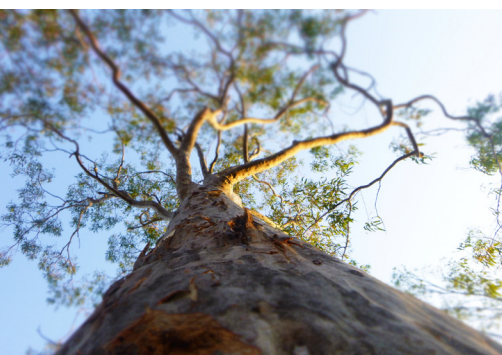


LOGAN RESERVE PLAN

SEPTEMBER 2018



LOGAN
CITY COUNCIL



CONTENTS

	Page
INTRODUCTION	3
BACKGROUND.....	3
State Government	3
Council.....	3
PLANNING LEGISLATION AND RULES.....	5
CONSULTATION PROCESS	5
LOGAN RESERVE PLAN	6
ENVIRONMENT AND CONSERVATION	8
HOUSING	10
Proposed Village Precinct.....	11
Proposed Suburban Precinct	11
Proposed Small Lot Precinct	12
NEIGHBOURHOOD CENTRES	12
TRANSPORT.....	13
Road Network	13
Walking and Cycling.....	13
Public Transport	13
INFRASTRUCTURE	15
Parks	15
Water Supply	15
Wastewater.....	15
Stormwater	15
KEY QUESTIONS	17
GLOSSARY	19



A glossary in the back of this booklet explains key terms

INTRODUCTION

In 2009 the state government included Logan Reserve within the *Urban Footprint* of the South East Queensland Regional Plan 2009-2031 (the regional plan), earmarking the area for future urban development. This state government designation requires detailed land use and infrastructure planning to be undertaken by Council.

Council has been receiving more and more development applications for properties in Logan Reserve. There has been growing interest from landowners as to how they can make the most from their properties as well as from developers. As a result, Council has drafted an indicative plan to guide the future development of the area so that it occurs with consideration for surrounding land uses and environmental constraints.

The Logan Reserve Plan identifies preferred residential precincts and associated densities, an indicative road network and environmental management and conservation areas.

BACKGROUND

The focus area for the Logan Reserve Plan is an 824.9 hectare area around Logan Reserve Road. Figure 1 is a map of the plan area. Any development plan drafted by Council is subject to the necessary requirements of the state government and Council's own policy documents (i.e. the Logan Planning Scheme 2015). This relationship is explained below.

State Government

The Logan Reserve Plan area is located within the *Urban Footprint* and is part of a *Regional Development Area* under the regional plan. The glossary in the back of this document explains what is meant by the Urban Footprint and the Regional Development Area. The regional plan forecasts an additional 70,000 dwellings for Logan City by 2031. The plan forecasts approximately an additional 8,000 homes for Logan Reserve which will assist in achieving the abovementioned target of the regional plan.

