



Loganholme Neighbourhood Plan

May 2013



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1. Executive Summary

1.1 Purpose

The purpose of this report is to outline the Loganholme Neighbourhood Plan.

1.2 Background

Logan's population is projected to reach 430,000 by 2031. To accommodate this growth, Logan City Council needs to plan for an additional 70,000 dwellings by 2031. The Queensland Government's South East Queensland Regional Plan 2009-2031 (SEQRP) requires at least 28,000 of these new dwellings to be provided within Logan's existing urban areas. Neighbourhood planning aims to coordinate and guide some of this future growth in different communities across the city.

In 2009, Council commissioned a series of technical studies which identified Loganholme as one of several locations suitable for neighbourhood planning. Loganholme was selected because it is located near a 'major regional activity centre' (Logan Hyperdome) as defined by the SEQRP, has easy access to the Pacific Motorway and the Loganholme Bus Station, and features large, unconstrained lots that are well served by existing infrastructure. A draft Loganholme Neighbourhood Plan was developed as a result of the findings and recommendations in the technical studies.

In March 2011, Council released the draft Loganholme Neighbourhood Plan for community comment. The

draft plan identified various land uses and infrastructure for the plan area. 599 submissions were received.

In November 2011, Council resolved to withdraw the draft plan and decided to develop a new neighbourhood plan for the area that adequately addressed the matters raised by the community.

In July and August 2012, Council met with residents and landowners within the plan area to refine its understanding of the key issues. The information gathered was used to develop a new draft plan for the area.

In August 2012, in response to the community's comments, an ecological consultant was engaged to provide recommendations to protect the environmental values within the plan area. A preliminary traffic assessment for the plan area was also undertaken.

In November 2012, Council released a new draft Loganholme Neighbourhood Plan for community feedback. A total of 2,358 submissions were received. All submissions received from the two consultation periods have informed the plan.

1.3 Loganholme Neighbourhood Plan

The plan outlines, in broad terms, proposed land uses and infrastructure for the plan area. In particular it outlines:

- Land Use & Built Form -
 - locations of different land uses;
 - density of residential uses and types of dwellings; and
 - building heights and conceptual design;
- Environment -
 - areas of environmental protection and management;
- Transport -
 - preliminary traffic impacts; and
 - location of pedestrian and cycle connections;
- Infrastructure -
 - options for the management of stormwater;
 - the need for any parks and how they will be provided; and
 - the capacity of the water supply and waste water network.

1.4 Next Steps

The plan is Council's policy for the development of the area. The plan will be used to inform an amendment to Logan's planning scheme. This will involve translating the plan into relevant zones and planning scheme provisions, and following the prescribed plan making process under the *Sustainable Planning Act 2009*, which involves formal state review, and further statutory community consultation ([Figure 6 on page 15](#)).

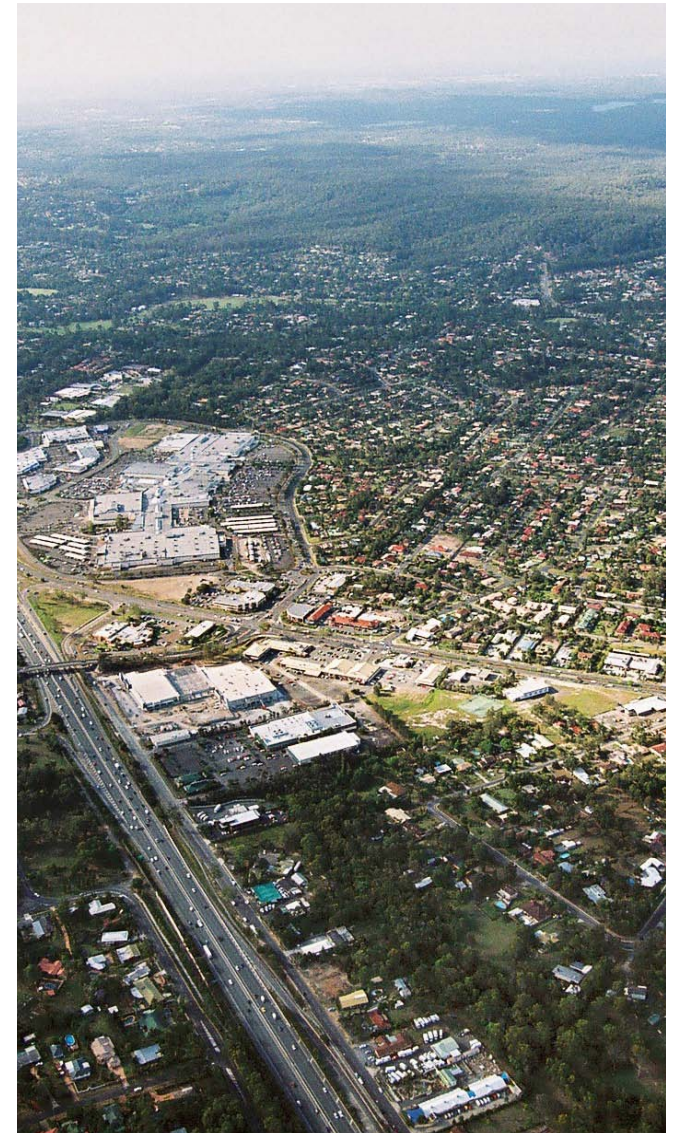


2. Introduction

This document outlines the Loganholme Neighbourhood Plan.

This document contains the following sections:

- Background, which provides the overall context and describes the planning process to date;
- Planning framework, which provides a summary of the planning policies relevant to the plan area;
- Site and surrounds, which describes the existing physical characteristics and identifies a range of opportunities and constraints within the plan area;
- Community feedback, which provides an overview of community consultation on the plan;
- Vision and principles, which outlines the overall vision and key principles to guide the development of the plan area;
- The plan, which outlines the following:
 - Land Use & Built Form -
 - locations of different land uses;
 - density of residential uses and types of dwellings; and
 - building heights and conceptual design;
 - Environment -
 - areas of environmental protection and management;
 - Transport -
 - preliminary traffic impacts; and
 - location of pedestrian and cycle connections;
 - Infrastructure -
 - options for the management of stormwater;
 - the need for any parks and how they will be provided; and
 - the capacity of the water supply and waste water network; and
- Next Steps, which outlines the next steps in the statutory planning process.





3. Background

3.1 Context

Logan City and South East Queensland are expected to experience significant population growth over the next 20 years. Logan currently has a population of approximately 280,000 people, which is projected to grow to more than 430,000 people by 2031. The South East Queensland Regional Plan (SEQRP) requires Logan to plan for an additional 70,000 dwellings by 2031 to accommodate Logan's growing population and changing demographics. At least 28,000 of these dwellings are to be constructed within existing urban areas. Neighbourhood Planning aims to coordinate and guide future growth in different communities across the city, in accordance with the SEQRP.

3.2 Why Loganholme?

Loganholme was identified as a potential area to accommodate a part of Logan's projected population growth for several reasons. Firstly, the Loganholme area has convenient access to the Pacific Motorway and Logan Motorway, which provides easy access to Brisbane and the Gold Coast. Parts of the area are also within walking distance of the Loganholme Bus Station and bus routes along Bryants Road. Secondly, Loganholme is located near the Logan Hyperdome, which is a 'major regional activity centre' in the SEQRP. Increasing the housing opportunities in this area will provide a residential base to support

the development of this centre. Finally, the area features many large, unconstrained lots that are well served by existing infrastructure and have immediate development potential.

3.3 The Planning Process

The neighbourhood planning process formally started in May 2009. At this stage Council resolved that consultants be engaged to undertake local planning exercises, investigations and a feasibility analysis on areas that have potential to facilitate increased population densities. Several areas were identified for further investigation. Loganholme was one of these areas.

A range of consultants were engaged to investigate several selected areas and to develop draft land use plans.

Withdrawn Draft Loganholme Neighbourhood Plan

In October 2009, Council resolved to progress work on the Loganholme Neighbourhood Plan, particularly in relation to parks, stormwater and road demands. EnGenY was subsequently commissioned to develop stormwater quality and quantity infrastructure plans. Matters relating to parks and roads were analysed by relevant Council branches.

In October 2010, Economic Associates were engaged to undertake an economic analysis for future retail

demand in the area.

In December 2010, Council resolved to endorse the draft Loganholme Neighbourhood Plan in principle for the purpose of targeted community engagement and to inform the drafting of the new Logan Planning Scheme. Public consultation for the draft Loganholme Neighbourhood Plan was undertaken from 14 March 2011 to 13 May 2011. Council received 599 submissions.

Based on these submissions, Council decided in November 2011 that further work was required to develop a plan that adequately addressed matters raised by the community. Accordingly, Council withdrew the draft Loganholme Neighbourhood Plan and decided to develop a new neighbourhood plan for the area.

Draft Loganholme Neighbourhood Plan

Between 23 July and 3 August 2012, residents and land owners within the Loganholme Neighbourhood Plan area were invited to meet individually with Council officers to further refine Council's understanding of the key issues within the area.

In response to the community's comments, an ecological consultant was engaged in August 2012 to provide recommendations to protect the environmental values within the plan area. A preliminary traffic assessment was also undertaken for the plan area.



