MEADOWBROOK
ECONOMIC DEVELOPMENT STRATEGY & STRUCTURE PLAN

Prepared for the Department of State Development, Infrastructure and Planning
June 2014
1.0 FOREWORD

2.0 INTRODUCTION

3.0 UNDERSTANDING THE POTENTIAL

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A NEW FUTURE FOR MEADOWBROOK

Meadowbrook exhibits the characteristics of a community with boundless potential. Its location in close proximity to major road and rail corridors provide significant accessibility benefits in the context of South East Queensland (SEQ).

The range of existing major health and education services, including the Logan Hospital, Griffith University - Logan Campus (GULC) and TAFE Queensland - Loganlea Campus, form the cornerstone for the future growth of the local economy. Working in partnership, these activity generators will continue to provide a range of critical services to the local community and offers a platform for diverse employment opportunities.

STRATEGIC RESPONSES TO THE CHALLENGE

It is recognised that there are a number of constraints that need to be unlocked in order for Meadowbrook to fulfil its full economic potential. A number of strategic responses have been devised that will address Meadowbrook’s physical, economic and social challenges over a 20 year period and deliver pragmatic outcomes.

A 20 YEAR VISION

An exciting opportunity exists for Meadowbrook to establish itself as a thriving centre which builds upon strong synergies between health and education services and sustains a diversified economic base. A partnership approach between Logan City Council, Queensland State Government and existing stakeholders is a key outcome for the vision. The delivery of the Economic Development Strategy and Structure Plan should demonstrate confidence to the private sector and showcase Meadowbrook for continued investment. This Economic Development Strategy and Structure Plan will provide a robust framework for the realisation of the Meadowbrook vision over a 20 year timeframe. The vision will be achieved through the implementation of targeted strategies and actions under four overarching priorities.

An appropriate long term vision and carefully constructed strategies and actions are required in order to address existing challenges and ensure that Meadowbrook capitalises on the vast opportunities that exist to create an environment that is conducive for WORKING, LIVING, LEARNING and PLAYING.
2.0 INTRODUCTION

The Meadowbrook Economic Development Strategy (EDS) and Structure Plan has been prepared as a key supporting document to unlock the potential of Meadowbrook as a fully integrated, vibrant and diverse centre.

It is important to define the relationship of this document with existing initiatives taking place within Meadowbrook and it is acknowledged that the development of the EDS is being conducted in parallel with the Logan City Council master planning process as well as a number of other internal institutional initiatives. Whilst the Meadowbrook Master Plan will be translated into a Local Plan and form part of the new Planning Scheme for Logan, the EDS will be used as a high-level tool that will provide strategic direction and a governance framework to integrate the different planning activities of the key stakeholders within the Meadowbrook area.

A number of contextual studies and stakeholder workshops have been carried out that have been used to inform the range of strategies and actions which form part of the EDS. Furthermore, findings from the background review of constraints and opportunities have shaped the physical outcomes sought within the Structure Plan.

Methodology

The flowchart below outlines the general process that has been followed in the preparation of the EDS. Consultation with key stakeholders has been a fundamental component of the process.

Document Structure

The layout of the EDS and Structure Plan offers a logical structure which outlines the progressive opportunities within Meadowbrook under key themes. The structure of the document is outlined alongside:
WHAT DOES SUCCESS LOOK LIKE?

“SEVERAL EXISTING INITIATIVES AND SUCCESS STORIES ILLUSTRATE THE POTENTIAL THAT MEADOWBROOK POSSESSES AND PROVIDES AN EXAMPLE OF WHAT CAN BE ACHIEVED THROUGH THE SUCCESSFUL IMPLEMENTATION OF THE MEADOWBROOK EDS.”

There are already a number of local success stories which demonstrate the potential of Meadowbrook. Furthermore, there are comparable examples of medical and educational based precincts which offer inspiration for this project. The following case studies demonstrate the depth and breadth of the potential associated with the Meadowbrook centre.

THE ‘LOGAN: CITY OF CHOICE’ INITIATIVE

Since the Logan: City of Choice Summit held in February 2013, there have been many highlights relating to the City of Choice initiative, including:

1. The development of the Logan: City of Choice Two-Year Action Plan based on the action plans drafted at the summit and pre-summit engagement activities.
2. The establishment of the City of Choice Leadership Team.
3. The development of a State of the City report 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 Logan City:
   - Queensland Government provided $20,000 for the establishment of a Multicultural Soccer Program to be run across Logan City
   - Commitment of $340,000 of Federal Government funding for Better Futures Local Solutions, which will directly support the Logan: City of Choice Initiative
   - Queensland Theatre Company to spend $50,000 on youth programming in Logan as a result of the Logan: City of Choice Initiative

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 EDS may initiate future investment within Meadowbrook.

PARKVILLE HEALTH AND KNOWLEDGE PRECINCT PARKVILLE, VICTORIA

- Hospital site with some educational components included but generally separate from Royal Melbourne Hospital
- University of Melbourne is separate from the site (but nearby), with some facilities within the hospital site
- A tram line runs along the site boundary
- Residential dwellings neighbour the site
- Site adjoins a major recreational space
- Strong design outcome
- Precinct is linear along Flemington Road
- 1.5km from Melbourne CBD (radial)

A typical challenge when establishing any type of themed precinct is establishing a critical mass of relevant activities/businesses on-site. Within the case study precincts that have been successful in establishing this critical mass, a combination of large scale anchor tenants as well as a greater number of smaller related businesses has been cited.

A key learning from this is that planning within the precinct needs to be flexible to support and attract a wide range of business activities. The land and built form requirements of a research or manufacturing business will be significantly different from a consultancy business however it is necessary to make entry into the precinct relatively simple for both business types.

QEIIMC HEALTH AND KNOWLEDGE PRECINCT NEDLANDS, WESTERN AUSTRALIA

- Hospital site with some educational components included
- University of Western Australia is separate from the site (but nearby), with some UWA facilities within the hospital site
- Parking is campus-style and scattered throughout the site
- Residential dwellings neighbour the site
- Site adjoins a major recreational space
- Precinct is separated
- 4km from Perth CBD (radial)
BEDFORD PARK HEALTH AND KNOWLEDGE PRECINCT, BEDFORD PARK, SOUTH AUSTRALIA

- Flinders Medical Centre is a public teaching hospital and medical school, co-located with Flinders University and Flinders Private Hospital.
- New cancer research facilities have been built within the existing hospital precinct in 2011.
- Residential dwellings surround the site.
- Site is in a green setting.
- Strong design outcome.
- Site is generally centred on the medical centre and private hospital but spatially spread across a large area.
- 10km from Adelaide CBD (radial).

An additional success factor of better developed health, knowledge and technology precincts is the branding and overall awareness of the precinct. The precinct brand and vision statement were typically developed and communicated by the precinct committee or commercial entity that was charged with securing anchor and ancillary tenants/businesses for the precinct. The brand and vision statement is something that helps sets these precincts apart from other commercial and industrial precincts in the area.

LOGAN HOSPITAL EXPANSION

The Logan Hospital Expansion Project is a $145.24 million project that will transform Logan Hospital into a new expanded health facility offering quality and timely health services to the Logan Region.

Staff numbers have grown significantly between June 2005 and May 2012 with an increase of 78% in doctors, 56% increase in nurses and 62% increase in other health professional. Significant expansion to the Hospital is underway, with a first stage multi-level building being constructed on the former car park at the Loganlea Road end of the Hospital Site.

GRIFFITH LOGAN REDBACKS RUGBY LEAGUE TEAM

The Griffith Logan Redbacks won the Universities Rugby League Queensland Premiership for the first time in their short history, after finishing bottom of the table last season. This success story demonstrates the commitment and culture of sport within Meadowbrook.