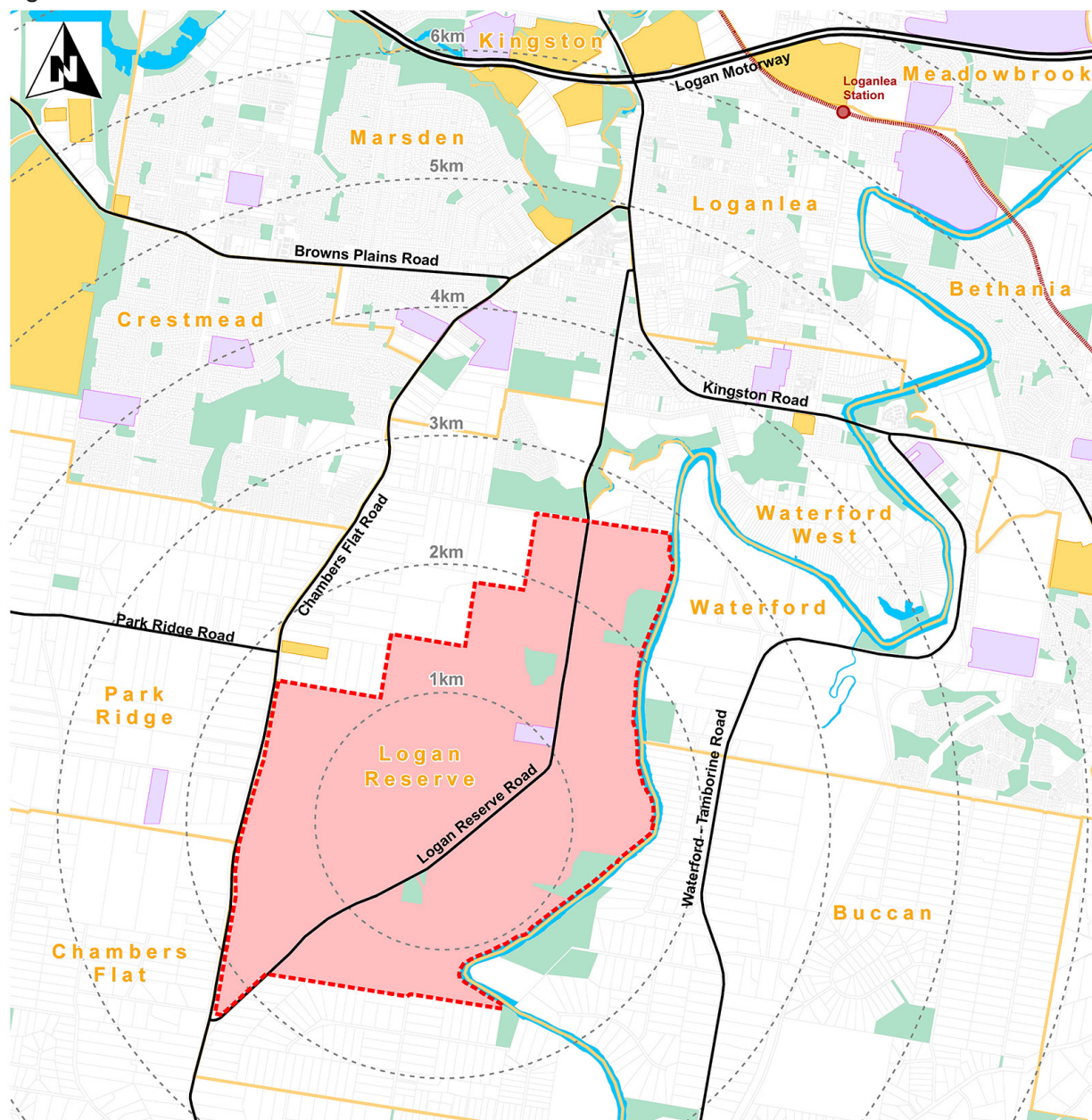


Council

Logan Reserve has been identified as a *Future Development Area* within the Strategic Framework of the Logan Planning Scheme 2015 (the planning scheme) to reflect the state government's regional plan. The Strategic Framework provides an overarching vision for the development of Logan as a whole. Future development areas are those areas that have been identified as being able to accommodate greenfield development that is to be comprehensively planned for to provide well integrated and serviced new communities. The glossary explains more about what is meant by greenfield areas.

The planning scheme also includes the Logan Reserve Plan area within the *Emerging Community Zone*. Zonings provide more specific detail regarding preferred land uses for particular areas. The *Emerging Community Zone* identifies land that is suitable for future urban purposes.

Figure 1 - Plan Area



LEGEND

- | | | | | |
|---|---|---------|---------------------------|---------------|
| Logan Reserve Plan Boundary | Major Industrial, Retail and Commercial Areas | River | Major Highway or Motorway | Railway Line |
| Existing and Priority Infrastructure Plan (PIP) Parks | Existing School | Suburbs | Major Road or Arterial | Train Station |

PLANNING LEGISLATION AND RULES

The table below shows how the Logan Reserve Plan fits with the hierarchy of state government and Council policies.

Table 1 - Policies and Legislation

RULE OR POLICY			MY PROPERTY
STATE GOVERNMENT	Planning Act 2016	The state government planning law that governs planning and development throughout Queensland.	Will not have any specific details on your property, but outlines the development and planning rules for Queensland.
	ShapingSEQ South East Queensland Regional Plan 2017	The big picture strategy to manage growth across South East Queensland (SEQ). It outlines where development needs to occur.	Will not have much detail on your property, but sets the direction for local government plans, as well as residential densities for specific areas. These density goals have been translated into the potential residential density precincts within the plan.
COUNCIL	Logan Planning Scheme 2015 v5.1	Regulates development for the whole of Logan City.	The main rules for your property are contained within the planning scheme, including the zoning of your land.
	Logan Reserve Plan	This plan.	Look at the plan to see the preferred future development outcomes for the area. The plan provides guidance on preferred dominant land uses, residential densities and a potential movement network.

CONSULTATION PROCESS

The Logan Reserve Plan has been informed by a number of technical studies focusing on infrastructure analysis, economic analysis and environmental constraints.

The plan provides the foundation for future land use and infrastructure within Logan Reserve.

LOGAN RESERVE PLAN

Logan Reserve is home to approximately 2,154 people and 676 dwellings, according to the 2011 census by the Australian Bureau of Statistics. The plan guides development for the area and plans for almost 8,000 additional new homes, over 22,500 additional new residents and open space. The plan does not set any timeframes for when and at what rate development should or will occur within Logan Reserve, as this is subject to economic factors. The overarching aim for the Logan Reserve Plan is to provide for a healthy, vibrant future community within a quality environment.