This information, along with the feedback received on the withdrawn draft plan, was used in the development of a new draft plan for the area.

The timeline for the new draft Loganholme Neighbourhood Plan is shown in Figure 1. Figure 2 illustrates the planning process.

In November 2012, Council released the new draft Loganholme Neighbourhood Plan for public consultation.

Public consultation on the new draft plan was undertaken from 12 November to 7 December 2012. Council received 2,358 submissions. [The Loganholme Neighbourhood Plan Submission Analysis and Response Report](#) provides further details about the consultation process, community feedback, and Council’s response to community feedback.

Endorsed Loganholme Neighbourhood Plan
Community feedback on the draft plan has been considered on its planning merits and has informed the endorsed plan for the area. This plan is Council's

policy for the development of the area.

Planning Scheme Amendment

The Loganholme Neighbourhood Plan will inform an amendment to the Council’s planning scheme. This will involve translating the endorsed plan into relevant zones and planning scheme provisions, and following the prescribed plan making process under the *Sustainable Planning Act 2009*, which involves formal state review, and further statutory community consultation ([Figure 6 on page 15](#)).

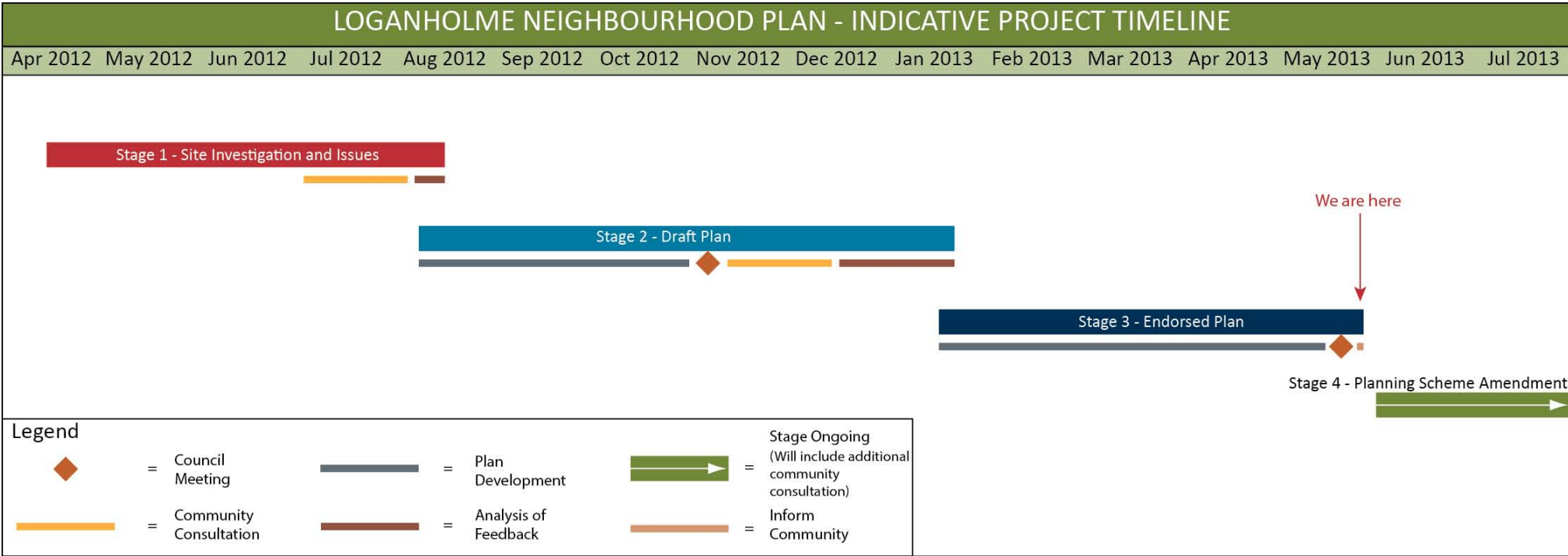


Figure 1. Project Timeline



LOGANHOLME NEIGHBOURHOOD PLAN PROCESS

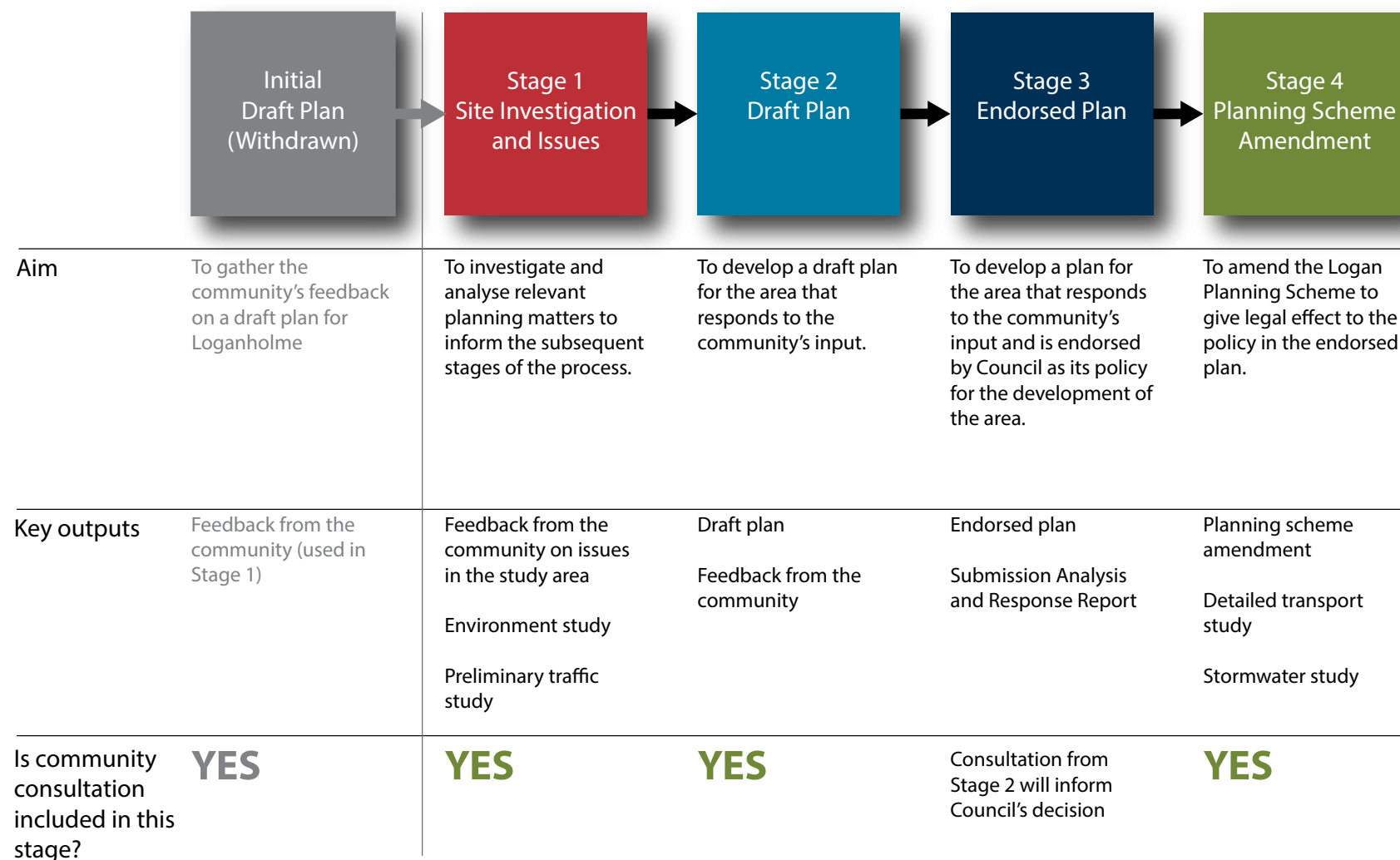


Figure 2. Planning Process

4. Planning Framework

4.1 South East Queensland Regional Plan 2009–2031 (SEQRP)

The purpose of the South East Queensland Regional Plan (SEQRP) is to manage regional growth and change in the most sustainable way to protect and enhance the quality of life in the region. The SEQRP regulates development and provides regional planning policy. Under the *Sustainable Planning Act 2009* (SPA), the SEQRP policies are to be reflected in local government planning schemes.