The success of the Griffith Logan Redbacks rugby league team can act as a catalyst for other sporting teams and clubs in Meadowbrook. It also demonstrates the opportunity to use sport as a pathway to further education.

WOOLWORTHS SHOPPING CENTRE

A new Woolworths shopping centre and associated commercial retail space is currently under construction on the site adjacent to Loganlea Road and Nestor Drive. This development will provide 3,350 m² of Woolworths supermarket space, 1,735 m² of specialty retail space and 2,335 m² of commercial space.

The development will inject life into the local economy and provide a range of jobs to the surrounding community. The development will also provide the impetus for further catalyst development opportunities on other sites such as the adjoining Riverina Stockfeeds site.
4.0 MEADOWBROOK PROFILE

4.1 CONTEXT

Meadowbrook is located within the Logan City Council (LCC) area and covers an area of 564 hectares. Meadowbrook is bounded by the Gold Coast/Beenleigh rail line to the south and west, Slacks Creek to the east and Scrubby Creek to the north. Meadowbrook is recognised within the South East Queensland Regional Plan 2009-2031 (SEQRP) as a ‘future specialist centre’ based around health, research and education and has several existing health and education assets including the Logan Hospital, Griffith University (Logan Campus) and the TAFE Queensland (Loganlea Campus). These activity generators represent the key economic drivers of Meadowbrook and provide employment and a range of critical services to the surrounding community.

The retail offering within Meadowbrook is currently limited to the Meadowbrook Central Shopping Centre located on Loganlea Road/Yeates Crescent which includes an IGA Supermarket, medical centre and 15 other speciality stores. An additional retail/commercial centre is currently under construction on the western side of Loganlea Road opposite the Logan Hospital which will include a Woolworths supermarket, speciality stores and commercial office space.

Meadowbrook is framed by a network of parklands and open space and has a number of recreational and natural assets including the Logan River, Logan City Golf Club and Riverdale Park. These assets offer a significant opportunity to promote a strong focus on ‘active lifestyle’ features within Meadowbrook through an enhanced public realm and active transport links.

Despite Meadowbrook’s strategic location and existing concentration of major activity generators, it is evident that the area is yet to realise its full potential and capitalise on the existing range of economic and social assets. It is intended that an Economic Development Strategy and Structure Plan will provide a robust and pragmatic framework to achieve economic uplift and fulfill the vision set out for Meadowbrook.
4.2 SOCIO-ECONOMIC PROFILE

Meadowbrook is located within the Loganlea Statistical Area Level 2 (SA2) which covers a total area of 11.3km². An appreciation of the socio-economic profile of Meadowbrook and its surrounds is important in understanding the social and economic challenges that need to be considered and addressed through the implementation of appropriate strategies and actions. Queensland Treasury and Trade’s Resident Profile for Loganlea provides a snapshot of the area’s socio-economic characteristics and as such, data within this profile has been derived from this source, unless otherwise stated.

4.2.1 DEMOGRAPHY

**POPULATION PROJECTION**
- Loganlea had an estimated resident population (ERP) of 10,275 persons as at 30 June 2013.
- The average annual population growth rate from 2003-2013 was 3.2% which was 1% greater than the average annual growth rate of Queensland (2.2%).
- The population of Loganlea is projected to grow to approximately 13,440 in 2036 which means that that area will need to accommodate a further 3,165 residents over the next 22 years.

**POPULATION BY AGE AND SEX**
- The population by age and sex pyramid of Loganlea illustrates the fact that Loganlea has a young population base with a high prevalence of young families with children.
- 43.6% of total families were couples with children.
- The median age of Loganlea as at 30 June 2012 was 31 years of age, in comparison to Queensland’s median age of 36.6 year.

**COUNTRY OF BIRTH**
- A high proportion of people living in Loganlea were born overseas (28.7%) which compares to 20.5% of the Queensland population that were born overseas.
- Loganlea has an established New Zealand-born community with 8.9% of the population originating from New Zealand.
The vast majority of Loganlea’s dwelling stock is made up of separate houses (84%), with only 15.5% of the dwelling stock made up of semi-detached dwellings or apartments.

### 4.2.2 SOCIETY

**EDUCATION AND CARE SERVICES**

- Loganlea had 5 early childhood and education and care services as at 2 March 2014
- Loganlea had 3 aged care services as at 30 June 2012 and 50 aged care service operational places
- Loganlea has 1 school (Loganlea State High School) and 1 hospital (Logan Hospital)

Table 1 below highlights the comparatively low income levels at both a household and individual basis with both being significantly below the Brisbane metropolitan average.

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<th>Total catchment</th>
<th>Metropolitan average</th>
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<tr>
<td>Per capita income</td>
<td>$26,261</td>
<td>$35,420</td>
</tr>
<tr>
<td>Var. from benchmark</td>
<td>-25.9%</td>
<td></td>
</tr>
<tr>
<td>Avg. household income</td>
<td>$76,741</td>
<td>$95,634</td>
</tr>
<tr>
<td>Var. from benchmark</td>
<td>-19.8%</td>
<td></td>
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<tr>
<td>Avg. household size</td>
<td>2.9</td>
<td>2.7</td>
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Table 1: Per capita and Household income 2011
Source: Census of Population & Housing, 2011; MacroPlan Dimasi

This is reinforced in the home ownership data in Table 2 which shows a much lower home ownership in the Secondary sector than the Primary sector with the primary sector virtually on a par with the Brisbane metropolitan average.

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<thead>
<tr>
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<th>Metropolitan average</th>
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<tr>
<td>Owner/purchaser</td>
<td>51.8%</td>
<td>65.5%</td>
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<tr>
<td>Renter</td>
<td>47.8%</td>
<td>33.7%</td>
</tr>
<tr>
<td>Other</td>
<td>0.4%</td>
<td>0.8%</td>
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Table 2: Housing status (% of households) 2011
Source: ABS Census of Population & Housing, 2011; MacroPlan Dimasi
4.2.3 ECONOMY

RENT
- In general, weekly median rents in Loganlea are less than the Queensland average. Median rent for a 2 bedroom flat/unit in the 12 months ending 31 March 2014 was $280. This compares to the Queensland average over the same time period of $330.

INCOME AND EMPLOYMENT
- The median total personal income of Loganlea was $28,340 per year (2011 Census of population and housing). This compares to the Queensland median income of $30,524 per year.
- The unemployment rate of within Loganlea was 10.8% in the December quarter of 2013 which was approximately 5% higher than the Queensland figure.
- 14.4% of employed persons in Loganlea worked in the Health care and social assistance industry (2011 Census of population and housing). This reflects the reliance that the local economy has on the Logan Hospital and associated medical facilities.
- 13.2% of employed persons in Loganlea worked in the manufacturing industry (2011 Census of population and housing). This highlights the importance of the light industrial estate located on Nestor Drive.

INDUSTRY AND DEVELOPMENT
- 71 new houses were approved in the 12 months ending 28 February 2014 which represents $15.2 million of building value in residential buildings (ABS 8731.0, Building Approvals, 2014).
- Loganlea had a total of 637 registered businesses in 2011-2012 with a high proportion (30%) of these businesses being classified as small- medium business enterprises with less than 20 employees.

METHOD OF TRAVEL TO WORK
- In Meadowbrook, the method of travel to places of employment is dominated by private transport use with 71% of people having travelling to work by car on the day of the 2011 census and only 9.7% of employed persons having travelled to work on public transport. This is despite the fact that Loganlea has a high frequency train station on the Gold Coast Railway line.

LOGAN HOSPITAL
The Logan Hospital has matured since its construction more than 20 years ago and is preparing to enter a more important health service role. The Urban Economics Economic Strategy Report prepared on behalf of Logan City Council in 2012 indicates that Logan Hospital has a high clinical load and could be described as a medium sized hospital, performing at a large hospital threshold and provides local and regional access to acuity in health services. The Hospital includes the largest mental health unit in the Metro South Health Service District and handles a substantially high number of births.

