1. **Why did Council prepare a master plan?**

Planning is underway to ensure Meadowbrook can fulfil its potential as a health and wellbeing precinct, supported by well-planned infrastructure and services. The master plan does this by providing a broad range of infrastructure projects such as pathways and cycleways, enhancement to open spaces and key streets to make it easier for people to walk and cycle through the centre. These projects are an important part of connecting people to existing and future employment, health, education and public transport services in Meadowbrook.

2. **What does the Meadowbrook master plan seek to do?**

The Meadowbrook master plan seeks to deliver the following outcomes:
- a shared vision to meet the needs of a growing community;
- provide a sense of arrival and a memorable experience for people visiting or passing through Meadowbrook;
- create a sense of place within the heart of the centre;
- support active lifestyles and community-based sporting clubs residing in the surrounding open space network;
- improve the experience for people walking and cycling in Meadowbrook to reduce the dominance of motor vehicles;
- develop partnerships with major health and education institutions that are key to unlocking the economic, education and employment potential of Logan Hospital, Griffith University and TAFE Queensland;
- facilitate growth for a broad range of land uses including residential, industrial, commercial, retail, health and education; and
- accommodate future growth for all land uses, such as apartment-style living, to take advantage of the adjoining employment, landscape and transport opportunities.

3. **What is the time frame to deliver the master plan?**

The master plan provides a framework of growth for the next 20 years. It should be noted that the master plan does not provide specific time frames for delivering the infrastructure projects described in the masterplan as this often depends on available funding from the three tiers of Government.

4. **What overarching principles guide the master plan?**

The Meadowbrook master plan embraces the:
- Australian Government’s road user hierarchy that prioritises pedestrian movement, cycling and public transport over private vehicles to link residents with this open space system; and
- Heart Foundation’s healthy-by-design principles that promote social cohesion and the creation of healthy and social environments.

Other principles that guide the master plan include:
- open space and flooding – harnessing the broad range of flooding, environmental and recreational functions contained within the surrounding open space network;
- fragmentation and isolation - addressing fragmentation created by major roads and rail corridors;
- link and place - transforming Meadowbrook from a link (a road to somewhere else) to a place (a destination of local and regional significance).
5. **What process was followed to develop the Meadowbrook master plan?**

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

![Diagram of the process](image)

6. **How was the master plan changed after the community consultation period?**

The community’s input was used to refine and improve upon the draft plan. Council considered all feedback on the draft plan, which was subject to consultation report. This consultation report recommended refinements to the draft plan and recommended approval of a final, amended master plan. Council endorsed the final master plan on 6 December 2016. A full copy of the final master plan is available on Council’s website.

Following Council’s endorsement of the final master plan, the Logan Planning Scheme 2015 will be amended to give statutory weight to the outcomes embedded within the master plan. This planning scheme amendment (Local Area Plan) will be released for public consultation in accordance with the Sustainable Planning Act 2009.

7. **Who are the key partners involved in planning the future of Meadowbrook?**

Key partners involved in developing the guiding vision and supporting the draft Meadowbrook master plan include the Queensland State Government, Logan Hospital, Griffith University (Logan campus), Queensland TAFE and the Heart Foundation.

This partnership has led to the alignment of three separate planning documents that include the:

- Meadowbrook Economic Development Strategy and Structure Plan prepared by the Department of Infrastructure, Local Government and Planning;
- Meadowbrook draft Master Plan prepared by Logan City Council; and
- Logan Hospital Master Plan prepared by Metro South Health Services.

8. **What does the Meadowbrook Economic Development Strategy and Structure Plan do?**

The Meadowbrook Economic Development Strategy and Structure Plan (The ‘structure plan’) takes ownership of State owned land within Meadowbrook. As a high level planning document it demonstrates how the hospital will expand over time in order to deliver better health and education services to the region. A summary of the structure plan is attached as Appendix 1 at the back of Council’s Meadowbrook master plan document. A full copy of the State Government’s structure plan is available at [http://www.dilgp.qld.gov.au/local-government/planning-ilgp/meadowbrook.html](http://www.dilgp.qld.gov.au/local-government/planning-ilgp/meadowbrook.html). For more information on this state government led initiative please contact the Department of Infrastructure, Local Government and Planning on ph: 3452 7009.
9. **What does the Metro South Health Hospital Master Plan do?**

Metro South Health Services’ master plan guides the expansion and redevelopment of Logan Hospital to service the primary health care needs of the region over the next 20 years. This document recognises that Logan Hospital will evolve from a district level facility to a regional level facility over the next 20 years and beyond. A summary of the Metro South Hospital and Health Services Master Plan is attached as Appendix 2 at the back of Council’s Meadowbrook master plan document.