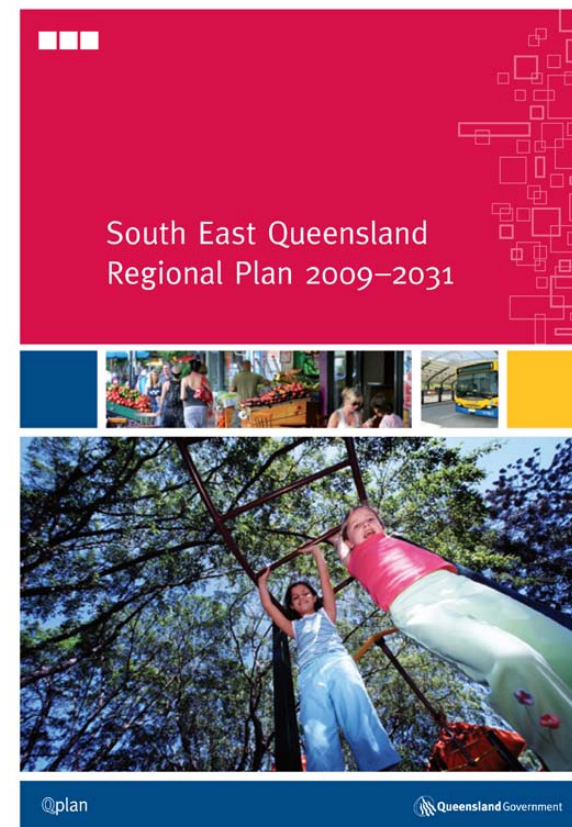
Under the SEQRP, an additional 754,000 dwellings (including 374,000 dwellings in existing urban areas) will be required across South East Queensland by 2031. Logan is to provide at least 70,000 of these additional dwellings. At least 28,000 additional dwellings are to be delivered in existing urban areas. The remaining 42,000 dwellings may be delivered through greenfield development.

A challenge for Council is to ensure the orderly planning, sequencing and delivery of infrastructure to these areas so that best practice economic, social and environmental outcomes can be achieved.

The SEQRP has identified the Logan Hyperdome as a major regional activity centre. SEQRP gives the following definition of a major activity centre:

“These centres complement the principal regional activity centres by serving catchments of sub-regional significance and accommodating key employment concentrations. They also provide business, service, and major retail and convenience functions. With a secondary, sub-regional administration focus, they accommodate district or branch offices of government facilities, and cultural and entertainment facilities of regional significance. These centres are typically located around key suburban or inter-urban public transport stops, and provide frequent public transport services to link the centre to surrounding communities. Residential development densities in major activity centres should be around 30–80 dwellings per hectare (net) or greater.”

The Logan Hyperdome area is characterised by a relatively isolated ‘big box’ style shopping centre bounded by the Pacific Motorway and surrounded by low density residential uses (approximately 5–10 dwellings per hectare). As such, the area is not functioning as a major regional activity centre as defined. The area is ideally positioned to support a greater diversity and intensity of uses, especially residential and commercial uses, to meet the requirements of the SEQRP. [Figure 3 on page 11](#) shows the area’s local context.



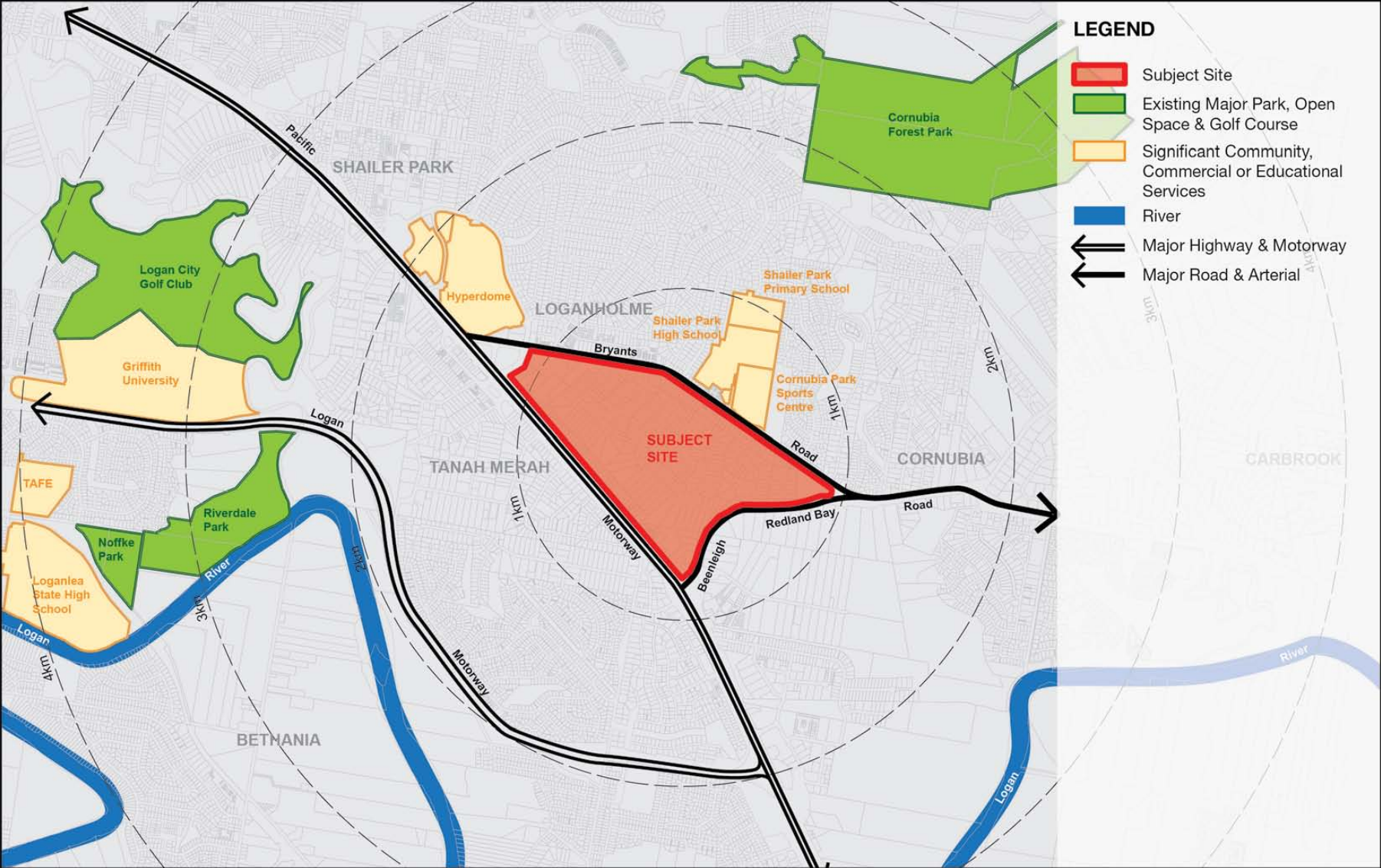


Figure 3. Local Context Plan



4.2 Logan Planning Scheme 2006

The existing zones within the plan area are contained within two localities under the Logan Planning Scheme 2006: the Residential Locality and the Centres Locality. The majority of the plan area is within the Residential Locality, with the Centres Locality mainly concentrated to the north of the site and along the Pacific Motorway Service Road (Figure 4).

A summary of the existing planning scheme zones within these localities is shown in Table 1.

The existing planning scheme's flood overlay extends into the plan area and the portion of the land at risk of flood has limited development potential due to this constraint ([Figure 18 on page 30](#)). A Temporary Local Planning Instrument (TLPI) controls development in accordance with Council's latest flood modelling.

Other planning scheme overlays which affect the plan area include the:

- Vegetation Management Area Overlay;
- Acid Sulfate Soils Area Overlay;
- Wetland and Waterway Area Overlay; and
- Noise Affected Area Overlay.

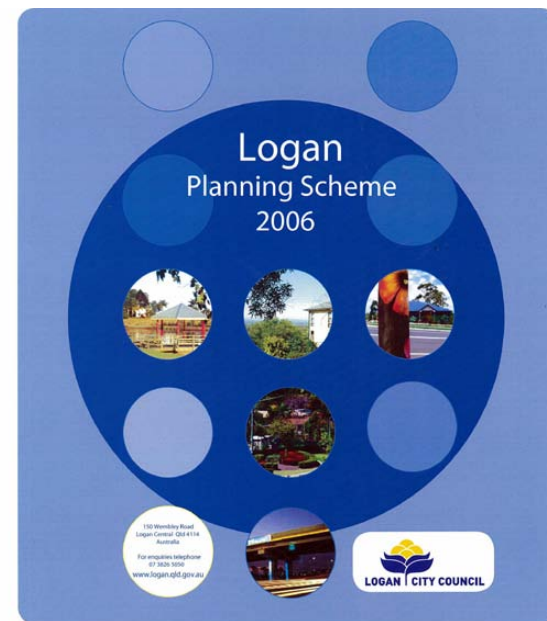


Table 1. Existing Planning Scheme Zones

Locality & Zone	Residential Locality R2000 Zone	Residential Locality R1000 Zone	Centres Locality Centre Zone SP2	Centres Locality Centre Zone SP3	Centres Locality Local Business Zone
Preferred land uses	Detached dwellings. Density of generally 1 dwelling unit per 2,000m ²	Detached dwellings. Density of generally 1 dwelling unit per 1,000m ²	Major retail centre predominantly comprised of shopping centres, and offices. Allows for residential uses as part of a mixed use development.	Commercial area predominately comprised of offices and retail activities (excluding shopping centres). Allows for residential uses as part of a mixed use development.	Small scale retail and commercial uses. Maximum total gross leasable area of all uses in the centre less than 1,500m ² . Allows for residential uses as part of a mixed use development.
Maximum residential density	5 dwellings per hectare	10 dwellings per hectare	No residential density limit for mixed use development	No residential density limit for mixed use development	No residential density limit for mixed use development