GRIFFITH UNIVERSITY LOGAN CAMPUS
In addition to the core course offerings of the University (Education, Commerce, Business, the Arts and Information Technology), the Logan Campus has a very strong orientation towards community health and social health. The campus, home to more than 2,500 students and around 200 academic, support and general staff, delivers the only Bachelor of Midwifery across the institution, as well as community health oriented courses including Bachelor of Child and Family Studies, Bachelor of Human Services and a Bachelor of Nursing. The primary research conducted at the Logan campus, however, is by the Population and Social Health Research Program which emphasises the community focus of Meadowbrook.

TAFE QUEENLAND, LOGANLEA CAMPUS
The TAFE Queensland - Loganlea campus provides courses in nursing, aged care and community care all aimed at non-medical health strands. The nursing component delivered at the campus comprises around only 20% of students which currently includes around 180 international students and benefit from the Centaur Memorial Health training facility. Related disciplines such as disability and community services make up approximately another 10% of students.
### 4.3 CHALLENGES

The background review of constraints and opportunities has provided a clear indication of the major physical, social and economic challenges that exist within Meadowbrook. The most significant challenges that were identified through the background review are summarised below:

1. Activity generators including the Logan Hospital and Griffith University campus are physically and institutionally fragmented from other uses within the site.
2. There are several sites within Meadowbrook that are currently underutilised or underdeveloped. This includes numerous sites immediately adjacent to the Loganlea road corridor at the heart of the precinct. This also represents a potential opportunity for the development of catalyst sites which support the strategic intention of a health, training and recreation precinct.
3. There is significant pressure on existing car parking provisions around activity generators such as the Logan Hospital.
4. Active transport connections within Meadowbrook are inhibited by the severance caused by the Logan Motorway, Loganlea Road and the railway line.

- Disconnected activity generators
- Underutilised sites in strategic locations
- Limited capacity of trunk transport infrastructure
- Flood affected land

- Limited frequency and number of bus services
- Poor active transport connections
- Disconnected network of cycle paths
- Pressure on car parking provisions

- Lack of identifiable focal points and gateways Lack of amenity and poor functionality of streetscapes
- Poorly defined links between public realm areas and open spaces
- Lack of cultural facilities that caters for the demographic profile of Meadowbrook
4.4 OPPORTUNITIES

The major opportunities identified through the background review are outlined below:

1. The development of catalyst sites along Loganlea Road, including the creation of a definitive town centre ‘heart’. This includes the potential redevelopment of the Riverina Stockfeeds site adjacent to the Loganlea Railway Station.
2. The co-location of complementary land uses and creation of synergies between major activity generators.
3. Relocation of the Loganlea Rail Station to allow direct access to the front entrance of the Logan Hospital.
4. Improved integration between rail and bus modes of public transport through the establishment of a new linear bus station in the long term on either side of Loganlea Road in close proximity to Loganlea Train Station.
5. Revise the existing bus network and services within the Meadowbrook catchment including the potential addition of a Green link bus service from the Griffith University Campus to the Logan Hyperdome at Shailer Park.
6. Development of a pedestrian and cycling link across the Logan Motorway in order to improve walking and cycling connectivity between major attractors.
7. Road network and intersection improvements as well as traffic signal optimisation along Loganlea Road and improvements to the amenity and functionality of key streetscapes.
8. Shared educational opportunities through the clustering and sharing of facilities between the Logan Hospital, TAFE and the Griffith University.
9. Improvement to the amenity and functionality of key streetscapes.
5.0 ECONOMIC DEVELOPMENT STRATEGY

5.1 INTRODUCTION
In developing a vision for the economic development of Meadowbrook, it is important to reflect upon the current potential of the precinct and capitalize on the strong elements for future growth that already exist. The following outlines the core elements of the Meadowbrook vision.

5.2 20 YEAR VISION FOR MEADOWBROOK
There are already strong relationships between the Logan City Council, Logan Hospital, Metropolitan South Institute of TAFE and Griffith University - Logan Campus. There is a pressing need to ensure that these relationships continue and expand. The success for all businesses is dependent upon the creation of both institutional relationships and physical links between all precincts. For this reason, BUILDING PARTNERSHIPS is identified as a key priority in order to foster the growth and diversification of Meadowbrook’s economic base in the fields of health and education.

The Logan Hospital and Griffith University anchor Meadowbrook’s commercial heart and provides employment within a wide range of industries. Meadowbrook’s competitive advantage lies in the co-location and clustering of complementary health and education services which will act as a key economic driver for the area. The centre must expand to become a multi-faceted centre that offers a range of services and opportunities. It must continue to support existing industrial and employment activities. ECONOMIC RESILIENCE is, therefore, identified as a key priority in order to encourage further public and private investment and foster the growth and diversification of Meadowbrook’s economic base in the fields of health and education.
It is recognised that Meadowbrook has a number of assets that promote a focus on ‘health and wellbeing’. This includes the provision of health care and also access to a range of further education opportunities. Meadowbrook has a wide range of existing health and social services that are clustered within Meadowbrook’s core centre. A significant opportunity exists to build on these services and provide new services that cater for the needs of the surrounding community. A continued focus on health and wellbeing is recognised as a critical priority to promote positive health and education awareness and offer multiple training and education options.

Establishing a new future for Meadowbrook involves the development of a shared and bright future. This includes creating opportunities for employment, housing, education and access to services. A focus on improving public safety and activating primary street frontages is an important objective for Meadowbrook in creating positive community perceptions. The EDS is built upon the core themes of building partnerships, economic resilience, health and wellbeing and a positive community.
5.3 BUILDING PARTNERSHIPS

5.3.1 CONTEXT

Collaboration between Meadowbrook’s key activity generators including the Logan Hospital, Griffith University and the TAFE will create opportunities for the sharing of resources/ideas and potential co-location of complementary land uses. The establishment of a strong governance framework with a designated leader/champion is an integral factor in building meaningful institutional partnerships.

The creation of shared facilities including research spaces, consulting rooms and training facilities would further develop working relationships between the Logan Hospital, Griffith University and TAFE Queensland - Loganlea campus.

Open dialogue between Logan City Council and major land holders within Meadowbrook will encourage ‘highest and best use’ development outcomes and contribute to the area’s economic growth.

It is also recognised that the implementation of the Structure Plan is reliant upon a shared vision for Meadowbrook with public and private stakeholder partners supporting its strategic intent. This requires stakeholders to reflect the broader Meadowbrook vision in their own strategic documents and the LCC Master Plan to provide local planning outcomes to support the agreed vision in Meadowbrook.

“The facilitation and strengthening of both physical and institutional partnerships is recognised as a critical priority in ensuring that the desired outcomes of the EDS are achieved.”

5.3.2 STRATEGIES

A.1 CREATION OF A GOVERNANCE FRAMEWORK

It is acknowledged that a key outcome sought from the EDS and Structure Plan is for all stakeholders to work collaboratively and see the ‘bigger picture’ in order to ensure the desired vision for Meadowbrook is achieved. A key outcome from the Meadowbrook stakeholder workshops was the agreed need for a strong governance framework. This would involve the formation of a governance team with regular meetings.

It is acknowledged that the governance team would need a leader/champion to drive the project forward. It is proposed that there is diverse representation on the governance team from major land holders within Meadowbrook including the Department of State Development, Infrastructure and Planning (DSDIP), LCC, Queensland Health, the Department of Transport and Main Roads (DTMR), the Department of Education, Training and Employment (DETE) Griffith University, TAFE Queensland and private industry representation.