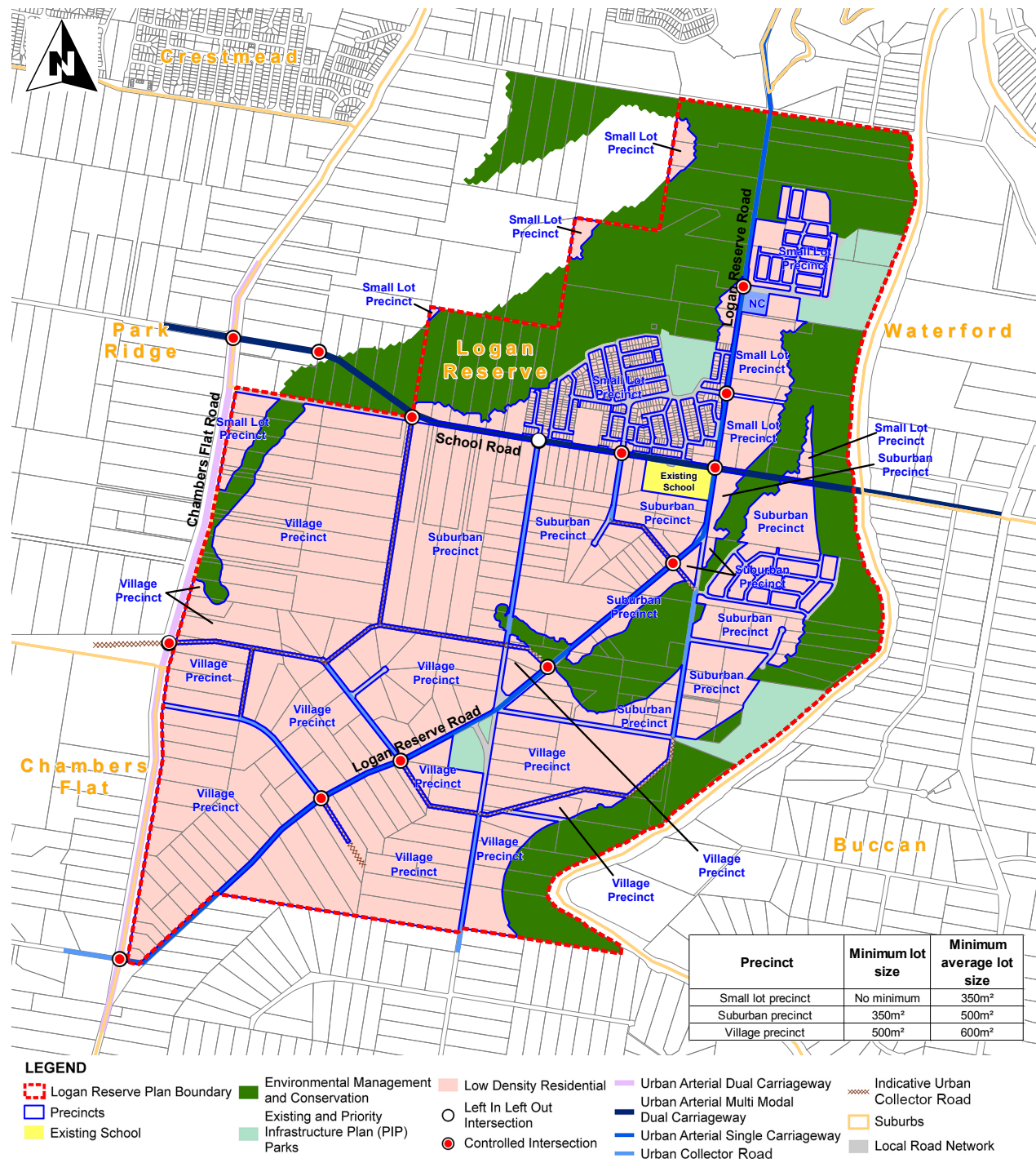
The major objectives of the plan are in accordance with state government requirements and are identified below:

- high quality residential communities;
- diversity of housing forms that achieve the residential densities proposed in the regional plan (15-25 dwellings per hectare);
- highly connected neighbourhoods within a safe and walkable environment, integrating land use and transport outcomes and maximising accessibility to (future) public transport;
- a street network that is easy to navigate and facilitates adequate parking outcomes and active frontages (see glossary);
- integration with the Logan River and immediate environs as a major element of the future community that is highly accessible, enhances liveability and provides opportunities for recreation-based tourism;
- a sustainable pattern of development, which protects key environmental values; and
- infrastructure networks to be provided in an efficient, considered, timely and financially responsible manner.

Figure 2 shows the Logan Reserve Plan.



Figure 2 - Logan Reserve Plan



ENVIRONMENT AND CONSERVATION

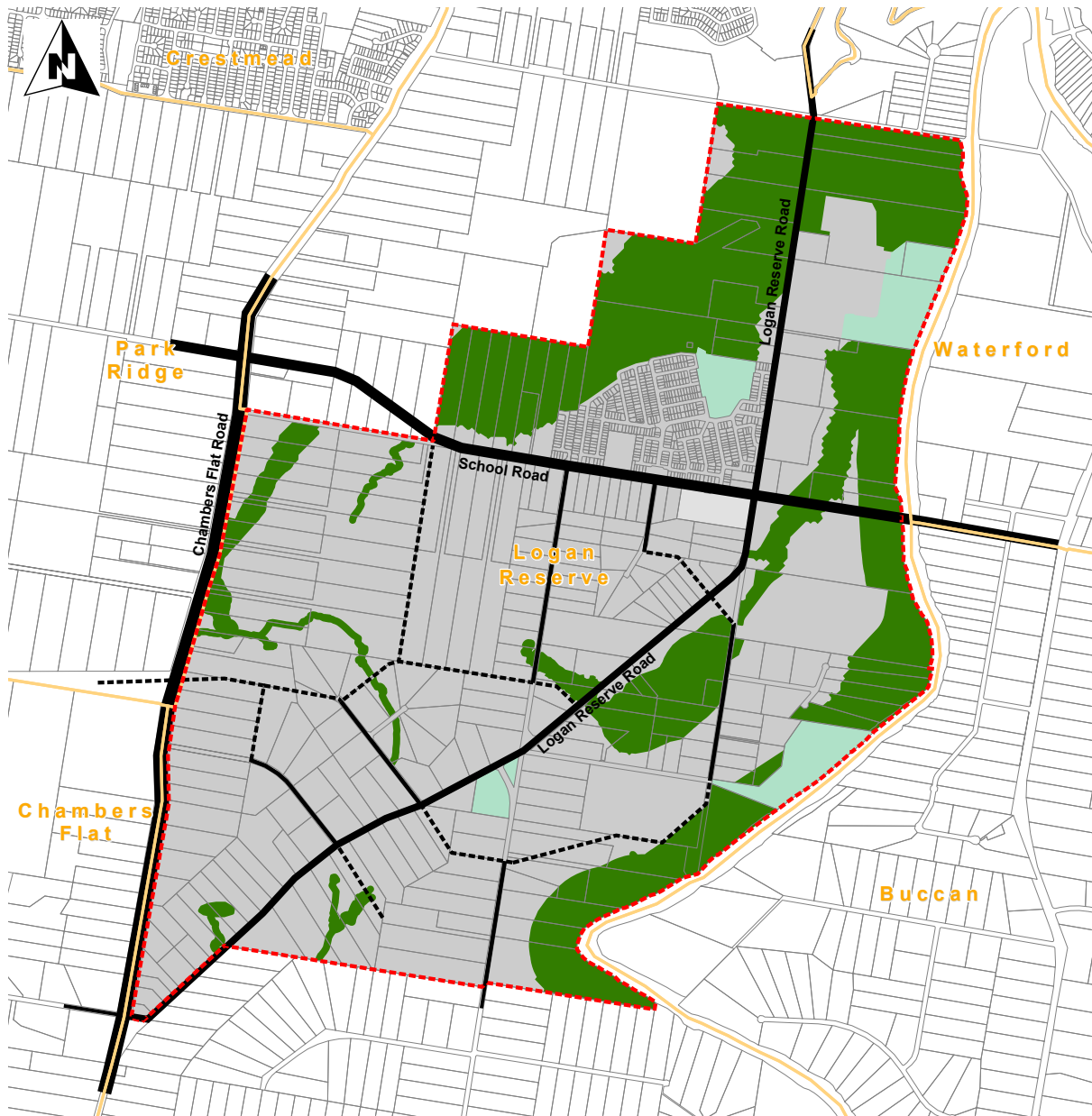
The Logan Reserve Plan identifies environmental management and conservation areas. Refer to Figure 3. These areas are constrained and have been based on the flood, waterway, wetland, biodiversity corridor and primary vegetation management areas identified in the overlays of the planning scheme. The plan does not change the existing overlays.

