9: Town Centre Sub Precinct Forecast 2031

Source: MacroPlan Dimasi, Destravis

#### **EMPLOYMENT OUTCOMES**

Employment in the main industry sectors of Meadowbrook have grown over the period 2006 -2011 by almost 80% with most of this driven by growth in the health, industrial and retail sectors. The outcome of the planned growth of the hospital and the retail centre are expected to continue to support growth in employment in those sectors as well as other related sectors – commercial and education - through to 2031.

The major driver of this growth will be the Logan Hospital and the forecasts for employment below are driven by the expected growth of the hospital through to 2031.

Industry Sector	2006	2011	Change '06 – '11	2031
Health Care & Social Assistance	1,177	2,397	52.4%	5,500
Education and Training	462	585	36.3%	740
Industry	986	1,602	38.5%	2,000
Retail	273	574	21.0%	700
Professional and Service	205	322	50.9%	1,100
Other	31	124	75.0%	150
Total	3,134	5,604	78.8%	10,190

Table 10: Meadowbrook Employment 200

Source: MacroPlan Dimasi, ABS Censu

The industrial sector is also expected to continue to grow with available vacant land to the north of the Logan Motorway the main location for new investment. Some of this growth may accommodate relocation of industrial from the core Meadowbrook area as industry makes way for commercial development around the retail centre to accommodate health and education related services.

The following table offers a breakdown of the potential yield associated with the health and wellbeing precinct.

Site	Lot Size (m²)	Height (low)	Height (high)	Plot Ratio (Low)	Plot Ratio (High)	Building GBA (Low)	Building GBA (High)	Car park (Basement)	Car Park (Structure)	Use (m²)
Lot 1 (hospital existing recent)	15,600	4	4	2	3	14,400	14,400	0	103	Clinical Function (14400)
Lot 2 (hospital existing)	29,900	2 C5	2	2	3	30,000	30,000	0	0	Clinical Function (29600) Retail/Amenity (200) Training (200)
Lot 3 (hospital new A)	19,800	4	5	3	4	39,600	49,500	396	571	Clinical Function (47500) Retail/Amenity (500) Training (1500)
Lot 4 (hospital new B)	17,400	4	5	2	3	20,000	25,000	348	571	Clinical Function (13500) Retail/Amenity (1000) Training (500) Partners (10,000)
Lot 5 (Education new)	14,950	3	4	1	2	12,000	16,000	299	411	Clinical Function (2000)
Lot 6 (mixed new A)	20,350	3	4	2	3	28,800	38,400	407	240	Retail/Amenity (9600) Commercial (9600) Training (9600) Partners (9600)
Lot 7 (mixed new B)	20,400	3	4	2	3	25,200	33,600	408	240	Retail/Amenity (500) Commercial (8400) Partners (24700)
Lot 8 (residential)	5,200	2	3	2	2	6,400	9,600	107	0	Residential - 80 units at 80 m <sup>2</sup> GFA per unit
Total	143,600					176,400	216,500	1965	2136	Clinical Function (107,000) Retail/Amenity (18,300) Training (23,800) Partners (44,300) Commercial (21,000)

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Table 11: Health and wellbeing precinct yield analysis

Hospital
Car Park
Allied Health
Training

Child Care
Education
Retail
Commercial

Residential Car Park (on-ground)

#### **ULTIMATE DEVELOPMENT SCENARIO**







Strong identity for Meadowbrook
Accessible further education opportunities
Multiple employment opportunities
Access to quality public transport











- Access to High Quality Services
   Compelling development opportunities
   Sustained economic growth
   An aspirational place to live and work

# **IMPLEMENTATION** AND **MANAGEMENT**

#### **GOVERNANCE AND LEADERSHIP** 7.1

The establishment of a strong governance and leadership framework is a critical factor in ensuring the successful implementation of the strategies and actions identified within the EDS. The EDS and Structure Plan requires a holistic approach that takes into consideration the interests of a range of stakeholders and delivers integrated, whole of precinct outcomes.

As such, it is proposed that the project appoints a leader/champion who will drive the project forward and ensure desired outcomes are achieved. Furthermore, the formation of a 'steering committee' will provide a suitable platform for collaboration between stakeholders with regular workshops and meetings.