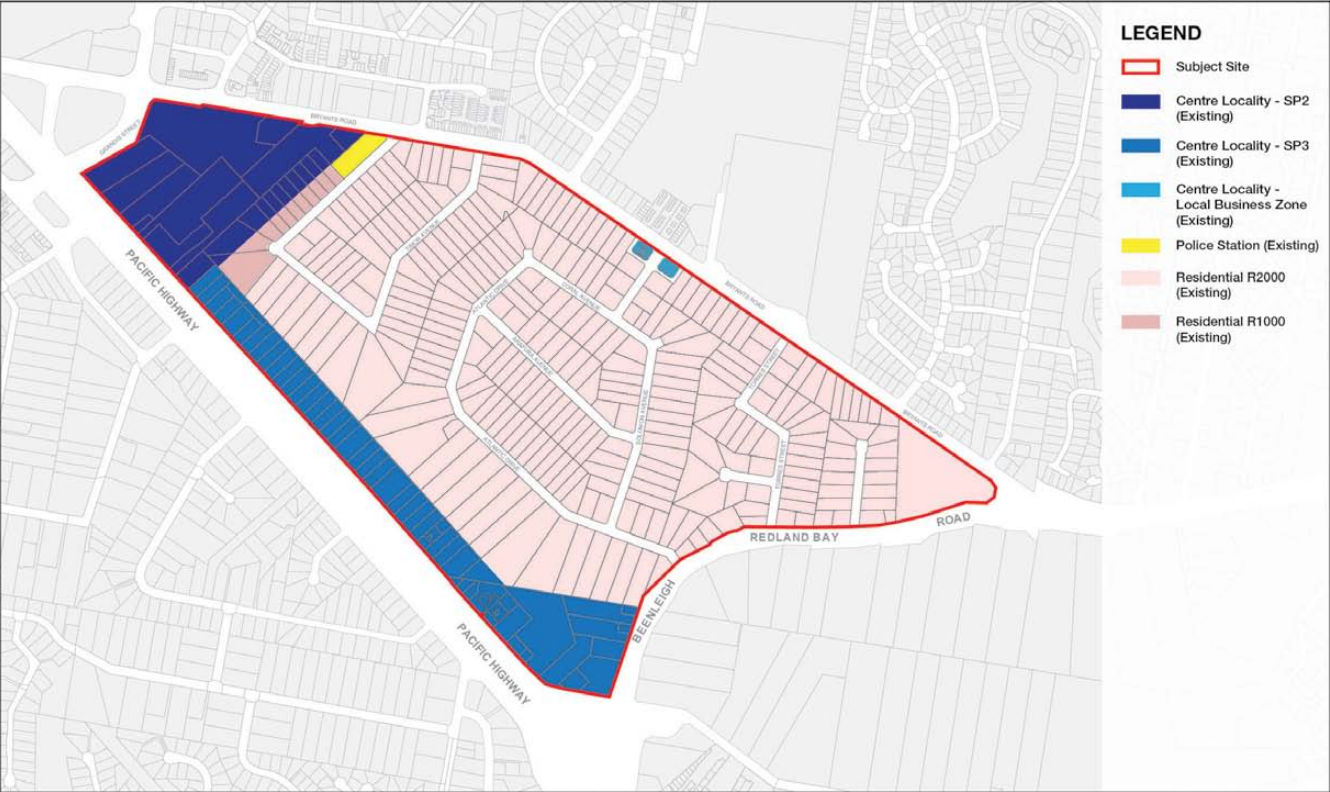
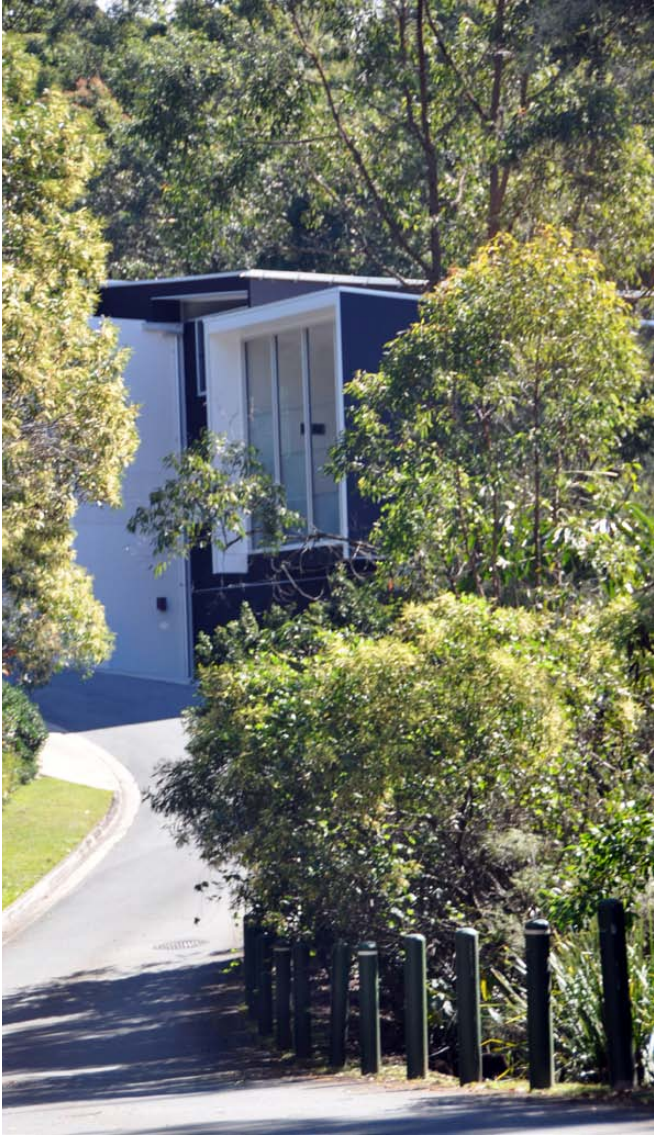


Figure 4. Existing Zoning - Logan Planning Scheme 2006





4.3 Citywide Planning

Neighbourhood planning is part of a broader strategy to accommodate the city's future growth. It allows Council to understand the unique features and community needs of different parts of our city to better meet the future needs of Logan's residents. Council is currently undertaking, or has recently completed, other planning studies to guide future development in existing urban areas. These areas include:

- Springwood;
- Beenleigh;
- Logan Central;
- Meadowbrook;
- Loganlea;
- Jimboomba; and
- Logan Village.

There are also plans to create new cities and centres in currently undeveloped parts of the city. These areas include:

- Park Ridge;
- Greater Flagstone;
- Yarrabilba; and
- Bahrs Scrub.

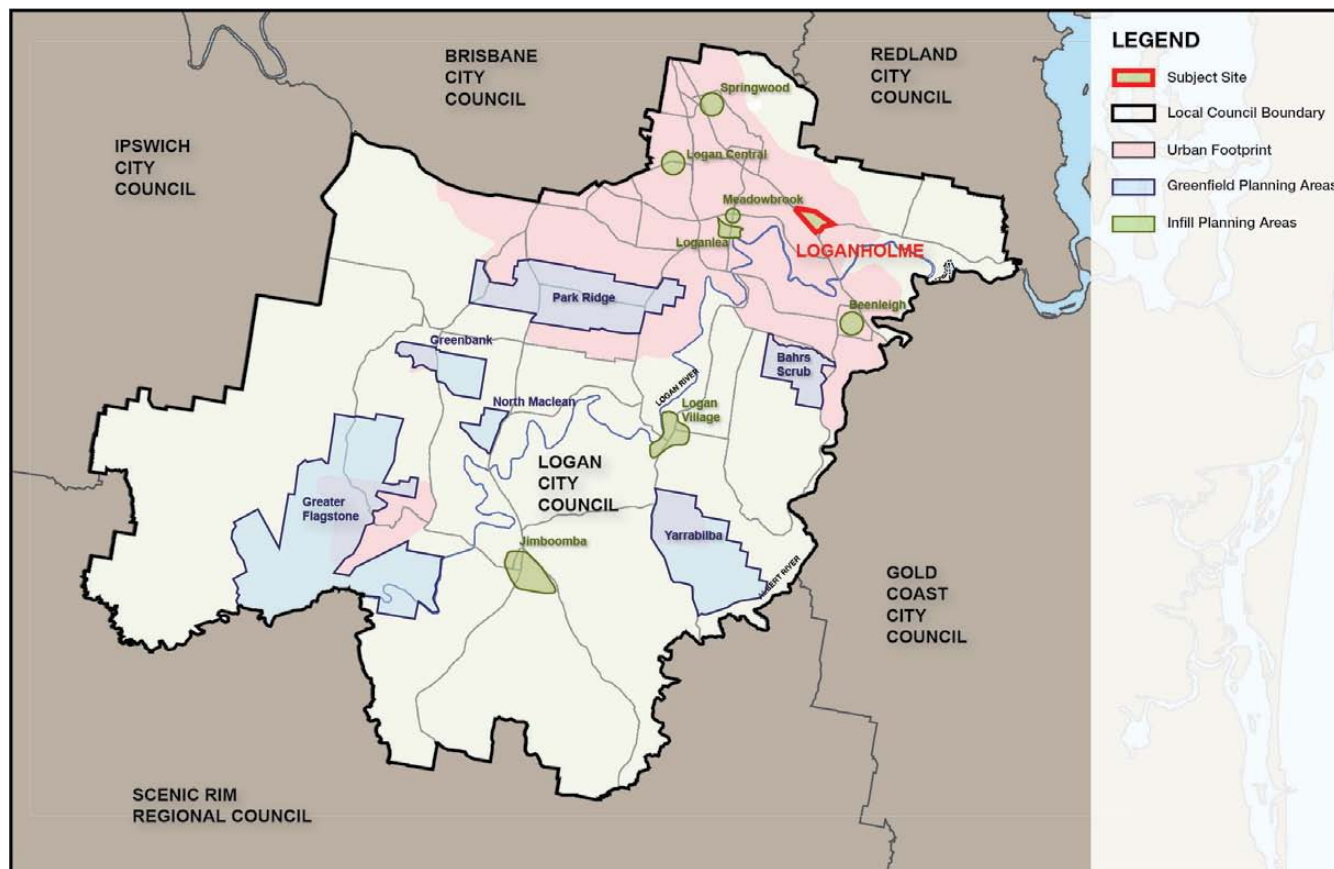


Figure 5. Citywide Plan

Figure 5 shows the location of these areas. For further information about any of these plans please call Council on 3412 4247, or alternatively visit Council's website, www.logan.qld.gov.au.