The overlays and mapped constraints reflected by the environmental management and conservation areas have been identified to protect human life and property from natural disasters, as well as to preserve important aspects of the natural environment. Limited development within these areas may still be possible, but will be subject to detailed investigation and mitigation measures if deemed appropriate during the development assessment process for a new development application.

It is recommended that you contact Council regarding the specific development potential of your block of land if you have any concerns regarding the Logan Reserve Plan mapping.



Figure 3 - Environmental Management and Conservation Areas



LEGEND

- | | | |
|---|---|------------------|
| Logan Reserve Plan Boundary | Existing and Priority Infrastructure Plan (PIP) Parks | Existing Roads |
| Environmental Management and Conservation | Suburbs | Indicative Roads |

Note: Flood-affected areas are included in the Environmental Management and Conservation area.

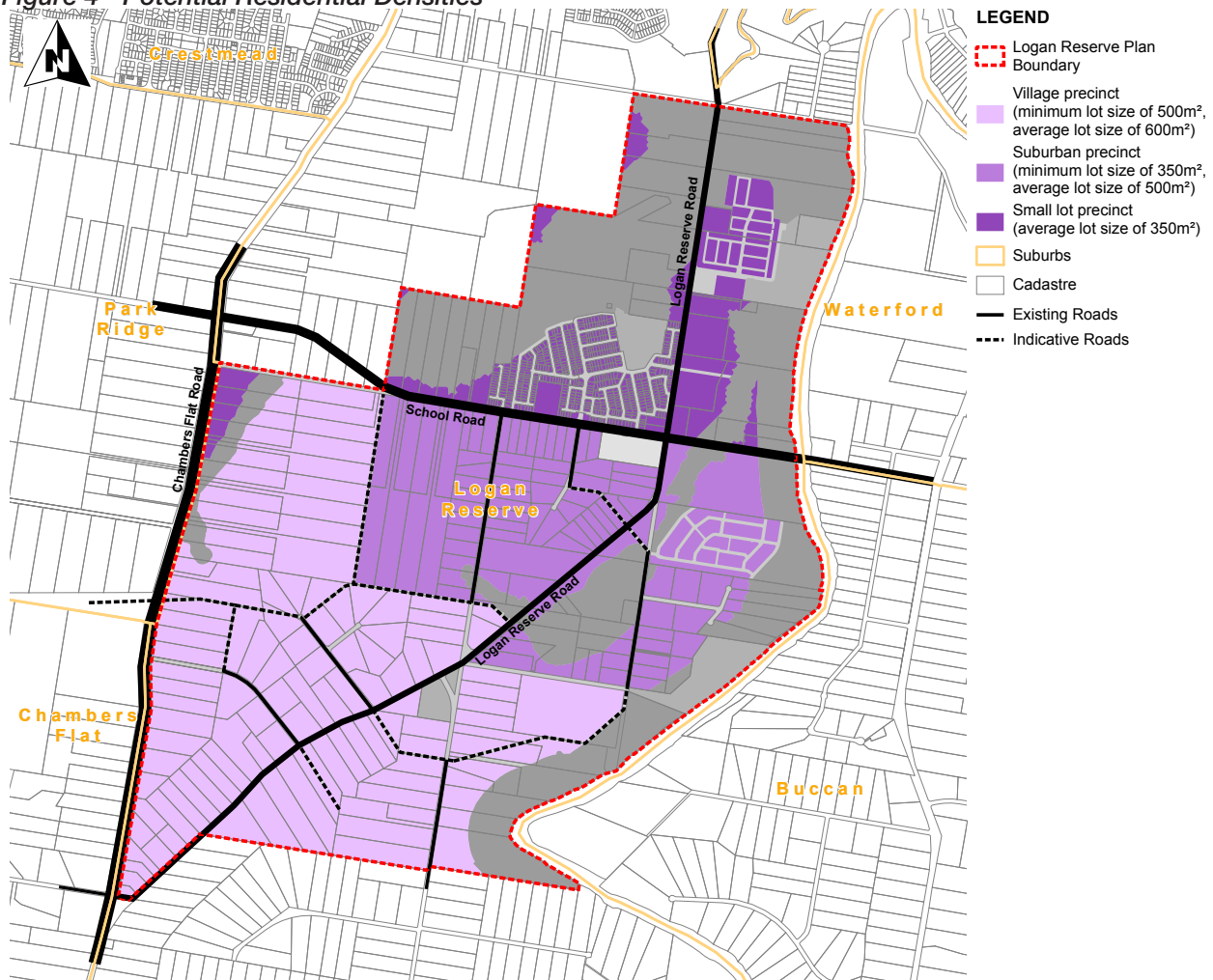
HOUSING

The plan proposes three different residential precincts, providing housing diversity in the area. These precincts reflect those included in the planning scheme for the *Low Density Residential Zone*, being the Village precinct, Suburban precinct and Small lot precinct.