#### **REVIEW AND MONITORING**

An implementation matrix has been proposed that will act as a key management tool for the review and monitoring of the EDS over the next 20 years. The matrix outlines the actions to achieve the strategies and a series of goals under each priority. An implementation timeframe is included which provides an indicative timeframe for the actions to be undertaken.

It is proposed that an assessment against the matrix is made at regular intervals in the form of progress reports compiled by the steering committee.

Priorities	Strategies	Actions	Goals	Implementation Timeframe
REMININGS PARTMERSHIPS	A.1Creation of a governance framework	A1.ii Set up a schedule of regular stakeholder meetings A1.ii Nominate a leader/champion of the governance framework A1.iii Acknowledgement of the role of the governance framework through the Terms of Reference A1. iv Establish the Meadowbrook Governance Team / Committee	<ul> <li>Agreement on a leader/ champion by mid-2014</li> <li>First steering committee hosted in mid-late 2014</li> </ul>	Short term (2014 – 2019)
	A.2 Encourage business partnerships that build on the synergies between key land uses	A2.i Develop an outline of synergies between the Logan Hospital, Griffith University Campus and TAFE Queensland - Loganlea campus A2.ii Create an open dialogue regarding individual institution strategic plans A2.iii Invite interaction with local industry and the private sector	Alignment between the strategic plans of public sector and private institutions within Meadowbrook	Short term (2014-2019)
	A.3 The coordinated delivery of education, training and employment programs	A3.i Creation of an aligned health, education and training program between Logan Hospital, Griffith University and TAFE Queensland - Loganlea campus  A3.ii Develop further 'higher education' links between Loganlea High School, TAFE and Griffith University  A3.iii Invite established businesses within the Meadowbrook precinct to provide guidance on training programs that lead to local jobs	The establishment of a higher education program at Loganlea State School that utilises Griffith University and TAFE facilities	Medium Term (2019- 2024)
	A.4 Support the sequenced redevelopment of Government land	A4. Identify government (state and local government) land holdings in the Loganlea neighbourhood and elsewhere that could benefit from redevelopment partnerships  A4.ii Identify opportunities for 'land swap deals' or similar arrangements between key stakeholders to achieve highest and best land arrangements	The release of an EOI to developers for the development of land holdings identified as suitable for redevelopment	Medium term (2019-2024)
S. ECONOMIC RESILIENCE	B.1 Attraction of public private investment	B1.i Targeted marketing and branding of Meadowbrook B1.ii Host a conference/forum with likely investors including representatives from Logan City Council, Queensland State Government, Federal Government and private industry bodies	The commitment of future funding and investment from Government and/or private industry	Ongoing (2014- 2034)
	B.2 Attraction and retention of skilled labour	B2.i Promote specific areas of specialisation in the fields of health and education  B2.ii Initiate training programs and courses aligned with the major employment industries in Meadowbrook  B2.iii Low cost and efficient public transport  B2. iv Promote planned public realm improvements	An increase and diversification of the Meadowbrook workforce     as indicated by census data	Ongoing (2014- 2034)
	B.3 Promotion of catalyst development	B3.i Working with Logan City Council regarding appropriate land use zoning arrangements B3.ii Promote the development of currently vacant or underutilised sites within the Meadowbrook precinct	Appropriate land use planning outcomes achieved through the implementation of the Master Plan through the LCC statutory planning instrument	Short term (2014-2019)
	B.4 Targeted housing and short term accommodation outcomes	B4.i Identify potential land parcels suitable for a future short-term accommodation development including the existing tavern site and land surrounding the Griffith University for student accommodation  B4.ii Incorporate care accommodation options for patient recuperation at the Logan Hospital	The development of new short term accommodation options and medium-high density dwelling forms within Meadowbrook	Medium term (2019- 2024)