4.4 New Logan Planning Scheme

Council is currently developing a new planning scheme. The new planning scheme will ensure consistency across Logan City with one set of planning rules to replace the three existing planning schemes which regulate development across the city: the Logan Planning Scheme 2006, Beaudesert Shire Planning Scheme 2007, and Gold Coast Planning Scheme 2003.

The new planning scheme will be informed by new Council policies and the local planning exercises described in [Section 4.3 on page 14](#). The new planning scheme will be subject to review by the Queensland Government, and community consultation. It is anticipated that this community consultation will be undertaken in 2013.

Neighbourhood planning for Loganholme is a separate process from the development of the new planning scheme. In the plan area, the existing planning scheme's policy direction will remain until a new neighbourhood plan for Loganholme has been completed and endorsed by Council.

The new neighbourhood plan will then be used to inform an amendment to the planning scheme. The planning scheme amendment will also be subject to review by the Queensland Government, and further

community consultation. The formal planning scheme amendment process is shown in Figure 6.

For more information about planning scheme amendments, please see the Queensland Government's [Statutory Guideline 02/12 - Making and amending local planning instruments](#).

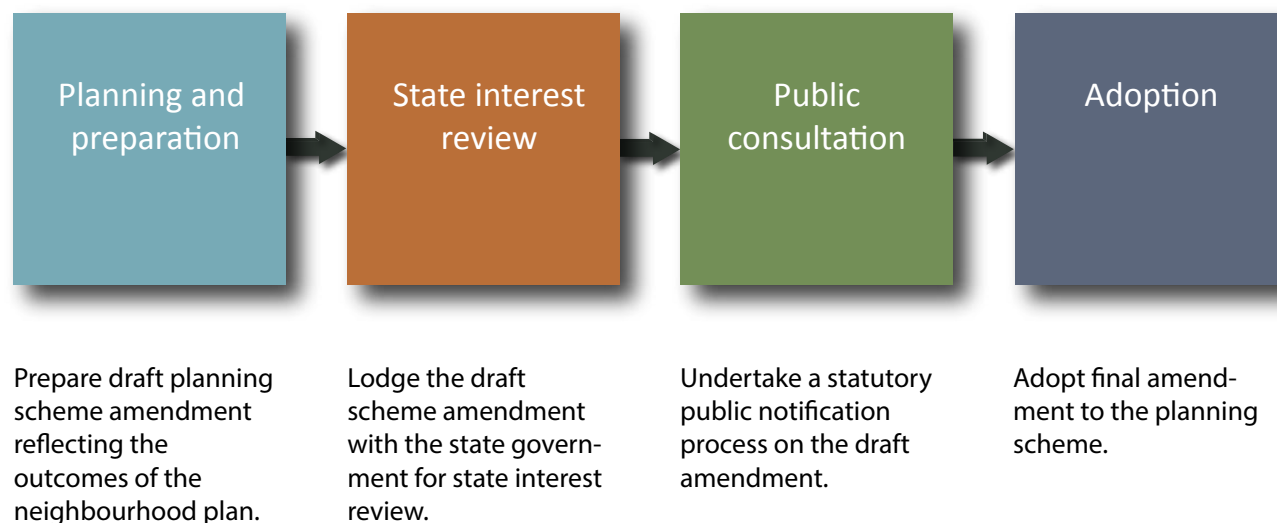


Figure 6. Planning Scheme Amendment Process



4.5 Priority Infrastructure Planning

Council is currently developing a new Priority Infrastructure Plan (PIP). This plan will consider expected population and employment growth and determine the infrastructure networks needed to support this population.

Any planned growth identified in the future Loganholme Neighbourhood Plan will be included as a part of this infrastructure planning process. The types of infrastructure networks in the PIP include:

- stormwater;
- transport (roads and cycleways);
- public parks;
- land for community facilities;
- water; and
- wastewater.

Future development contributes towards the establishment of the planned networks by paying a charge, calculated in accordance with the Logan Adopted Infrastructure Charges Resolution (No.3) 2012. For more information about the Priority Infrastructure Plan and Infrastructure Contributions, please contact Council on 3412 4247.





5. Site and Surrounds

This section provides an overview of the existing situation within the plan area. This information, along with an analysis of the issues raised by the community, has been used to inform the development of the Loganholme Neighbourhood Plan.

5.1 Plan Area

Loganholme is located approximately 27km from the Brisbane CBD and 45km from Surfers Paradise. The Loganholme Neighbourhood Plan (the plan) area covers approximately 112 hectares and lies in the south east of Logan's urbanised areas. The area is bounded by the Pacific Motorway to the west, Bryants Road to the North and East, and Beenleigh Redland Bay Road to the South (Figure 7). The Logan Hyperdome shopping centre is situated to the north west of the plan area and Cornubia Park InSports is located to the north east. Please refer to [Figure 3 on page 11](#) for more details.

The plan area has been expanded from the area that was shown on the withdrawn draft plan. The plan area includes the commercial uses to the north west and along the Pacific Motorway Service Road.

This expansion will assist in determining the degree of integration residential uses should have with existing and future commercial uses. The expansion also makes use of existing roads as tangible boundaries to the site.