Residential densities throughout the plan area generally decrease heading from north to south. Higher residential densities are located closer to the more urban areas of Park Ridge, to the north of the plan area.

Lower residential densities are concentrated towards the south of the plan area, to align with the character and development expectations of adjoining rural areas. Steeper areas throughout the plan area are also identified as having a preferred lower residential density. See Figure 4.

Figure 4 - Potential Residential Densities

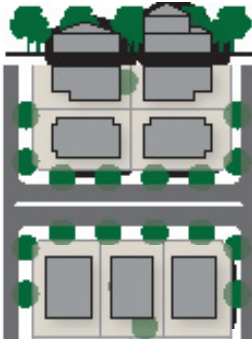


Proposed Village Precinct

The Village precinct will be characterised by detached houses on lots with an **average lot size of 600m²**, **minimum lot size of 500m²** and a proposed

density of 16.5 dwellings per hectare. This precinct comprises 10% of the Logan Reserve Plan area.

Figure 5 - Village Precinct



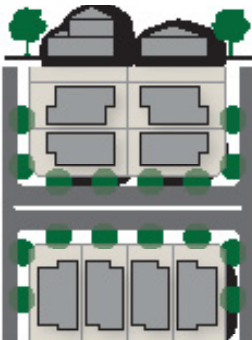
Minimum lot size 500m², minimum average lot size 600m²

Proposed Suburban Precinct

The Suburban precinct will be characterised by primarily detached houses on lots with an **average lot size of 500m²**, **minimum lot size of 350m²** and a proposed density of 20 dwellings per hectare.

Well-designed attached housing close to future key transport routes (to be provided by Translink) and other infrastructure may also be possible in this precinct. This precinct comprises 44% of the Logan Reserve Plan area.

Figure 6 - Suburban Precinct



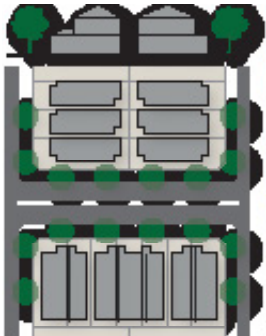
Minimum lot size 350m², minimum average lot size 500m²

Proposed Small Lot Precinct

The Small lot precinct will be characterised by houses and townhouses on lots with an **average lot size of 350m² and a proposed density of 28.5 dwellings per hectare**. This provides opportunities for well-

designed housing attached and detached housing. This precinct comprises 33% of the Logan Reserve Plan area.

Figure 7 - Small Lot Precinct



Minimum average lot size 350m²

NEIGHBOURHOOD CENTRES

To support the proposed housing in the area, it is envisaged that approximately two neighbourhood centres may be required within the Logan Reserve Plan area. Neighbourhood centres are small scale convenience centres, which may include small scale

shops and services to meet the daily and weekly needs of the community. The exact location of new centres will need to be determined as development is undertaken in the area.



TRANSPORT

The plan identifies a range of indicative transport improvements, including new roads, road upgrades, future public transport routes (to be provided by the state government) and walking and cycling networks, to guide potential development in Logan Reserve. The plan identifies potential future networks that are indicative only and are to be delivered as a part of new development in the area. All new infrastructure work will be subject to detailed investigation and planning during the assessment stage for new development applications in the plan area.

Road Network

The potential road network is shown in Figure 8. The road network:

- acknowledges a potential new east-west road connection, connecting Park Ridge Road, School Road and Dairy Creek Road (beyond 2031) and includes a four way signalised intersection at Chambers Flat Road;
- identifies potential controlled and left in, left out intersections; and
- integrates with existing roads and identifies indicative roads for future developments, which are located along property boundaries as far as practicable.

The Logan River is a feature of Logan Reserve and forms the entire eastern boundary of the plan area. There is significant potential for development within Logan Reserve to capitalise on this natural asset and

create a range of nature-based tourism opportunities, as well as maximise and activate open spaces along the river. Future development within the plan area will be required to provide activation of the Logan River and other waterways. This should be undertaken by providing road access to the open space adjoining the river and waterways and active transport (pedestrian and cycle ways) networks within this open space.

Walking and Cycling

Walking and cycling will be encouraged throughout the area, with safe, convenient and easily identifiable walking and cycling networks to be provided as part of any future development. A shared active transport network will also be required to provide access to the Logan River, with connections to major active transport links along Waterford-Tamborine Road and Kingston Road, which form part of the South East Queensland Principal Cycle Network. Major pathways along Chambers Flat Road, Logan Reserve Road, School Road and Bayes Road will also provide connections to this network.

Public Transport

Translink, as the state government public transport operator, is responsible for the planning and delivery of public transport in the area.