Actions to achieve the strategy

- Set up a schedule of regular steering committee meetings
- Nominate a leader/champion of the governance framework
- Acknowledgement of the role of the governance framework through the Terms of Reference
- Establish the Meadowbrook Governance Team / Committee
A.2 ENCOURAGE BUSINESS PARTNERSHIPS THAT BUILD ON THE SYNERGIES BETWEEN KEY LAND USES

The creation of a governance framework with regular steering committee meetings would create an environment that facilitates the sharing of ideas and resources between key stakeholders. There are several opportunities to expand upon the synergies that exist between the Griffith University, Logan Hospital and the TAFE Queensland - Loganlea campus in the fields of health, training and education. This will provide defined precincts within the centre with a clear role and function. Equally, the clustering of these activities will also drive forward demand for other goods and services within Meadowbrook.

A.3 COORDINATED DELIVERY OF EDUCATION, TRAINING AND EMPLOYMENT PROGRAMS

An exciting opportunity exists to coordinate the integrated delivery of education, training and employment programs between the major institutions within Meadowbrook. This includes the potential for the practical component of education and training programs to be delivered at Logan Hospital or TAFE Queensland - Loganlea campus facilities.

Actions to achieve the strategy
• Creation of an aligned health, education and training program between Logan Hospital, Griffith University and TAFE Queensland - Loganlea campus
• Develop further ‘higher education’ links between Loganlea High School, the TAFE Queensland - Loganlea campus and Griffith University
• Invite established businesses within the Meadowbrook precinct to provide guidance on training programs that lead to local jobs

A.4 SUPPORT THE SEQUENCED REDEVELOPMENT OF GOVERNMENT LAND

The building of physical partnerships between existing landholders is a key strategy in order to unlock the potential of the greater Meadowbrook area. A background review of the area highlighted the fact that there are several underutilised parcels of land within Meadowbrook including State Government land. An opportunity exists to achieve the highest and best use of land parcels that are currently underutilised. ‘Land swaps’ or similar deals is an example of one mechanism that could be used to ensure the most efficient land arrangement is achieved within Meadowbrook.

Actions to achieve the strategy
• Identify government (state and local government) land holdings in the Loganlea neighbourhood and elsewhere that could benefit from redevelopment partnerships
• Identify opportunities for ‘land swap’ deals between key stakeholders to achieve highest and best land use arrangements

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<th>Strategies</th>
<th>Actions</th>
<th>Key Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.1 Creation of a governance framework</td>
<td>A1.i Set up a schedule of regular steering committee meetings</td>
<td>DSDIP, DTMR, LCC, QLD Health, Griffith University, TAFE Queensland</td>
</tr>
<tr>
<td>A.2 Encourage business partnerships that build on the synergies between key land uses</td>
<td>A2.i Develop an outline of synergies between the Logan Hospital, Griffith University Campus and TAFE Queensland</td>
<td>QLD Health, Griffith University, TAFE, Queensland</td>
</tr>
<tr>
<td>A.3 The Coordinated delivery of education, training and employment programs</td>
<td>A3.i Creation of an aligned health, education and training program between Logan Hospital, Griffith University and TAFE Queensland</td>
<td>Queensland Department of Education, QLD Health, Griffith University, TAFE Queensland</td>
</tr>
<tr>
<td>A.4 Support the sequenced release of State Government land</td>
<td>A4.i Identify government (state and local government) land holdings in the Loganlea neighbourhood and elsewhere that could benefit from redevelopment partnerships</td>
<td>QLD Health, Griffith University, TAFE Queensland</td>
</tr>
</tbody>
</table>
5.4 ECONOMIC RESILIENCE

5.4.1 CONTEXT

Catalyst developments such as the mixed retail and commercial centre on Loganlea Road are identified as a means of driving economic growth by creating diverse employment opportunities and providing new services to the local community. A key component of economic resilience is the attraction and retention of skilled labour which can be facilitated through the establishment of specialist health and education services and continued support for existing industrial areas. The creation of synergies and co-location of complementary services and activities is viewed as a way of developing a competitive advantage in the context of the wider south east Queensland region.

“DEVELOPING A STRONG, RESILIENT AND DIVERSE LOCAL ECONOMY IS A KEY PRIORITY IN ENSURING THE FUTURE PROSPERITY OF MEADOWBROOK.”

5.4.2 STRATEGIES

B.1 ATTRACTION OF PUBLIC/PRIVATE INVESTMENT

It is recognised that the attraction of investment from both public and private stakeholders is critical in catalysing economic growth within Meadowbrook. The Woolworths development currently under construction in the precinct is an example of a project providing an injection of private funding into Meadowbrook. Several other underutilised sites represent similar opportunities for private investment that would enhance the area's economic resilience. The ‘Logan: City of Choice Initiative’ is an example of a successful project that was carried out at a Logan-wide scale and resulted in a range of funding achievements including new educational and social programs/services and an injection of new funding and resources to Logan City. A similar multi-stakeholder strategy can be applied at a localised level for Meadowbrook through the implementation of the actions outlined below.

Actions to achieve the strategy

• Targeted marketing and branding of Meadowbrook
• Host a conference/forum with stakeholders and potential investors including representatives from Logan City Council, Queensland State Government, Federal Government and private industry bodies
B.2 ATTRACTION AND RETENTION OF SKILLED LABOUR

The continued growth of a skilled local workforce is a critical consideration in developing a resilient economy. Meadowbrook currently hosts a range of specialist health and education services. An expansion of the scope of services offered at the existing institutions will provide an opportunity for the development of further fields of specialisation. The creation of a positive and attractive destination will act as a drawcard for both employees and employers to relocate to the area.

Actions to achieve the strategy
- Promote specific areas of specialisation in the fields of health and education
- Initiate training programs and courses aligned with the major employment industries in Meadowbrook
- Low cost and efficient public transport
- Promote planned public realm improvements

B.3 PROMOTION OF CATALYST DEVELOPMENT

It is acknowledged that for catalyst development to occur, there needs to be a framework that allows for flexible land use zoning arrangements and encourages the development of vacant or underutilised sites to their highest and best use. The LCC Master Plan project represents an important process in progressing the vision for the Meadowbrook area at the local planning scale.

Actions to achieve the strategy
- Working with Logan City Council regarding appropriate land use zoning arrangements
- Promote the development of currently vacant or underutilised sites within the Meadowbrook precinct through development incentives

B.4 TARGETED HOUSING AND SHORT-TERM ACCOMMODATION OUTCOMES

A key finding of the Background Review of Constraints and Opportunities conducted for Meadowbrook was the existing lack of short term accommodation options and medium density housing stock. It is imperative for the existing accommodation offering to be expanded in order to attract short-term visitors to Meadowbrook. The Logan Hospital, in particular, creates a need for overnight accommodation that can service family and friends visiting patients of the hospital. The existing housing offering immediately surrounding the Loganlea Train Station does not capitalise on its strategic location in close proximity to a major public transport hub. It is evident that higher density residential outcomes could be accommodated within walking distance of the Loganlea Train Station along with other transit orientated developments.

Actions to achieve the strategy
- Identify potential land parcels suitable for a future short-term accommodation development including the existing Meadowbrook tavern site and land surrounding the Griffith University for student accommodation
- Incorporate care accommodation options for patient recuperation at the Logan Hospital

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<tbody>
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<td>B1.i Targeted marketing and branding of Meadowbrook</td>
<td>Logan City Council, Meadowbrook Steering Committee</td>
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<td></td>
<td>B1.ii Host a conference/forum with likely investors including representatives from Logan City Council, Queensland State Government, Federal Government and private industry bodies</td>
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<td>B.2 Attraction and retention of skilled labour</td>
<td>B2.i Promote specific areas of specialisation in the fields of health and education</td>
<td>Griffith University, Queensland Health</td>
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<td>B2.iv Promote planned public realm improvements</td>
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<td>B4.ii Incorporate care accommodation options for patient recuperation at the Logan Hospital</td>
<td>LCC</td>
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</table>

Table 2 Economic Resilience
5.5 HEALTH AND WELLBEING

5.5.1 CONTEXT
It is recognised that Meadowbrook has a number of existing assets that promote a focus on ‘health and wellbeing’. Meadowbrook has a wide range of existing health and social services that are clustered along Loganlea Road. A significant opportunity exists to build on these services and provide new services that cater for the needs of the surrounding community.