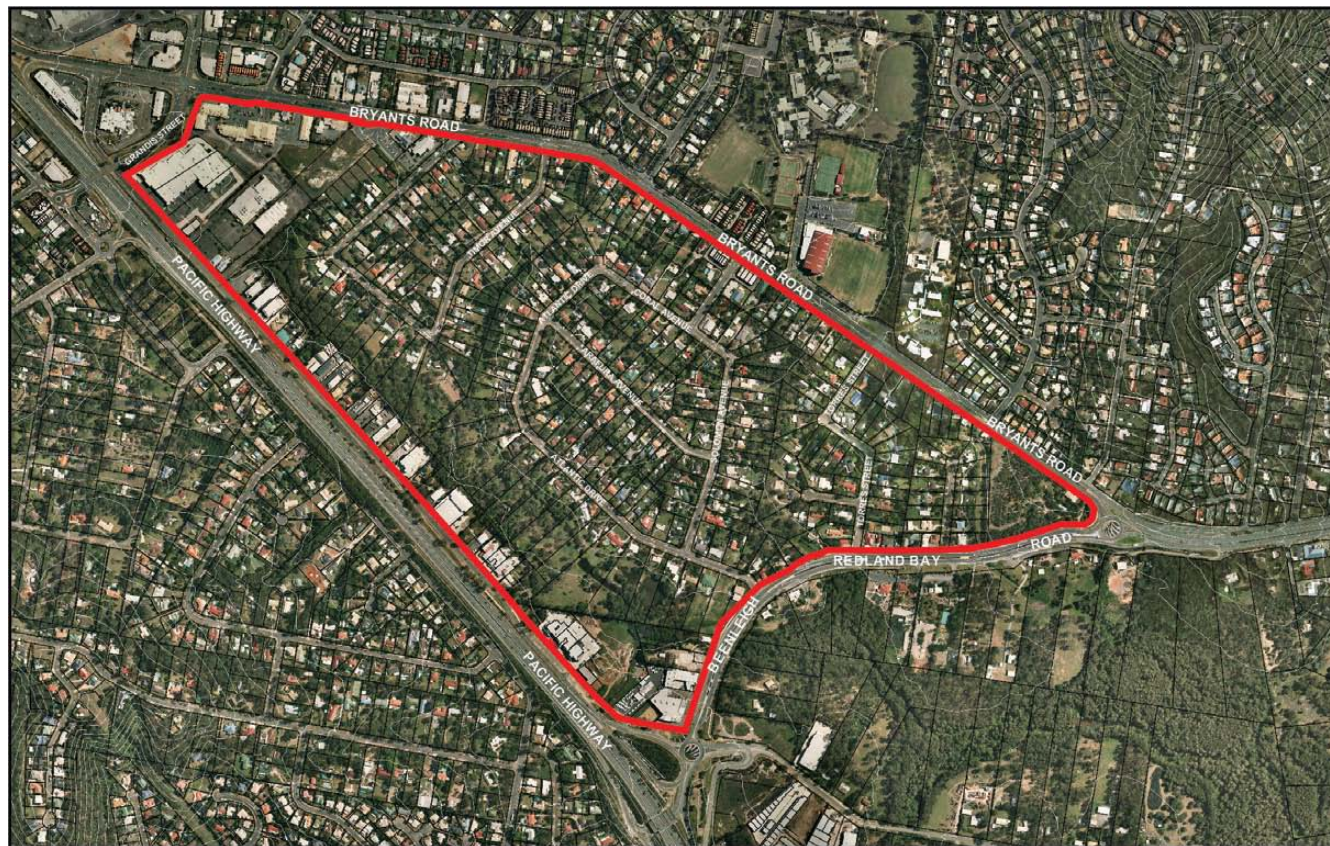


Figure 7. Plan Area



5.2 Existing Population

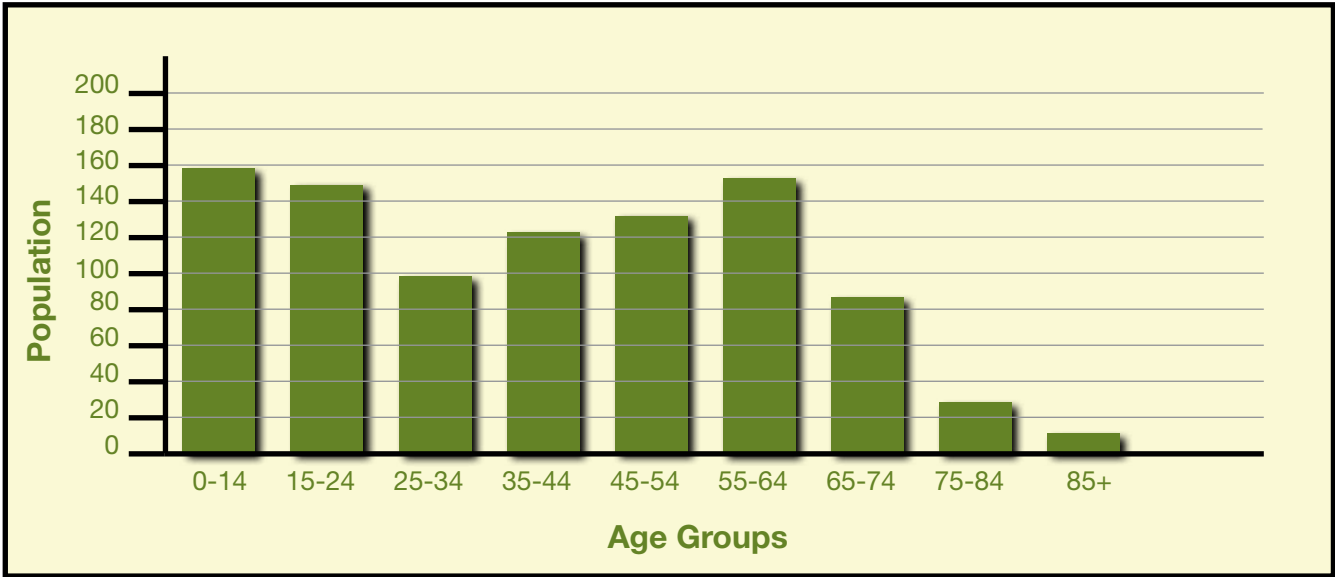
This information has been gathered from the Australian Bureau of Statistics (ABS) Census Data for 2011, using the Census Statistical Area 1 of 3132526 and 3132527. In 2011, approximately 936 people lived in the area. Nearly 33 per cent of people in the area were aged under 25 years (311 persons) which is similar to the South East Queensland average (33 per cent), but slightly lower than the Logan average of 38 per cent.

The plan area had a larger proportion of residents aged between 45 and 74 years, with 39.3 per cent compared to only 29.8 per cent for the Logan average and 32.3 per cent for South East Queensland. The data highlights that there may be a need for a wider variety of housing types to be provided in the plan area to support the population as it changes.

Having a diversity of housing types is important as a population ages because people with reduced mobility may not be able to maintain large properties.

A mixture of housing types provides people with a variety of options to remain a part of their community as they age.

Table 2. Age Groups for the Loganholme Neighbourhood Planning Area (ABS 2011)





5.3 Existing Land Uses

The plan area is predominantly characterised by detached housing on large lots typically greater than 2,000m² in size. There are approximately 300 dwellings within the plan area. Residential dwellings are generally one to two storeys in height and built within the last four decades.

The area also contains non-residential uses. These uses consist of a shopping centre in the north western corner of the site, a small convenience centre on Bismark Street, and a mix of commercial and bulky goods retail uses along the Pacific Motorway Service Road. Figure 8 illustrates the existing zones in the plan area. The existing land uses generally reflect these zones.

For more information about the existing zones, please see [Section 4.2 on page 12](#) of this report.

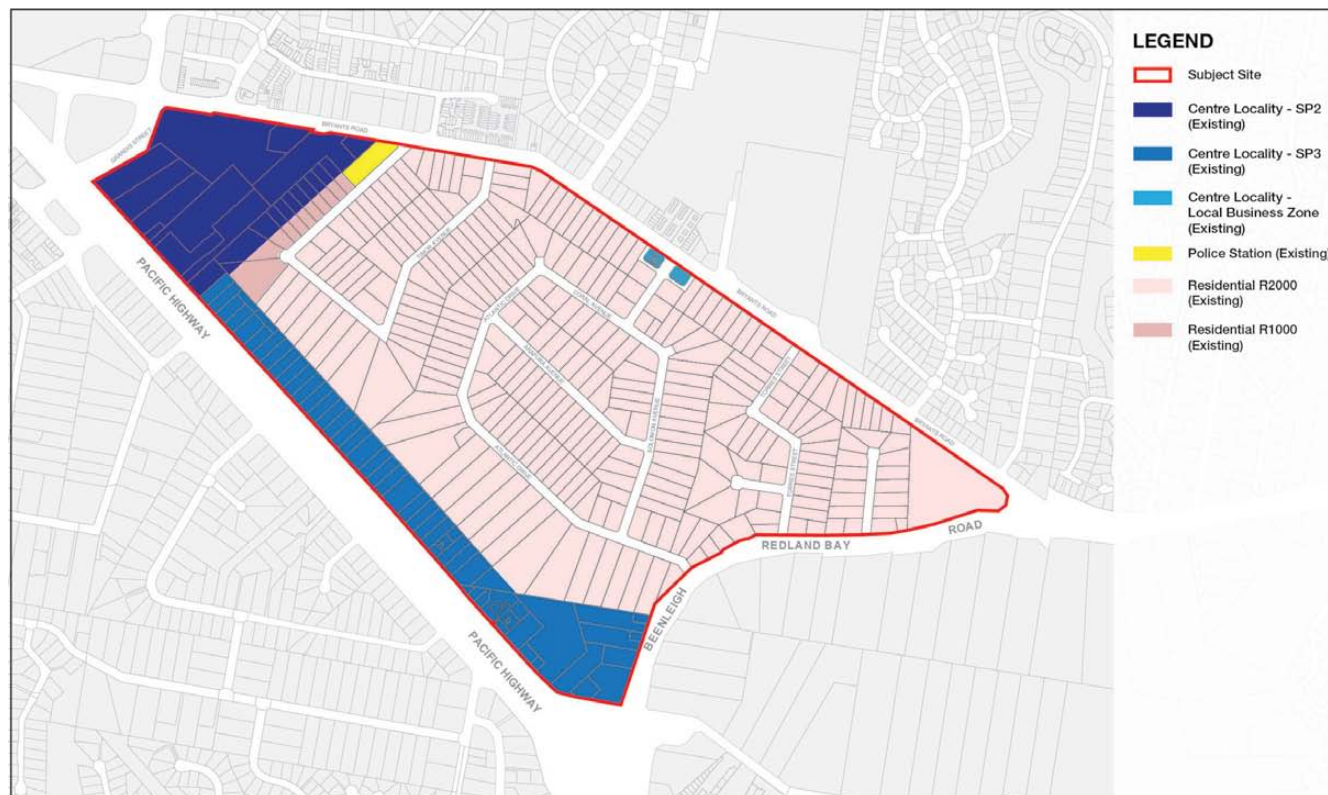


Figure 8. Existing Zoning



5.4 Transport

1.1.1 Existing Road Network

The plan area is accessible via the Pacific Motorway Service Road, Bryants Road, and Beenleigh Redland Bay Road. Bryants Road is a four lane urban arterial road under Council management. It consists of two traffic lanes in each direction, divided by a narrow landscaped median, carrying approximately 18,000 vehicles per day. Beenleigh Redland Bay Road is a state controlled road, linking Redland Bay with the Pacific Motorway. Beenleigh Redland Bay Road has been upgraded from the Pacific Motorway west to California Creek Road to a four-lane divided road configuration, including on-road shared parking/cycle lanes. Beenleigh Redland Bay Road has direct connection to the Pacific Highway and carries approximately 27,000 vehicles per day. A plan of the existing road network is provided in Figure 9.