Priorities	Strategies	Actions	Goals	Implementation Timeframe
CHEALTH & WELLBEING	C.1 Build on the identity of Meadowbrook as a sports and recreation hub	C1.i Ensure sports facilities are maintained to a high standard C1.ii Bid for the hosting rights of annual state/regional sporting events C1.iii Partner with local schools and TAFE / Griffith University to promote access to further education through sport	Recognition of Meadowbrook as a sports and recreation hub by the Queensland Department of Recreation, Sports and Racing	Ongoing (2014- 2019)
	C.2 Encourage the growth of allied health and preventative health services	C2.i Streamlining of the approval and development process for health related projects  C2.ii Development concessions for commercial uses accommodating allied health uses e.g. bonus height or development provisions, reduced development application fees or discounts for infrastructure charges	The appropriate zoning and assessment of proposed heath related uses under Meadowbrook's new statutory local planning document	Short term (2014-2019)
	C.3 Sport as a 'pathway' for education	C3.i Offer a range of scholarships to prospective students who are considered 'high performers' in their sporting field C3.ii Expand the GULC course offering to include courses in the sporting field including Exercise Science, Physiotherapy, Nutrition and Dietetics and Sport Management	The establishment of new sports related degrees and courses at GULC	Short term (2014-2019)
	C.4 Enhanced connection with parkland and open space	C4.i Develop legible, safe, well identified links between the networks of open space at the periphery of the Meadowbrook Precinct	The undertaking of a suburban centre improvement program with a prioritised infrastructure upgrades database	Ongoing (2014- 2034)
	D.1 The design of safe and legible pedestrian/cycling environments	D1.i Crime prevention through environmental design (CPTED) to be considered and implemented in all new development and public works  D1.ii Undertake a program of upgrades where required	The undertaking of a suburban centre improvement program with a prioritised infrastructure upgrades database	Ongoing (2014- 2034)
D. POSITIVE COMMUNITY	D.2 The integration of land use activities and public transport services	D2.i Planning and development of a new linear bus station on either side of Loganlea Road  D2.ii An assessment of the existing public transport services and stops to determine the optimum efficiency of the network and ensure that services are being integrated with the major activity generators	<ul> <li>The preparation of a public transport services assessment report for Meadowbrook to assess required improvements to the network</li> <li>The relocation of the Loganlea Train station and integration of a new bus/rail interchange</li> </ul>	Long term (2034+)
	D.3 The creation of active street frontages along major pedestrian thoroughfares	D3.i Development of a pedestrian link across Loganlea Road which connects the Logan Hospital with the new Woolworths development D3.ii Implement a streetscape improvement program that focuses on primary frontages such as Loganlea Road that require significant pedestrian amenity improvements	The construction of a new pedestrian link between the Logan Hospital and Woolworths development	Medium term (2019-2024)
	D.4 The promotion of housing & accomodation choice	D4.i Facilitate the development of higher density semi-detached and attached dwellings within close proximity of the Loganlea Train Station  D4.ii Promote the development of additional student accommodation and short term housing on Griffith University land	The development of new short term accommodation options and medium-high density dwelling forms within Meadowbrook	Medium term (2019-2024)



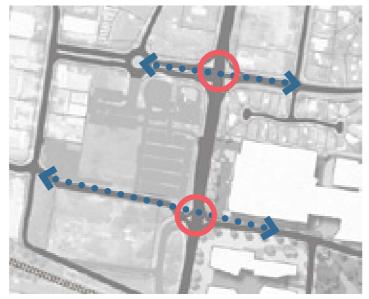
### **MID-BLOCK CONNECTIVITY:**

**Description:** There are a number of important north south connections that need to encourage movement within and between the identified precincts in order to achieve consistent integration of land use activity.

In the context of the provision of new public transport infrastructure, retail offerings and other community infrastructure, there is need to ensure that existing land uses are appropriately connected with the wider precinct.

### Purpose:

- North South connection between Staydar Cresent and Armstrong Road linking the residential and medical precincts and connecting with the relocated Logan Train Station
- Intermediate mid-block connections though the health and wellbeing precinct to promote overall permeability and integrated health and wellbeing precinct outcome
- North South through precinct connection of the commercial heart to support connective with the Loganlea Road cross connection, adjoining catalyst site and access to the new train station.



### 6.4.1.3 ACCESS AND MOVEMENT NODES

To support the creation of new pathways and connections there are also a number of strategic crossing and nodes which will define key way findings and movement points across the precinct.

### LOGANLEA ROAD PEDESTRIAN CROSSINGS:

Description: Loganlea Road is a major barrier to pedestrian movement between the existing hospital and new retail development. Whilst other pedestrian crossings exist for Loganlea Road, they are either not currently on desire lines between the two sites or provide a route which could be perceived as unsafe.