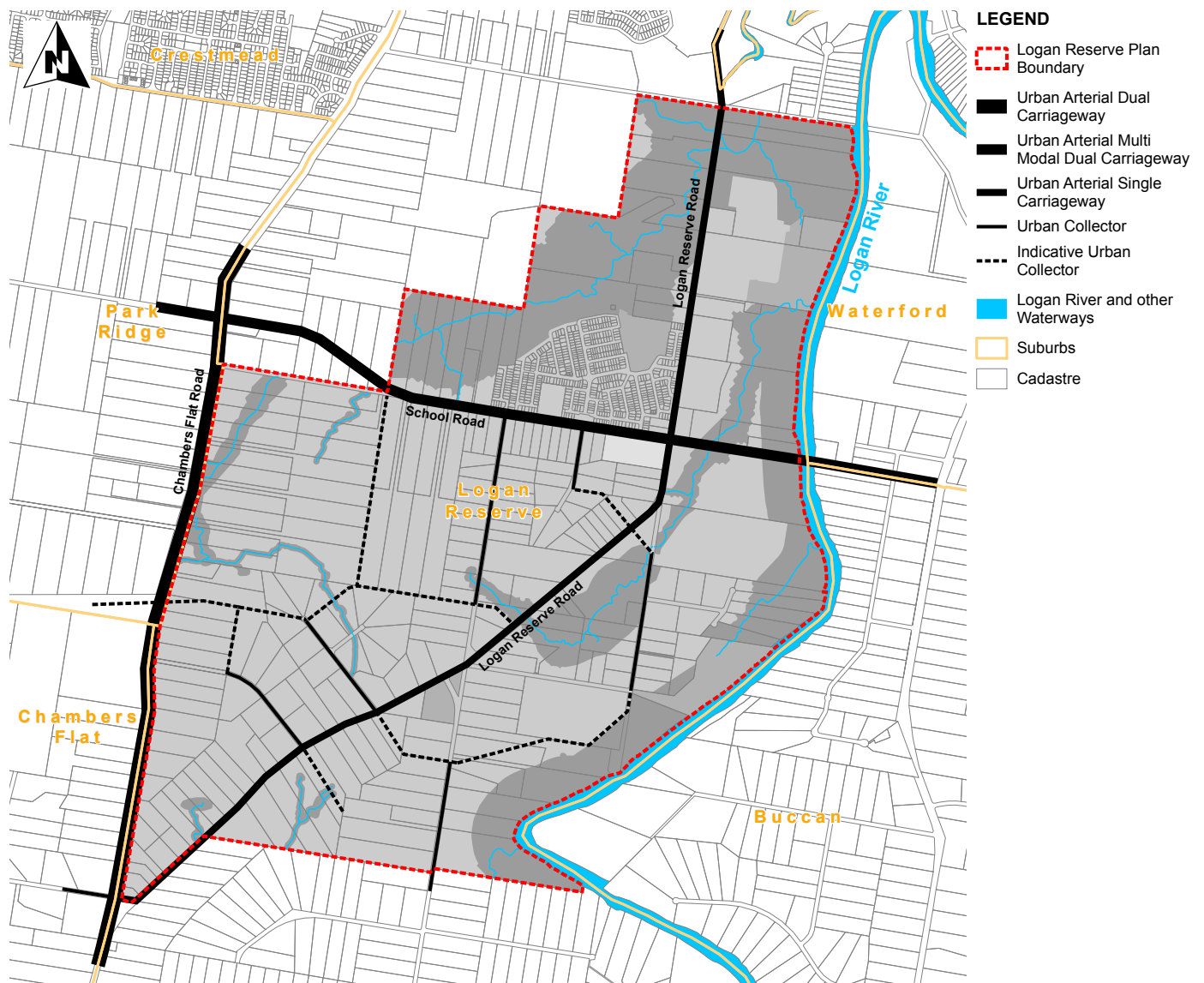
The Logan Reserve Plan area is not currently serviced by any state government Translink service and an effective public transport network is required to service the existing and future Logan Reserve community.



The potential connection of Dairy Creek Road and School Road would provide an east-west public transport corridor, connecting through to the proposed Park Ridge bus transit hub and the Beenleigh railway station/interchange.

Chambers Flat Road has been identified as a potential long-distance public transport corridor, which will provide a north-south connection that can service Logan Reserve between the proposed Park Ridge and Yarrabilba bus transit hubs. Logan Reserve Road is also expected to provide a north-south public transport link through Logan Reserve.

Figure 8 - Potential Road Network



INFRASTRUCTURE

Detailed assessments of park, water, wastewater and stormwater infrastructure requirements for the future development of Logan Reserve should be undertaken by developers as part of any development application lodged within the area. The plan does not identify proposed infrastructure work to be undertaken by Council and identifies indicative work that may be required to be undertaken by developers in the future only.

Parks

Parks are an important part of any residential community. The study report which informed the plan identifies that the new residential community will require a range of new parks to support it. Council has desired standards of service for parks and parks should be located within walking distance of the majority of residents. The exact location and design of the new parks will need to be determined during the assessment stage for new development applications in the plan area.

Water Supply

Logan Reserve needs to have an adequate and cost-effective town water supply to support future development. The investigations undertaken to inform the preparation of the plan have shown that the existing water supply network provides enough spare capacity to service the northern area of the plan area but would likely require significant expansion as development occurs throughout Logan Reserve. This will be the responsibility of developers and upgrades may be conditioned as part of any development approvals.

In addition, there are two areas with high elevations within the plan area, which will require booster pumping to provide the required levels of service for minimum pressure. See Figure 9 for the identification of these areas.

Wastewater

Future development in Logan Reserve needs an efficient and cost-effective wastewater network. The majority of the existing sewer network has been assessed as having sufficient capacity, although pump station upgrades and expansion of rising main and gravity sewer main networks may be required and should be considered as part of any new development in the area.