For more information on Logan Hospital Master Plan please contact Metro South Health Services on ph: 3299 8810.

10. **How does Council’s master plan relate to these other planning documents?**

The Meadowbrook master plan aligns with and complements these other planning documents through a broad range infrastructure projects that assist the hospital, TAFE and university to integrate with the surrounding urban environment. It does this by ensuring key streets, pedestrian paths and cycleways, vehicle access, and public transport facilities enhance access to the hospital, TAFE and university.

11. **Why does building height vary from 18m (6 storeys) to 12m (3 storeys) within Precinct 4?**

Higher residential densities, buildings up to 18m (6 storeys) and potential for commercial development (where complementary to the Logan Hospital and TAFE Queensland sites) are proposed around the Logan Hospital and TAFE Queensland sites in Precinct 4 to ensure:

- more residents can take advantage of the public transport infrastructure and employment opportunities associated with a major hospital, TAFE and University;
- a greater number of residents can enjoy the amenity provided by the surrounding open space assets comprising Riverdale Park, Noffke Park, green open spaces surrounding the Griffith University, Logan City Golf Club, Ficus Park, Loganlea Picnic Grounds, Slacks Creek Environmental Corridor, Nealdon Park and Gould Adams Park; and
- development within Precinct 4 provides an improved interface with the Logan Hospital and TAFE sites through a mix of commercial and residential activities and building types.

Lower residential densities and lower buildings up to 12m (3 storeys) are envisaged is the part of Precinct 4 further away from the Logan Hospital to allow for a transition in density and character. Overall, the mix of densities and building heights will provide greater housing choice and diversity to attract key workers, students and health care professionals to Meadowbrook.

12. **What will happen to the residential neighbourhood in Precincts 4?**

Building heights of 18m (6 storeys) and 12m (3 storeys) do not necessarily mean that taller buildings and greater densities will occur in the short to medium term. Noting that the master plan deals with a 20 year time frame, the different height limits allow for greater densities to be achieved when there is a demand for this this type of housing (apartments, terraces and townhouses).

13. **Why are residential properties in Buttercup Close included in a commercial precinct (Precinct 2)?**

The proposal to include these residential properties within Precinct 2 was made in response to the redeveloped hospital adjoining to the south, a district level shopping centre to the north and a highly trafficable route of Loganlea Road to the west. Given the surrounding noise and impacts associated with a busy road environment and non-residential buildings adjoining to the north and south this area is better suited to commercial or mixed use activities.
14. **What is the expected timing for relocating the Loganlea Train Station?**

The proposal to relocate the Loganlea Train Station is an aspirational and long term outcome (20+ years) and will be subject to a further planning process by Queensland Rail. The relocation of the train station is intended to support the expansion of Logan Hospital from a district level facility to a regional hospital serving the needs of the City of Logan. For more information on this long term proposal please refer to the Meadowbrook Economic Development Strategy and Structure Plan at [http://www.dilgp.qld.gov.au/local-government/planning-ilgp/meadowbrook.html](http://www.dilgp.qld.gov.au/local-government/planning-ilgp/meadowbrook.html) or contact the Department of Infrastructure, Local Government and Planning on ph: 3452 7009.

Council will continue to work closely with the Queensland Government to ensure that any future planning scheme amendment will align with Queensland Rail’s long term plans for upgrading rail infrastructure.

15. **What is the time frame to deliver the service vehicle loop?**

The proposal to extend Armstrong Road linking to Nestor Drive to create a coherent service vehicle loop improving vehicle accessibility to the Woolworths shopping centre and adjacent commercial area is a long term outcome. Extension of Armstrong Road is tied to the potential relocation of the Riverina Animal Lot Feed and redevelopment of this key site over the longer term (10+ years).

16. **How does the Loganlea local plan relate to the Meadowbrook master plan?**

Land on the southern side of the rail line at Loganlea was the subject of a separate planning exercise and falls outside of the master plan area. This planning exercise informed the Loganlea Local Plan that forms part of the current Logan Planning Scheme 2015.