The plan area has multiple access points to Bryants Road and two access points to Beenleigh Redland Bay Road. The local street pattern provides low levels of connectivity resulting in this area being separated into five district sub-areas:

- Timor Avenue forms a circuit with two connections to Bryants Road. The western access is left-in/left-out only while the eastern access is a priority controlled T-junction supporting all movements;
- Atlantic Drive and Bismark Street form a local access connection between Beenleigh

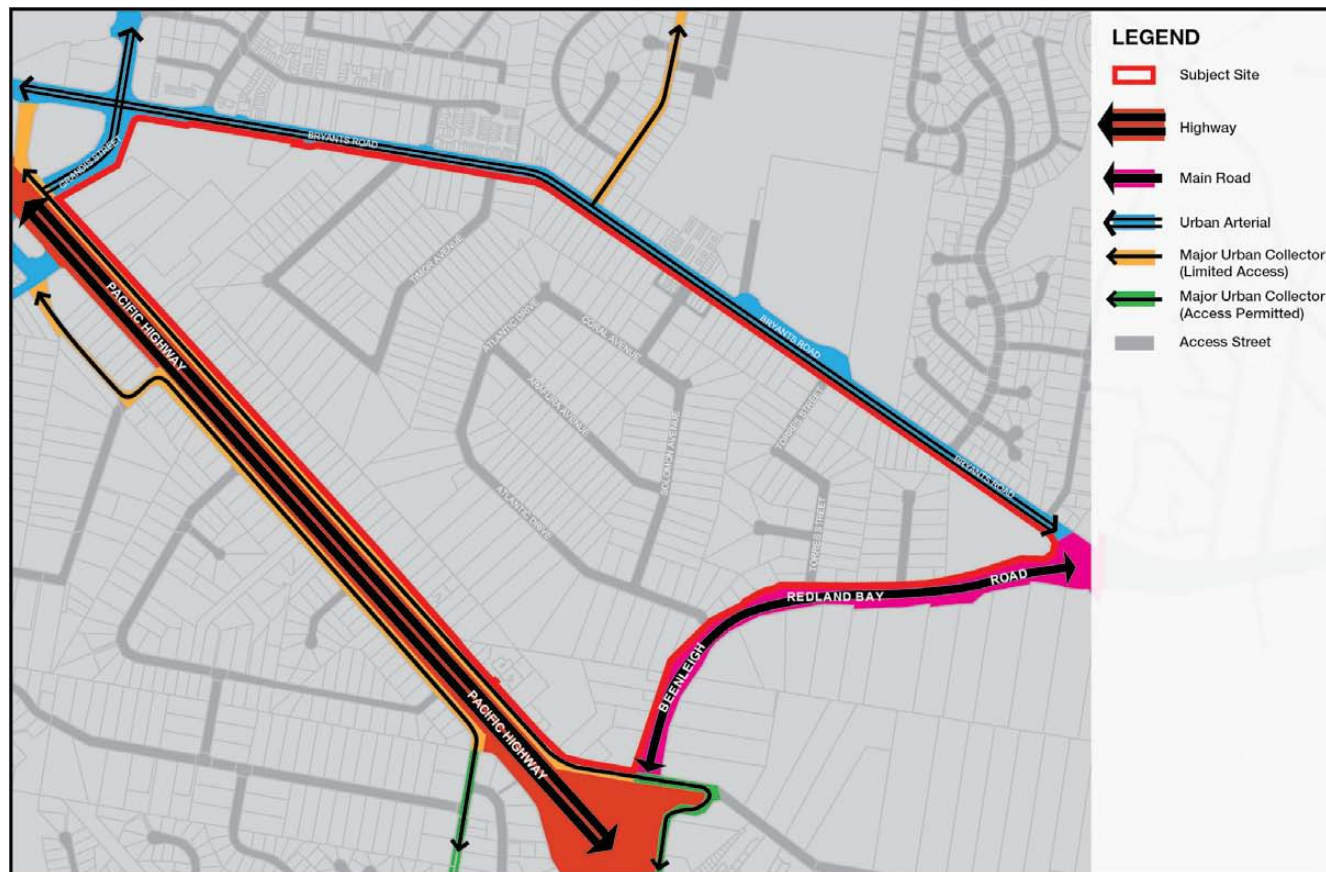


Figure 9. Existing Road Network Plan



Redland Bay Road and Bryants Road, with both intersections operating as priority controlled T-junctions. Atlantic Avenue, Solomon Avenue and Bismark Street currently experience levels of non-local through traffic, or 'rat-running', from motorists short-cutting the Bryants Road/Beenleigh Redland Bay Road roundabout;

- Torres Street is accessible to vehicles only via a signalised intersection on Bryants Road;
- Osborne Court is accessible via a left-in/left-out T-junction on Beenleigh Redland Bay Road; and
- the non-residential uses on the western and southern edges of the plan area are accessible via the Pacific Motorway Service Road.

1.1.2 Existing Public Transport

The plan area is served by public transport with four scheduled Translink bus routes operating along Bryants Road connecting to the Loganholme Bus Station. Combined, these bus routes provide services at half hourly to hourly frequency, operating between 6am and 10pm.

The Loganholme Bus Station is approximately 800m from Timor Avenue. This bus station provides high frequency services to Brisbane via the South-East Busway, as well as connections to Griffith University, Browns Plains, Cornubia, Beenleigh, Eagleby, Mt Cotton, Carbrook, Redland Bay, Shailer Park, Daisy Hill, Springwood, Woodridge and Kingston. Figure 10 shows the existing public transport network for the area.

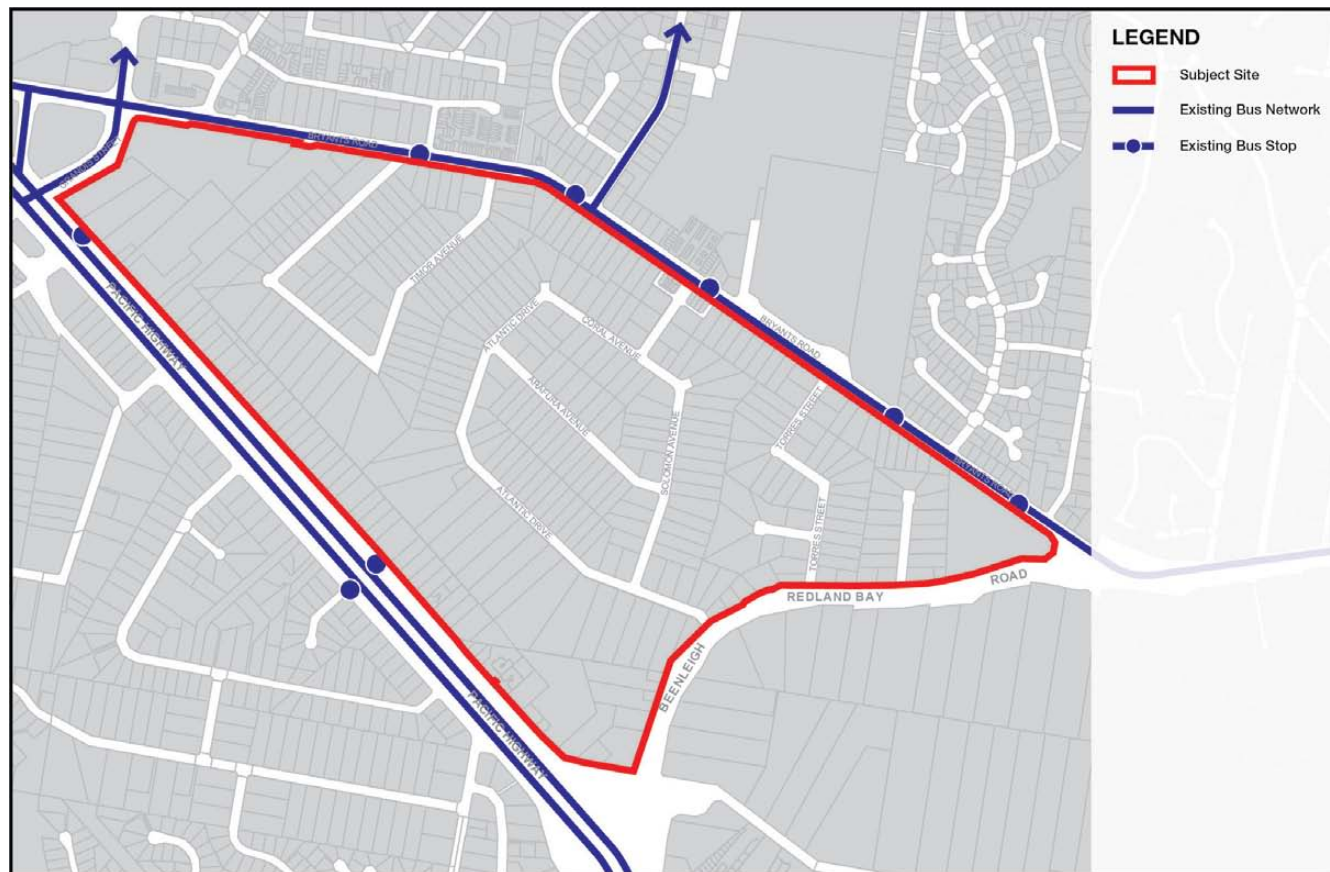


Figure 10. Existing Public Transport Plan



1.1.1 Existing Pedestrian and Cycle Networks

For residential areas, Bryants Road currently provides the only pedestrian access to public transport, the Logan Hyperdome, and local schools. The local streets are 20 metres wide with formed concrete footpaths on at least one side, however the lack of connectivity increases walking distances and thereby discourages their use.