Meadowbrook’s open space and parkland network is identified as an important feature in the context of the wider Logan region and, as such, the enhancement of links to these areas is a priority that will further enhance Meadowbrook’s recognition as a hub for health and wellbeing.

“THE CONTINUED INVESTMENT IN SPORTS AND RECREATION FACILITIES WILL ENHANCE MEADOWBROOK’S REPUTATION AS A HEALTH AND WELLBEING HUB AND SEVERAL BENEFITS MAY BE DERIVED THROUGH THE USE OF SPORT AS A PATHWAY FOR EDUCATION.”

5.5.2 STRATEGIES

C.1 BUILD ON THE IDENTITY OF MEADOWBROOK AS A SPORTS AND RECREATION HUB
Meadowbrook has a range of open space, recreation and sporting assets at the periphery of the centre. This includes the Logan City Golf Club, Noffke Park Sports Fields and Griffith University sports fields. These assets present an opportunity to further enhance Meadowbrook’s standing as a sports and recreation hub.

Actions to achieve the strategy
• Ensure sports facilities are maintained to a high standard
• Bid for the hosting rights of annual state/regional sporting events
• Partner with local schools and TAFE/Griffith University to promote access to further education through sport

C1 Build on the identity of Meadowbrook as a sports and recreation hub
C2 Encourage the growth of allied health and preventative health services
C3 Sport as a ‘pathway’ for further education
C4 Enhanced connection with parkland and open space
C.2 ENCOURAGE THE GROWTH OF ALLIED HEALTH AND PREVENTATIVE HEALTH SERVICES

Given Meadowbrook’s existing range of health service offerings, a key strategic outcome that is sought for the area is the facilitation of a concentrated mix of allied health and preventative health services. It is anticipated that an expansion of the Logan Hospital will also foster the organic growth of niche health services that benefit from their close proximity to other related health facilities.

Actions to achieve the strategy
- Streamlining of the approval and development process for health related projects
- 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

C.3 SPORT AS A PATHWAY FOR EDUCATION

The recent success of sporting teams such as the Griffith University Logan Redbacks Rugby League Team serves as an example of the strength of local sporting clubs. It also highlights the opportunities that exist to use sport as a ‘hook’ for education through an affiliation between sporting clubs and the Griffith University.

Actions to achieve the strategy
- Offer a range of scholarships to prospective students who are considered ‘high performers’ in their sporting field
- Expand the GULC course offering to include courses in the sporting field including Exercise Science, Physiotherapy, Nutrition and Dietetics and Sport Management

C.4 ENHANCED CONNECTION WITH PARKLAND AND OPEN SPACE

Despite Meadowbrook’s proximity to an existing network of open space and parkland, the Meadowbrook core is largely disconnected from these green spaces at the periphery of the Meadowbrook centre. A key strategy of the economic development strategy and structure plan is the enhancement of active transport links between these areas of high amenity.

Actions to achieve the strategy
- Develop legible, safe, well identified links between the networks of open space at the periphery of the Meadowbrook Precinct.

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<tr>
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<th>Key Stakeholders</th>
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<td>Logan City Council</td>
</tr>
</tbody>
</table>
5.6 POSITIVE COMMUNITY

5.6.1 CONTEXT
A focus on the facilitation of vibrant, safe and attractive community outcomes is a key consideration in attracting people and business to Meadowbrook and is therefore identified as a core priority for the area. The perceived levels of safety and vibrancy in Meadowbrook is a critical factor in determining whether people choose to work, live, learn and play in the area. A focus on improving safety and activating major street frontages and links is therefore viewed as an important objective for Meadowbrook in creating positive perceptions.

“A FOCUS ON IMPROVING STREET AND ACTIVATING MAJOR STREET FRONTAGES AND LINKS IS VIEWED AS AN IMPORTANT OBJECTIVE IN CREATING POSITIVE PERCEPTIONS.”

5.6.2 STRATEGIES

D.1 THE DESIGN OF SAFE AND LEGIBLE PEDESTRIAN/CYCLING ENVIRONMENTS
It was recognised within the background review of constraints and opportunities that the standard of pedestrian/cycling infrastructure within Meadowbrook is, for the most part, poor. Safety is acknowledged as a significant issue, particularly for pedestrians accessing the hospital carpark and Loganlea Train Station at night. The perception of safety is a critical consideration in promoting positive community outcomes and a proactive approach is therefore required to improve the legibility and safety of primary thoroughfares and public realm areas within Meadowbrook.

Actions to achieve the strategy
- Crime prevention through environmental design (CPTED) to be considered and implemented in all new development and public works
- Undertake a program of upgrades where required

D1 The design of safe and legible pedestrian/cycle environments
D2 The integration of land use activities and public transport service
D3 The creation of active street frontages along major pedestrian thoroughfares
D4 The promotion of housing & accommodation choices
D.2 THE INTEGRATION OF LAND USE ACTIVITIES AND PUBLIC TRANSPORT SERVICES

Despite Meadowbrook’s location in the vicinity of a high frequency train station, the integration of land uses with existing rail and bus services is constrained. This is primarily due to the severance caused by existing trunk infrastructure. The integration between bus and train public transport modes could be enhanced through the establishment of a new linear bus station on either side of Loganlea Road in close proximity to Loganlea Train Station.

Actions to achieve the strategy
- Planning and development of a new linear bus station on either side of Loganlea Road
- 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.

D.3 THE CREATION OF ACTIVE STREET FRONTAGES ALONG MAJOR PEDESTRIAN THOROUGHFARES

Street front activation along major thoroughfares such as Loganlea Road, Armstrong Road and University Drive would improve pedestrian amenity and create positive community outcomes. Increased ground floor activation would serve to enhance passive surveillance and the perception of safety.

Actions to achieve the strategy
- Development of a pedestrian link across Loganlea Road which connects the Logan Hospital with the new Woolworths development
- Implement a streetscape improvement program that focuses on primary frontages such as Loganlea Road that require significant pedestrian amenity improvements

D.4 THE PROMOTION OF HOUSING AND ACCOMMODATION CHOICES

The current choice of housing stock in Meadowbrook is characterised by the prevalence of low density detached dwellings. The diversification of the types of housing and short term accommodation offered in Meadowbrook is a key outcome sought from the ESD.

Actions to achieve the strategy
- Facilitate the development of higher density semi-detached and attached dwellings within close proximity of the Loganlea Train Station
- Promote the development of additional student accommodation and short term housing on Griffith University land

Table 4 Positive Communities

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<thead>
<tr>
<th>Strategies</th>
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<th>Key Stakeholders</th>
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<tbody>
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<td>D1.i Crime prevention through environmental design (CPTED) to be considered and implemented in all new development and public works</td>
<td>Logan City Council</td>
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<td>Department of Transport and Main Roads</td>
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<td>Translink</td>
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<td>Queensland Health</td>
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<td>Woolworths</td>
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<tr>
<td>D4 The promotion of housing choice</td>
<td>A4.i Facilitate the development of higher density semi-detached and attached dwellings within close proximity of the Loganlea Train Station</td>
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6.0 MEADOWBROOK STRUCTURE PLAN

6.1 INTRODUCTION
The intent of the Structure Plan is twofold. The first objective is to address the physical constraints of the study area and provide a coordinate framework for the development of key catalyst sites. The second objective is to provide a framework that supports the EDS and reflects the spatial characteristics and intentions for Meadowbrook. It is recognised that LCC is also preparing the Meadowbrook Master Plan. This document will outline the intended land use, built form and public realm outcomes for the centre. It is an important and necessary function of the Structure Plan that the intent of the Master Plan is supported by appropriate infrastructure, in terms of precinct connectivity, road hierarchy, public transport provision and public realm enhancements. In preparing this Structure Plan it is recognised that there are a range of stakeholder interests, this includes Queensland State Government land and assets, established educational institutions, private development and landowners in addition to the establish residential community. Whilst there may be some variation in the nature of delivery it is vital that the intent of the Structure Plan is maintained.