The provision of a new pedestrian crossing between the medical and commercial areas of the Meadowbrook centre promotes the creation of an integrated town centre.

### Purpose:

- Provide direct pedestrian link between the hospital precinct and main retail area
- Offer continue access to Loganlea Station of the employees of the industrial frame precinct and commercial areas
- Continue to allow bus services to access Loganlea Station on Armstrong Road



## LOGANLEA TRAIN STATION:

Description: The relocation of Loganlea Station would provide an opportunity to more readily integrate the station with key land use activities and existing bus services. This would serve to promote the visual and physical presence of public transport within Meadowbrook which is presently subordinate to private vehicle usage.

This would provide an improved public transport offer within Meadowbrook and offer an increasingly attractive alternative to private vehicle usage.

### Purpose:

- Integrate the train station with new development in the Health and Wellbeing precinct
- Increase the visual prominence of the station as an integrated and accessible piece of public transport infrastructure
- Allow cross connection between Armstrong Road and Valencia Street
- Implement suitable cross block connections to maintain connectivity with the station from land use precincts within Meadowbrook



## **MULTI STOREY CAR PARKING:**

**Description:** The presence of surface car parking has a detrimental impact upon visual amenity, and also reduces development potential through inefficient use of land.

There is a need to provide a managed response to the provision of multi-storey car parking that alleviates on street parking, meets the parking demand from key land uses and potentially includes end of trip cycle facilities to support new public transport infrastructure.

Any provision of new multi-storey carparks should be, or have the ability to be sleeved with activated ground floor and upper floors to ensure dead-spaces are not created within any of the precincts.

### Purpose:

- Potential catalyst development opportunity to free up development site within key precincts
- Promote a managed response to car parking
- Improve the public realm through the removal of surface car parking and create opportunity for the introduction of new commercial uses



## PUBLIC REALM AND SOCIAL INFRASTRUCTURE

The future provision of public realm will be important to determine the ultimate character and appearance of the future Meadowbrook Centre, in particular the large development sites within the precinct.

Ultimately the Meadowbrook Master Plan will provide detailed design guidance on key elements of public realm including building design, streetscape and landscape design. However, there are still key elements of public realm the need to be considered within the structure plan to ensure that there are appropriate linkages between precincts within each of structure plan area.

This section of the structure plan draws together those elements and describes them in more detial to confirm the intended outcome:



### **URBAN OPEN SPACE:**

**Description:** There are several key elements of public open space that have been identified within the study area.

The first is an area of public open space within the health and wellbeing precinct. It is intended to be closely related to built form and activated ground f uses offering an area of urban space that is well by visitors to the precinct for a variety of reasons

Importantly this area of open space should provide a transitional space on the journey between the new Loganlea Train Station to the Commercial Heart. This would improve general way finding through adjacent precincts being strategically located on the Loganlea Road Cross Connection.

#### Purpose:

- Activated open space acting as a communal hub for the precinct
- Providing linked open spaced between adjoining precincts and key nodes
- Establishing the pedestrian orientated environment and streetscape



## LINEAR OPEN SPACE:

**Description:** There are identified corridors within the precinct which are currently dedicated for stormwater infrastructure which have the potential to act as linear open space providing active transport links between precincts.

This includes a stormwater corridor between Loganlea Road and Nestor Drive and a second corridor to the rear of residential properties along Edenlea Drive.

The Loganlea Road connection would provide an important link between the Health and Wellbeing precinct and the supermarket and retail area within the commercial heart and industrial precinct beyond. It would also provide a setting and context for the future re-development of the grain silo site.

### Purpose:

- Promote alternative, off road, active transport links
- Offer informal and incidental open space between key activity areas
- Provide additional green links across the study area to the regional open spaces



### LOGANLEA ROAD ENHANCEMENTS:

Open Space

Active Transport Link

Key Pedestrian Crossing/Gateway

**Description:** Loganlea Road, between the Logan Motorway and rail corridor should be an active pedestrian and cycle route in order to promote active transport movements. This means ensuring there is a good quality pedestrian environment that promotes a human scale and interaction with commercial properties along Loganlea Road and movements between precincts. In particular this would provide an improved link with University Drive and the Griffith Campus improving connectivity between these two precincts.

Furthermore, there is opportunity to link existing cycle routes to the north and south of the Meadowbrook Centre which are presently disconnected.