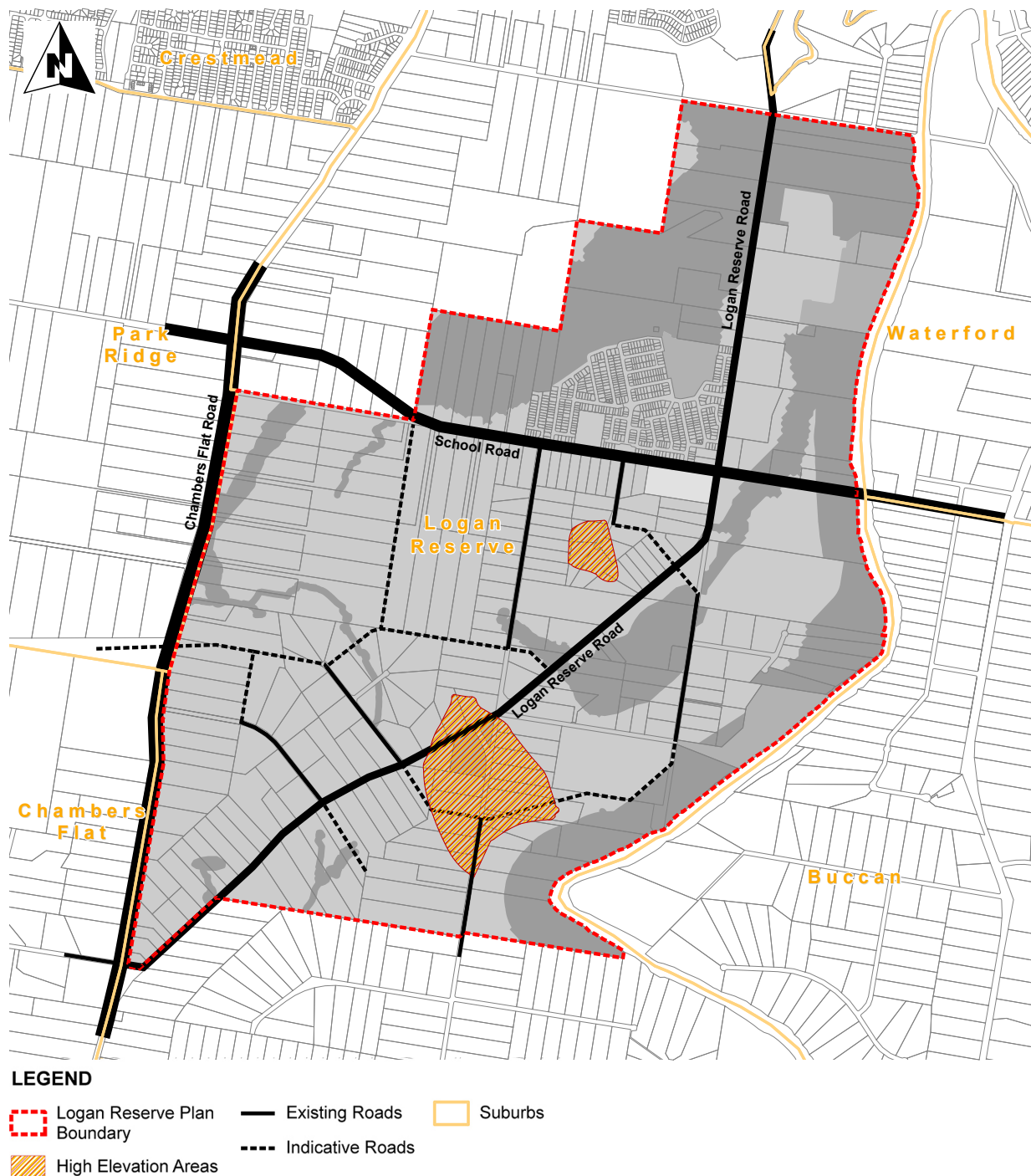
Stormwater

Stormwater needs to be managed to protect people, property and the environment, including the amount of stormwater and the quality of run-off.

The supporting planning and technical studies for the plan identify potential upgrades to stormwater infrastructure at major road crossings that may be required when road network upgrades are undertaken. Opportunities to develop regional stormwater quality and quantity treatment infrastructure, including regional detention basins and regional wetland systems, are also available in Logan Reserve and should be considered as part of any new development in the area.



Figure 9 - High Elevation Areas



KEY QUESTIONS

1. Why Logan Reserve?

Logan Reserve has been identified as a *Regional Development Area* and is part of the *Urban Footprint* under the SEQ Regional Plan 2009-2031. Logan Reserve has been also identified by Council as a *Future Development Area* and is included in the *Emerging Community Zone* in the planning scheme. The *Emerging Community Zone* identifies land that is suitable for future development for urban purposes; however, detailed land use and infrastructure planning is required to understand how this land can best be developed for urban purposes. Council has identified increasing interest from the development industry in Logan Reserve recently and has decided to prepare a plan providing guidance on the preferred dominant land uses, residential densities and potential movement network for the area.

2. When will the Logan Reserve Plan commence?

Consultation with the public and the endorsement of the final plan by Council will need to be completed before this can occur, so a specific date for commencement cannot be identified yet.

3. Why wasn't the Logan Reserve Plan released with the Logan Planning Scheme 2015?

Council identified the Logan Reserve area as part of the *Emerging Community Zone* under the planning scheme, indicating that this area is suitable for urban development, subject to the proper structure planning being undertaken. Recent interest from the development industry has prompted Council to undertake the required planning to support future development in Logan Reserve.

4. What if I don't want to develop my property?

You are not obligated to develop your property. The plan provides guidance only on the preferred dominant land uses, residential densities and movement network for the area, should development of a site be considered in the future.

5. People have already started developing their properties, can I?

You can lodge an application to develop your property. The plan does not affect the zoning of sites within Logan Reserve and only provides developers and Council with preferred development outcomes. All subdivision applications within Logan Reserve will continue to be subject to impact assessment, the highest level of assessment, which also involves public notification of the proposal.

6. Will Council buy my block of land?

No, Council will not be compulsorily purchasing any properties.