6.2 STRUCTURE PLAN THEMES
In order to organise the delivery of the Structure Plan broad themes have been established which are complementary to the Economic Development Strategy within Meadowbrook. They are described as follows:

ACTIVITY AND LAND USE:
This theme identifies the component functions within Meadowbrook and seeks to organise land uses into self-sustaining and complementary clusters of activity. This includes promoting inter-dependency and activities between adjoining precincts.

ACCESS AND MOVEMENT:
There are a number of important linkages and gateways into the precinct, with access possible via a range of transport options. The area is currently dominated by private vehicle use, both accessing and travelling through the precinct. The access and movement theme promotes an ease of movement between the component land uses within Meadowbrook to provide highly accessible public and active transport outcomes.

PUBLIC REALM AND SOCIAL INFRASTRUCTURE:
The creation of a positive identity for Meadowbrook is a key outcome for the Structure Plan. This includes clearly organising the elements and features required to ensure Meadowbrook functions as a prosperous and vibrant centre offering a range of retail, employment, medical, and health and education opportunities.
6.3 ACTIVITY AND LAND USE

Meadowbrook already comprises a mix of commercial, residential, education and medical land uses. Currently these activities take place within discrete land parcels and there is limited physical integration between the sites. There are specific areas within Meadowbrook which are anchored by a key land use or building. These include:

- The Logan Hospital
- Woolworths Supermarket and Speciality Stores (currently under-construction)
- TAFE Queensland - Loganlea campus
- Griffith University Logan Campus (GULC)
- Nestor and Naaldon Drive Industrial Estate

In each instance the key land use anchor serves to define an emerging character for Meadowbrook as a whole but also a specific role and function of definable precincts within the Structure Plan area. The intent of the Structure Plan is to promote the physical and operational integration of complementary land uses through the clustering of economic development opportunities between adjoining precincts.

6.3.1 IDENTIFIED PRECINCTS

Based upon existing and anticipated future land uses, there are five precincts within Meadowbrook that have a defined role and function. The definition of these precincts is considered important to encourage the co-locations of mutually supportive land uses and encourage general synergies of use.

COMMERCIAL HEART:

The Commercial Heart will be anchored by the Woolworths Store and specialist shops and extends from the existing Loganlea Train Station in the south to the Logan Motorway in the north. Existing land uses include a GP Clinic, allied health care service fast food outlet, grain silo and tavern. This also extends across Loganlea Road to the smaller convenience retail parade of shops. The introduction of a large format supermarket is a significant enhancement to the retail offering available within Meadowbrook. This includes the introduction of new speciality shops and commercial office space.

The integration of this retail site with adjoining properties provides opportunity to introduce a cluster of other retail and commercial uses in addition to residential and short term accommodation.

The prospect of an increased medical workforce and increased visitors to Meadowbrook for medical, education or employment reasons confirms the significance of the commercial core. This includes the need to ensure that it is well connected with the adjoining precincts to promote footfall and pedestrian movement, in particular across Loganlea Road.

The improvement of the retail offer and general amenity associated with the commercial heart may lead to demand for both permanent residential accommodation and short term accommodation. The re-development of the grain silo site is identified as a key catalyst which will provide a prime development site opportunity and further enhancement to the amenity of Meadowbrook.

General uses within the commercial core include:

- Additional convenience and comparison goods retailing
- Professional consulting offices and service industry
- Food and drink and entertainment based uses
- Short term accommodation
- Medium to high density residential dwellings
- Allied health care and medical services

HEALTH AND WELLBEING:

The promotion of a health and wellbeing precinct reflects the potential for a number of existing separate land use functions to come together within an integrated retail and commercial offering.

It is recognised that if the Logan Hospital continues to expand to a 700 bed regional hospital, it will be a key catalyst for growth within Meadowbrook. This will also drive forward a number of other opportunities including the expansion of allied health services and associated professional medical consulting suites.

There is an identified opportunity to supplement healthcare services with a range of education and vocational training activities close to future public transport. This includes the continued support for the TAFE Queensland - Loganlea campus as a review of the existing campus is conducted. An opportunity exists for Griffith University to provide a student hub to both complement student nurse teaching placements at the Hospital and provide a shop front presence for the University within central Meadowbrook areas.

The overall mix of land uses within the precinct will include:

- Major Hospital
- Allied Healthcare Services
- Educational Buildings
- Convenience retail and services
- Food and drink outlets
- Medium to high density residential accommodation – including medical staff accommodation, respite care or recovery suites
- Multi-storey car parking
- Public Transport interchange
INDUSTRIAL FRAME:
There are two existing industrial areas within the Meadowbrook area. The first comprises an area of general industry to the northwest of the Logan Motorway which includes a range of manufacturing, freight, logistics and warehouse operations. Given the nature of those uses and overall separation from the central Meadowbrook area, it is unlikely that this industrial estate would be directly influenced. It should remain as an important employment site within the Meadowbrook region and Logan Motorway corridor.

The second relates to the commercial industrial estate to the west of Loganlea Road. It includes a mix of good quality industrial buildings incorporating small to medium scale manufacturing, warehousing, service industry, wholesale outlets with ancillary commercial office space. The close proximity of the precinct to the commercial heart offers the ability to provide an improved amenity by creating an active connection to the retail area.

The proximity of the industrial precinct to the Logan Hospital may also allow for the co-location of support services such as hospital laundry, catering and medical equipment related services.

The overall mix of land uses within the precinct will include:
- Research, technology and service industry (computer server facility, medical laboratories, medical equipment repairs)
- Low impact industry including warehouses
- Warehouses
- Showrooms
- Short-term accommodation
- Offices (where integrated with the predominant uses above

RESIDENTIAL FRAME:
Presently there is a limited mix of residential accommodation. The existing residential mix primarily comprises single detached houses on 500m² lots with some residential community based elderly accommodation. To the north of the Logan Motorway, along University Drive there are additional gated residential communities offering apartment and townhouse based accommodation. The overall character is to remain low density residential.

The enhancement to the overall amenity of Meadowbrook would support higher density residential outcomes. This includes improved access to retail goods and services, public transport and employment opportunities. In particular the clustering of medical and educational services within the Health and Wellbeing precinct would support a range of residential options. This would include:
- short term accommodation
- key worker accommodation
- Respite care and supported living options
- Student accommodation

The transition towards increased density is likely to be a long term outcome supported by a change in the scale and intensity of other key land uses within the Meadowbrook centre and improved access to public transport. The success of any future change to residential accommodation needs to be supported by a comparable increase in the range of community, cultural and entertainment based activities in order to provide an elevated standard of amenity for those residents.

UNIVERSITY CAMPUS:
The continued growth and expansion of Griffith University will be a key asset for both the Meadowbrook centre and the Logan region as a rapidly expanding urban area.

As the campus is located toward the edge of the Meadowbrook Centre there is a need to promote the visible identity of the campus. This includes improving pedestrian and public transport connectivity and re-enforcing the educational links with the TAFE and Logan Hospital.

Several long term initiatives have been identified to improve accessibility, including the Meadowbrook Greenlink (priority bus route) and a more direct pedestrian link across the Logan Motorway to the Logan Hospital precinct.

Progress is underway to improve facilities on-site, including the construction of new sports fields and facilities. Continued support should be given to the University to expand on campus facilities, degree courses and research opportunities. This includes the expansion of links within the community and establishment of higher education pathways through association with the TAFE, Loganlea High School, sports programs and other community based initiatives.