The final design of Loganlea Road will be addressed in the LCC Meadowbrook Master Plan. However it is important to support this outcome within the Structure Plan in order to demonstrate the significance of this section of Loganlea Road.

#### Purpose:

- Promote pedestrian movement along Loganlea Road
- Create a human scale and enhanced sub-tropical setting for new development along Loganlea Road
- Connect existing cycle routes to the north and south of Meadowbrook



### **GATEWAY ENTRY TO MEADOWBROOK**

**Description:** A number of key sites have been identified within Meadowbrook, which have the potential to act as both key landmarks for visitors and also gateway sites that will assist with the establishment of a renewed character for the centre.

It is essential that new buildings within these locations contribute toward a positive external character for Meadowbrook, including ground floor activation and have a strong connection with the public realm and surrounding streets.

Ultimately the development of these sites needs to externally promote the range of new services and business available within Meadowbrook in order to catalyste and promote further investment.

### Purpose:

- Development of key sites to promote a strong, new Meadowbrook identity
- Building design and layout to promote ground floor activation and the introduction of new uses not currently available
- Act as key gateway features and focal points for visitors to the area



### **LINKED REGIONAL OPEN SPACE:**

**Description:** Currently areas of regional open space are physically disconnected by the Logan Motorway and the rail corridor. Whilst existing cycle routes provide some linkages the opportunity for a regional cycle network, connecting larges areas of open sp with the Meadowbrook community is missed.

Through the implementation of both on and off road cycle routes, there is opportunity to connect the existing Meadowbrook community with a significant recreational resource. Also to offer a diverse range of active transport routes for employees and visitors to Meadowbrook in the future.

### Purpose:

- Promotion of a regionally significant recreational resource and active transport trail
- Encourage healthier lifestyles and transport choices by providing safe and accessible cycle routes
- Offering access to a range of new facilities for both existing and new residents

Activated Pedestrian/Cycle Route Key Pedestrian Crossing/Gateway Active Transport Link









**SIGNATURE LANDMARKS** EVENING AND NIGHT TIME ECONOMY SUB-TROPICAL STREETS









## **APPENDIX 2**

Metro South Hospital and Health Service strategic master plans - summary (Logan Hospital)



# Metro South Hospital and Health Service Strategic Master Plans - Summary

Logan Hospital

April 2015+



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### **Logan Hospital – Master Plan**

### **Planning Approach:**

Health Service Plan requirements vs campus opportunities and constraints

### **Strategic Vision:**

Large General Hospital with selected key specialties

## **Overarching HHS – Wide Principles**

### **Operational Planning Principles**

- Centralised and outsourced BEMS model
- Centralised and outsourced Security model
- Centralised and outsourced BTS model
- Centralised (long-term outsourced) Food & Kitchen model
- Digitisation of hospitals and supporting logistics management as key enabler
  - eRecords

  - Facilities Management

### **Clinical Planning Principles**

- Inpatient Unit bed ratio 50% single, 50% double beds (current international trend, excluding
- New clinical models for:
  - Mental Health Community based
  - Emergency urgent care and geriatric poly-clinic
  - o Significant growth in outpatients and ambulatory models
  - Partnering with educational institutes
  - o Partnering with private health service providers pathology, radiology, e.g. Mater
  - Colocation opportunities with private clinics

### **Environmental Planning Principles**

- · Health and safe environment
- Walkable, ease of wayfinding
- Convenient parking access
- Access to amenities
- · Optimised vehicle access and internal traffic flows
- Integration with public transport
- Optimising access to green space and vistas on ground or roof top gardens, streetscapes

### **Staging Principles**

• Provide long term capacity and provide opportunity to a variety of partnerships

- Organise the site according to integration of functional zones
- Improve the accessibility of the facility for patents, staff and visitors
- Focus on long term way finding and circulation with patient-centred approach
- Limit redundant new built
- Limit works on existing to refurbishments only
- Avoid disruption and redundant works on infrastructure services
- Avoid disruption on existing health service delivery by limiting to single decanting

### **Current Site Boundaries**







### **Plot Overview**



NB Numbering system in plot overview (above) is not indicative of any planned order of redevelopment