7. What happens if my block of land is mapped as being part of an environmental management and conservation area?

Areas identified as being part of an environmental management and conservation area will likely be heavily constrained by either flooding, waterways, wetlands or significant vegetation, or a combination of multiple constraints. These areas reflect mapped overlays under the planning scheme for flooding, waterways and wetland corridors and biodiversity.

The purpose of this mapping is to protect human life and property from natural disasters, as well as to preserve important aspects of the natural environment.

Limited development within these areas may still be possible, but will be subject to detailed investigation and mitigation measures if deemed appropriate. The extent of environmental management and conservation areas may be challenged, where based on engineering and environmental evidence providing clear evidence to support development in these areas without worsening impacts on other properties.

It is recommended that you contact Council regarding the specific development potential of your property if you have any concerns regarding the Logan Reserve Plan mapping.

8. What happens if my block is mapped as including a future road network?

The purpose of the plan is to provide guidance on the preferred movement network within Logan Reserve. It is indicative only and may be flexible where development considers the principles of the plan and allows for future connectivity and access to adjoining properties. Council will not be resuming land for mapped road networks or upgrades. The potential road network is not identified on Council's priority infrastructure plan (PIP) (see glossary).

9. Who will provide public transport in Logan Reserve?

Translink, as the state government public transport operator, is responsible for the planning and delivery of public transport in the area.

10. How can I make a submission?

Council wants your feedback on the plan. You can provide your feedback to Council by the following means:

- | | |
|-------------------|--|
| Online: | at www.logan.qld.gov.au/haveyoursay |
| In person: | at one of Council's Customer Service Centres by picking up a submission form |
| By post: | Chief Executive Officer
Logan City Council
PO Box 3226
Logan City DC QLD 4114 |
| By email: | strategicplanning@logan.qld.gov.au |

Please visit **www.logan.qld.gov.au/loganreserve** for the closing date of the feedback period.

Make sure you include the name and residential or business address of each person making the submission so that we can respond to your feedback. Your submission needs to state the grounds for the submission and must be signed by each person making the submission, unless your submission is made electronically.

All feedback will be considered by Council. Council's considerations will focus on the planning issues raised in the feedback to help us prepare a final plan. Following the conclusion of the feedback period, Council will send every submitter a letter indicating how we have considered your feedback and what changes were made in response.



GLOSSARY

Active frontage

Where there is a visual connection between a building and a road or public open space by providing:

- windows, openings, pedestrian entries, balconies and awnings;
- opportunities for casual surveillance; and
- a range of uses along the façade.

Average lot size

The site area divided by the proposed number of lots.

Biodiversity corridor

Areas that provide habitat links and facilitate safe wildlife movement and refuge.

Controlled intersection

An intersection controlled by a roundabout or traffic lights.

Emerging Community Zone

Identifies land through the planning scheme that is suitable for urban purposes and protects land that may be suitable for urban development in the future.

Environmental management and conservation area

Areas that support significant biological diversity, conservation values and ecological integrity.

Future Development Area

Accommodates greenfield development that is to be comprehensively planned to provide well integrated and serviced new communities.

Greenfield development

Areas of undeveloped land in the Urban Footprint suitable for urban development. Greenfield areas are generally located on the fringes of existing urban areas and often require the extension or provision of new infrastructure and transport services to facilitate development.

Low Density Residential Zone

Provides for predominantly dwelling houses supported by community uses and small-scale services and facilities that cater for local residents.

Movement network

All road, rail, bus, pedestrian and cycle corridors together with passenger transport stations and interchanges that provide access to these corridors.

Nature-based tourism

Includes a range of tourism experiences that involve the natural environment and nature-based activities, such as adventure tourism, ecotourism and aspects of cultural and rural tourism, usually involving farm stays, lodges, cabins, huts and camps.

Primary vegetation management area

Areas of native vegetation with significant environmental value. Native vegetation includes a tree, a bush, a shrub, a grass or other vascular plant and includes any part of a tree, a bush, a shrub, a grass or other vascular plant that is indigenous to Australia.

Priority infrastructure plan (PIP)

Integrates and coordinates land use planning and infrastructure planning to ensure that trunk infrastructure is planned and provided in an efficient and coordinated manner. Trunk infrastructure is significant infrastructure that supports large areas or catchments, such as major water pipes to serve an entire neighbourhood and is classified into the following networks:

- water supply;
- sewerage;
- stormwater;
- movement (road, cycle, etc.); and
- parks and land for community facilities.

Recreation-based tourism

Tourism experiences that involve sporting, recreation, leisure, cultural and educational activities.

Regional Development Area

Areas likely to require substantial state infrastructure and are expected to yield regionally significant dwelling and employment yields.

Residential density

A measure of housing density expressed as dwellings or lots per hectare.

Urban arterial carriageway

Arterial roads have a subregional network function crossing land uses. There will be no parking on, or driveway access to, urban arterials. Direct frontage access to rural arterials from large properties may be permitted. Arterials will deliver safe operations at speeds limited to 80kph.

Urban collector road

Collector roads connect access roads to arterial roads. Collectors generally serve one land use and movements contained within the land use should be on collectors rather than arterials. Urban collector roads typically carry more than 3000 vpd at speeds up to 60kph. Driveway access is controlled but on-street parking is acceptable. Rear laneways or left-in, left-out arrangements are appropriate. Direct frontage access to rural collectors from large properties may be permitted. Urban collectors are limited to speeds of 60kph.

Urban Footprint

Identifies land through the state government's regional plan that can meet the region's urban development needs to 2031 in a more compact form. The Urban Footprint includes established urban areas, broadhectare and remnant broadhectare areas that could be suitable for future urban development. It incorporates the full range of urban uses, including housing, industry, business, infrastructure, community facilities and urban open space.

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