Future opportunities include:
- Teaching and research facilities
- Sports facilities (fields, training rooms, stadium)
- Commercial uses (student travel, banking, retail)
- University bar, restaurants and event / music venue
- Additional student housing
- Residential development based around the golf course
6.4 ACCESS AND MOVEMENT

The public realm will have a major influence upon the character and built form in terms of physical outcomes. It will also determine the quality of experience for visitors, users and residents working, living and enjoying the Meadowbrook Centre.

It is recognised that the future role and function of Meadowbrook will be considered by future users in the context of competing centres. It is therefore important to ensure that connectivity both to Meadowbrook and across the component precincts provides a positive experience that supports and promotes the new identity of Meadowbrook as a consolidated centre.

6.4.1 ORGANISING ELEMENTS

The outcome of the opportunities and constraints analysis demonstrated the primary issue is the disconnection between land uses caused by major barriers including the Logan Motorway, Loganlea Road and rail corridor. It was also recognised that there needs to be a coordinated response to the management of each transport mode with the intended outcomes being:

• Active Transport – promoting travel by walking or cycling short distances between key activity generators within the precinct
• Public Transport – encouraging travel by public transport, primarily by passenger rail and ensuring that any future station upgrades create a direct connection to key major land uses within the precinct
• Private Vehicle Management – reducing the visual dominance of surface level parking, minimising the use of private vehicles by promoting safe and viable alternatives and reducing the barrier effect of key road corridors

Access and movement initiatives have two key components which have been used to organise the intended outcomes. This are described as:

• Access and Movement Pathways: The pathways reflect the routes users are able to select as they either travel to Meadowbrook from the outside or move between key land uses and precincts.
• Access and Movement Nodes: The nodes represent the key entry or crossing points with the precinct which focus movement as users travel through the precinct

6.4.1.2 ACCESS AND MOVEMENT PATHWAYS

These routes seek to link together key land uses within the precinct.

LOGANLEA ROAD CROSS CONNECTION

Description: The cross connection would be provided as a shared zone within the health and wellbeing precinct and provide pedestrian connectivity across Loganlea Road to the retail area and industrial precinct beyond. The connection would be activated with ground floor uses to provide a high quality and safe pedestrian environment within the health and wellbeing precinct. Within the commercial heart precinct, the pathway would be provided as a section of linear open space providing an active transport link to the new retail development and industrial area beyond.

Purpose:
• Provide a new connection across Loganlea Road improving the relationship between the new commercial and medical precincts
• Create a physical link across the entire central area of Meadowbrook
• Act to frame the new Health and Wellbeing precinct and provide access across the entire precinct

LOGANLEA TRAIN STATION LINK:

Description: The relocation of the Loganlea Train Station will allow improved access to the hospital and educational institutions as a key land use and activity generator. The station must be supported by direct and safe pedestrian connections across the precinct to ensure that it is recognised as a key piece of infrastructure.

Purpose:
• Provide direct and activated access into the health and wellbeing precinct, with onward connections to other precincts within the centre
• Create opportunity for development over station platform airspace, including grade separated links into adjoining buildings
• Link with other movement nodes such as possible end of trip cycle facilities, key pedestrian crossings and civic open space

GRIFFITH UNIVERSITY LINK:

Description: The creation of a dedicated active transport link from the Griffith University to the Logan Hospital would further promote the sense of connection with the central Meadowbrook area.

Purpose:
• Dedicated active transport link to the university campus and regional open space networks
• Continuation of the active transport link along the proposed ‘Green link’ to provide cycle connectivity to the Logan Hyperdome
• High quality bridge crossing for the Logan Motorway and reduction in the barrier effect
• Stimulus for increased residential density within the residential frame precinct
• Encourage through connectivity to the relocated train station, existing residential areas and new commercial floorspace
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 Crescent 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
6.5 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 detail 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 floor uses offering an area of urban space that is well used 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 space between adjoining precincts
• 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:

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 catalyse 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 large areas of open space 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
MEADOWBROOK ECONOMIC DEVELOPMENT STRATEGY & STRUCTURE PLAN

SIGNATURE LANDMARKS
EVENING AND NIGHT TIME ECONOMY
SUB-TROPICAL STREETS

ACTIVE MOVEMENT
VIBRANT & SAFE SPACES
SHARED STREETS
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 re-development 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 co-location 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.
Residential Car Park (on-ground)

Hospital

Car Park

Allied Health

Training

Child Care

Education

Retail

Commercial

STAGE 1

There is a need to provide a managed response to demand for car parking across the Meadowbrook Centre. The demand is currently addressed via at-grade, surface parking which is both an inefficient use of land and detrimental to the appearance of the area. To address this, early stages of development include the provision of multi-level car parking structures. Importantly, these should be designed to allow future sleeved extension or combined and linked with adjoining buildings to allow the introduction of ground floor commercial and more intensive future land use. Overall the development scenario demonstrates an ability to provide an additional 4,314 parking spaces between three, 3 - 4 storey parking structures. The early re-development of the TAFE site provides opportunity to provide a new road connection to the residential area to the north. This will need to be timed to allow existing uses to continue on-site or be re-located to other locations within the Meadowbrook Centre.

STAGE 2

The re-organisation of the existing Loganlea overpass off ramps will provide an important gateway site with an improved relationship and frontage to Loganlea Road. This also represents an early opportunity to introduce new land uses into the Health and Wellbeing Precinct. This early stage of development may also facilitate the managed transition of TAFE educational facilities from the existing campus into new premises. This progressive shifting and re-organisation of land uses will be crucial to provide future expansion opportunities for the Hospital and associated new development along Armstrong Road. Providing flexible buildings which can be staged offers a pragmatic response to capturing short term development without hindering a long term objective. A parking structure with sleeved commercial building along the Armstrong Street frontage, retains the ability to extend the building, when market demand is sufficient in the future.

STAGE 3

The importance of creating a sequential series of development parcels is highlighted by the release of the TAFE campus for the future expansion of the Logan Hospital. This key move would permit the demolition of older, single storey sections of the hospital along Armstrong Road and in turn create new development parcels. The expansion of new and more intensive land use activity within the precinct will also start to stimulate additional land use. The opportunity to introduce high density residential or short term accommodation adjoining the existing residential area is highlighted. This would act as both a transition in built form and a buffer between future hospital development and existing single storey buildings. The identified development site has the potential to accommodate 80 residential units in a mixed 2 and 3 storey building.
The continued expansion of new and more intensive land use within the precinct will be a potential trigger for the future re-location of the Loganlea Train Station. This, combined with improved bus services and facilities, will provide improved access to public transport across the entire Meadowbrook Centre.

Access to low cost and efficient public transport will continue to support the existing healthcare and educational activities. This is particularly important for full-time students, new healthcare workers and lower income earners who may be more reliant upon public transport.

There are also a number of potential options to consider in the delivery of the new train station. Firstly it should provide connectivity across the rail corridor to the Loganlea State High School and surrounding residential properties.

In addition, end of trip cycle facilities should also be combined with adjoining developments to maximise access to rail.

If the continued expansion of the Logan Hospital occurs, it will encourage new development in the form of allied health care providers and associated health care services. The creation of an open and connected campus is intended to support and promote active pedestrian movement through between precincts. The provision of new areas of open space, offers the ability to create a range of experiences and destinations with the centre encouraging residents, workers and visitors to move between precincts.

The final stages of development within the precinct, will see development being consolidated along Armstrong Road, to provide a continuous and active road frontage. The precinct would be fully supported by a range ancillary retail and concessionary services intended to provide for the immediate needs of employees of the hospital, education facilities, allied health services and general student population.

This would be further enhanced by a more comprehensive range of retail, commercial and entertainment based uses located within the primary commercial core across Loganlea Road.
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.