### **Key Issues**

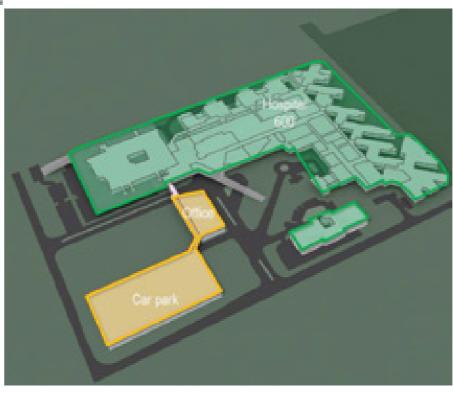
### Key Issues:-

- Significant future pressures on acute beds, emergency treatment and outpatients due to significant population growth
- Significant current and future car park shortages for staff and visitors
- Very constraint site limiting expansion options due to historical horizontal and incremental development
- Limited site access for vehicles and pedestrians due to single access from Armstrong Road
- Pedestrian access to train station and adjacent sites is not provided
- Limited amenities provided on site for staff, patients and visitors
- Limited integration of training and education facilities with teaching institutions
- Original hospital is no longer fit for purpose and building 2 suffers from chronic building services
- Building 1 has inherent planning limitations resulting in limiting functional flows and service expansions
- Building infrastructure is fragmented and limited to current capacity

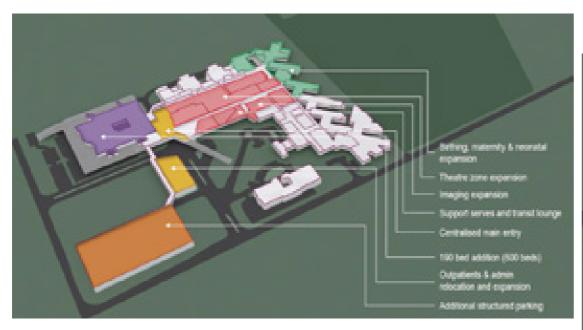
### **Clinical Services Plan**



### Concept Stage 1 (5 years)

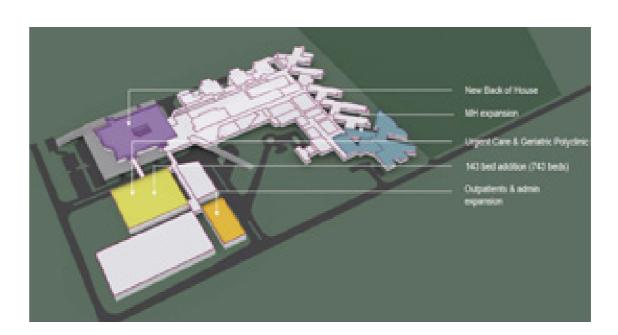


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Concept Stage 2 (10-15 years)

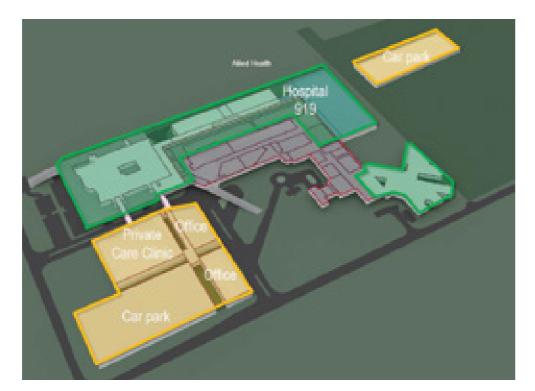


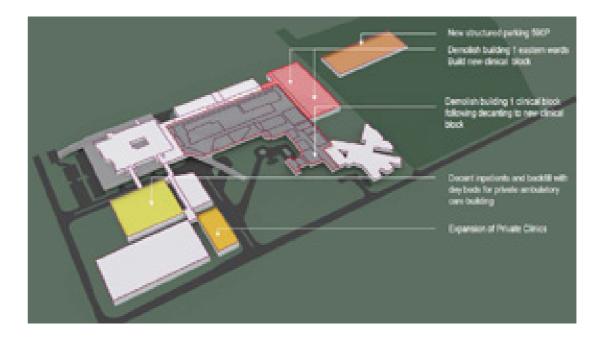


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## Concept Stage 3 (15+ years)





**Precinct – Future Access** 





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