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.

<table>
<thead>
<tr>
<th>Industry Sector</th>
<th>2006</th>
<th>2011</th>
<th>Change 06 - 11</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health Care &amp; Social Assistance</td>
<td>1,177</td>
<td>2,397</td>
<td>52.4%</td>
<td>5,500</td>
</tr>
<tr>
<td>Education &amp; Training</td>
<td>462</td>
<td>585</td>
<td>36.3%</td>
<td>740</td>
</tr>
<tr>
<td>Industry</td>
<td>986</td>
<td>1,602</td>
<td>38.5%</td>
<td>2,000</td>
</tr>
<tr>
<td>Retail</td>
<td>273</td>
<td>574</td>
<td>101%</td>
<td>700</td>
</tr>
<tr>
<td>Professional &amp; Service</td>
<td>205</td>
<td>322</td>
<td>50.9%</td>
<td>1,100</td>
</tr>
<tr>
<td>Other</td>
<td>31</td>
<td>124</td>
<td>75.0%</td>
<td>150</td>
</tr>
<tr>
<td>Total</td>
<td>3,134</td>
<td>5,604</td>
<td>78.8%</td>
<td>10,190</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Site</th>
<th>Lot Size (m²)</th>
<th>Height (Low)</th>
<th>Height (High)</th>
<th>Plot Ratio (Low)</th>
<th>Plot Ratio (High)</th>
<th>Building GBA (Low)</th>
<th>Building GBA (High)</th>
<th>Car Park (Basement)</th>
<th>Car Park (Structure)</th>
<th>Use (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot 1 (hospital</td>
<td>15,600</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>14,400</td>
<td>14,400</td>
<td>0</td>
<td>103</td>
<td>Clinical Function</td>
</tr>
<tr>
<td></td>
<td>(existing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(14400)</td>
</tr>
<tr>
<td>Lot 2 (hospital</td>
<td>29,900</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>30,000</td>
<td>30,000</td>
<td>0</td>
<td>0</td>
<td>Clinical Function</td>
</tr>
<tr>
<td></td>
<td>(existing)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(29600)</td>
</tr>
<tr>
<td>Lot 3 (hospital</td>
<td>19,800</td>
<td>4</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>39,600</td>
<td>49,500</td>
<td>396</td>
<td>571</td>
<td>Clinical Function</td>
</tr>
<tr>
<td></td>
<td>(new A)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(13500)</td>
</tr>
<tr>
<td>Lot 4 (hospital</td>
<td>17,400</td>
<td>4</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>20,000</td>
<td>25,000</td>
<td>348</td>
<td>571</td>
<td>Clinical Function</td>
</tr>
<tr>
<td></td>
<td>(new B)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(13500)</td>
</tr>
<tr>
<td>Lot 5 (Education</td>
<td>14,950</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>2</td>
<td>12,000</td>
<td>16,000</td>
<td>299</td>
<td>411</td>
<td>Clinical Function</td>
</tr>
<tr>
<td></td>
<td>(new)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(2000)</td>
</tr>
<tr>
<td>Lot 6 (mixed new A)</td>
<td>20,350</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>28,800</td>
<td>38,400</td>
<td>407</td>
<td>240</td>
<td>Retail/Amenity</td>
</tr>
<tr>
<td></td>
<td>(9600)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(9600)</td>
</tr>
<tr>
<td>Lot 7 (mixed new B)</td>
<td>20,400</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>25,200</td>
<td>33,600</td>
<td>408</td>
<td>240</td>
<td>Retail/Amenity</td>
</tr>
<tr>
<td></td>
<td>(9600)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(9600)</td>
</tr>
<tr>
<td>Lot 8 (residential)</td>
<td>5,200</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>6,400</td>
<td>9,600</td>
<td>107</td>
<td>0</td>
<td>Residential</td>
</tr>
<tr>
<td></td>
<td>(80 units at 80m² GFA per unit)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>143,600</td>
<td>176,400</td>
<td>216,500</td>
<td>1965</td>
<td>2138</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Clinical Function</td>
</tr>
</tbody>
</table>

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

25 YEARS +
- 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
### 8.0 Implementation and Management

#### 7.1 Governance and Leadership

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 require 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.

#### 7.2 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.
<table>
<thead>
<tr>
<th>Priorities</th>
<th>Strategies</th>
<th>Actions</th>
<th>Goals</th>
<th>Implementation Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1 Build on the identity of Meadowbrook as a sports and recreation hub</td>
<td>C.1.i Ensure sports facilities are maintained to a high standard C.1.ii Bid for the hosting rights of annual state/regional sporting events C.1.iii Partner with local schools and TAFE / Griffith University to promote access to further education through sport</td>
<td>• Recognition of Meadowbrook as a sports and recreation hub by the Queensland Department of Recreation, Sports and Racing</td>
<td>Ongoing (2014-2019)</td>
<td></td>
</tr>
<tr>
<td>C.2 Encourage the growth of allied health and preventative health services</td>
<td>C.2.i Streamlining of the approval and development process for health related projects C.2.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</td>
<td>• The appropriate zoning and assessment of proposed health related uses under Meadowbrook’s new statutory local planning document</td>
<td>Short term (2014-2018)</td>
<td></td>
</tr>
<tr>
<td>C.3 Sport as a ‘pathway’ for education</td>
<td>C.3.i Offer a range of scholarships to prospective students who are considered ‘high performers’ in their sporting field C.3.ii Expand the GULC course offering to include courses in the sporting field including Exercise Science, Physiotherapy, Nutrition and Dietetics and Sport Management</td>
<td>• The establishment of new sports related degrees and courses at GULC</td>
<td>Short term (2014-2019)</td>
<td></td>
</tr>
<tr>
<td>C.4 Enhanced connection with parkland and open space</td>
<td>C.4.i Develop legible, safe, well identified links between the networks of open space at the periphery of the Meadowbrook Precinct</td>
<td>• The undertaking of a suburban centre improvement program with a prioritised infrastructure upgrades database</td>
<td>Ongoing (2014-2034)</td>
<td></td>
</tr>
<tr>
<td>D.1 The design of safe and legible pedestrian/cycling environments</td>
<td>D.1.i Crime prevention through environmental design (CPTED) to be considered and implemented in all new development and public works D.1.ii Undertake a program of upgrades where required</td>
<td>• The undertaking of a suburban centre improvement program with a prioritised infrastructure upgrades database</td>
<td>Ongoing (2014-2034)</td>
<td></td>
</tr>
<tr>
<td>D.2 The integration of land use activities and public transport services</td>
<td>D.2.i Planning and development of a new linear bus station on either side of Loganlea Road D.2.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</td>
<td>• The preparation of a public transport services assessment report for Meadowbrook to assess required improvements to the network • The relocation of the Loganlea Train station and integration of a new bus/rail interchange</td>
<td>Long term (2034+)</td>
<td></td>
</tr>
<tr>
<td>D.3 The creation of active street frontages along major pedestrian thoroughfares</td>
<td>D.3.i Development of a pedestrian link across Loganlea Road which connects the Logan Hospital with the new Woolworths development D.3.ii Implement a streetscape improvement program that focuses on primary frontages such as Loganlea Road that require significant pedestrian amenity improvements</td>
<td>• The construction of a new pedestrian link between the Logan Hospital and Woolworths development</td>
<td>Medium term (2019-2024)</td>
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<tr>
<td>D.4 The promotion of housing &amp; accommodation choice</td>
<td>D.4.i Facilitate the development of higher density semi-detached and attached dwellings within close proximity of the Loganlea Train Station D.4.ii Promote the development of additional student accommodation and short term housing on Griffith University land</td>
<td>• The development of new short term accommodation options and medium-high density dwelling forms within Meadowbrook</td>
<td>Medium term (2019-2024)</td>
<td></td>
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