The *Logan Planning Scheme 2006* identifies the cycleway network plan for the area as identified in Figure 11. A major cycleway extends along the eastern side of the Pacific Motorway (service road), and along Bryants Road. District cycleways extend along Torres Street, Plantain Road and Grandis Street. Atlantic Drive, Solomon Avenue and Bismark Street form a neighbourhood cycle route.

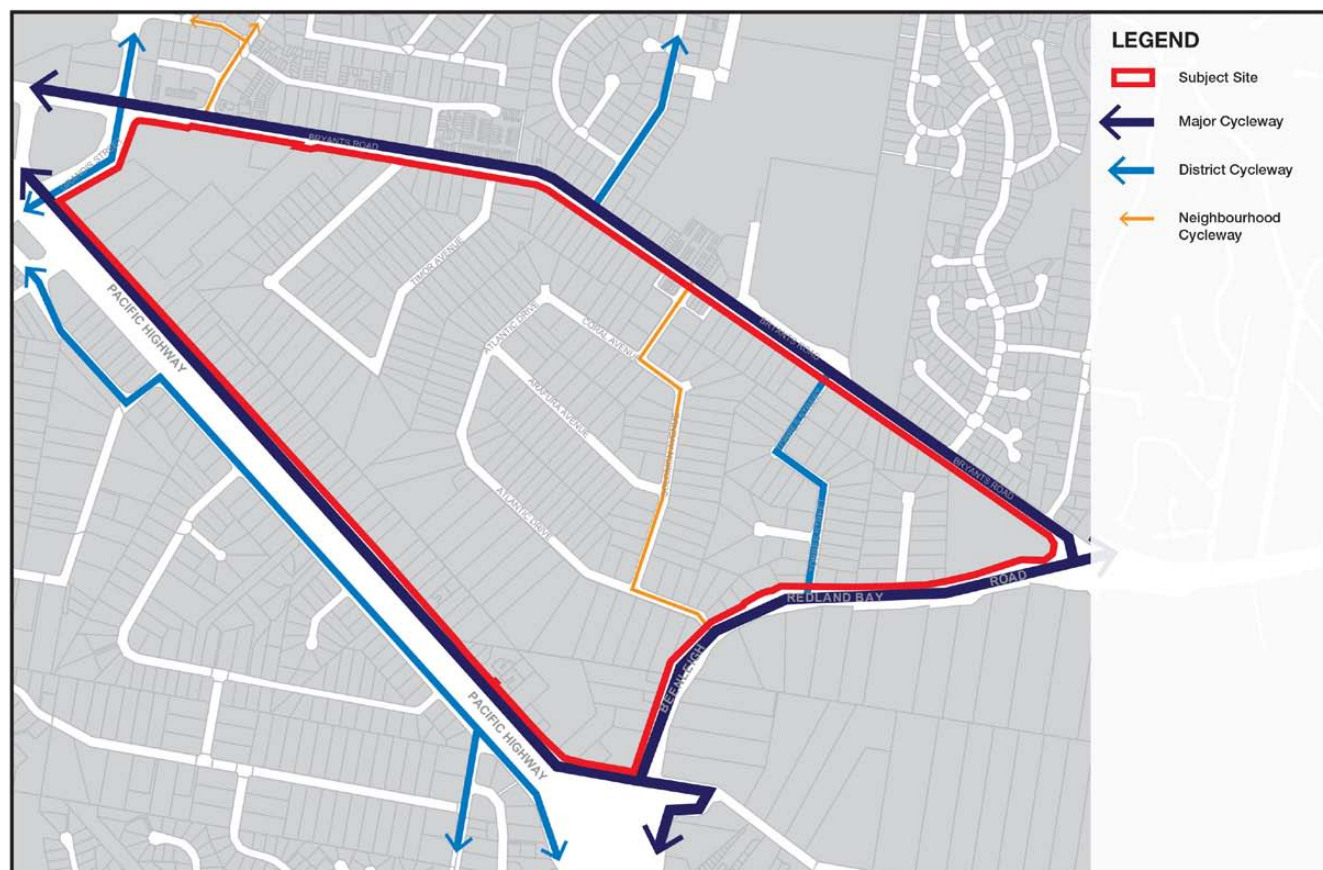


Figure 11. Cycleway Network Plan



5.5 Existing Landscape and Environment

Landscape, ecology and waterways

The plan area is relatively flat with a small knoll between Atlantic Drive and Solomon Avenue and generally tends to fall towards a gully in the south of the site.

An environment study was commissioned to determine the location of areas of environmental significance within the plan area.

The highest levels of biodiversity are located in waterways and areas at risk of flooding in the plan area. Figure 12 shows the ecological levels in the area, and the location of remnant vegetation. [Figure 13](#) shows the location of the area's waterways and their protective buffers.

Further information about the area's environmental values is provided in the environment study ([Appendix 3 on page 78](#)).

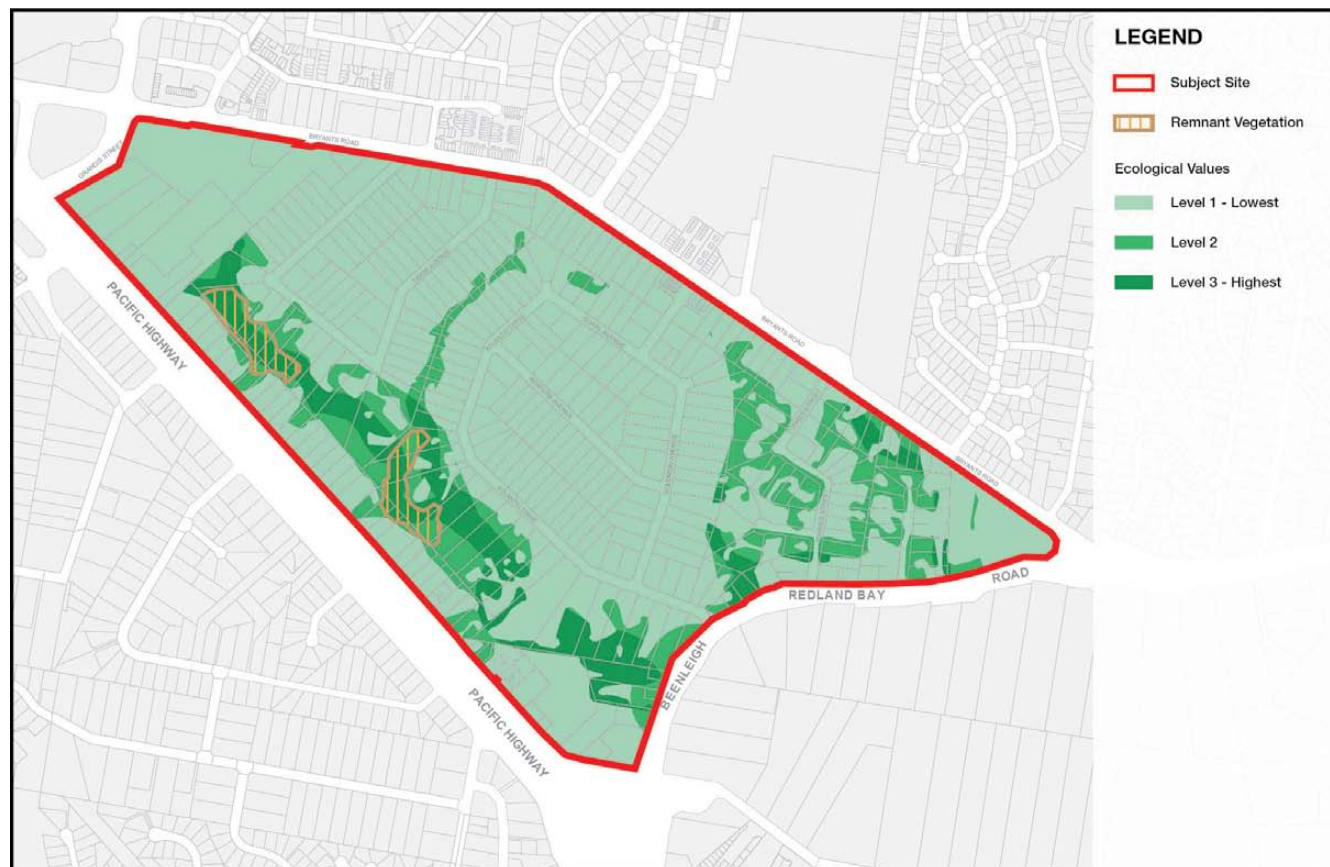


Figure 12. Existing Ecological Values Map

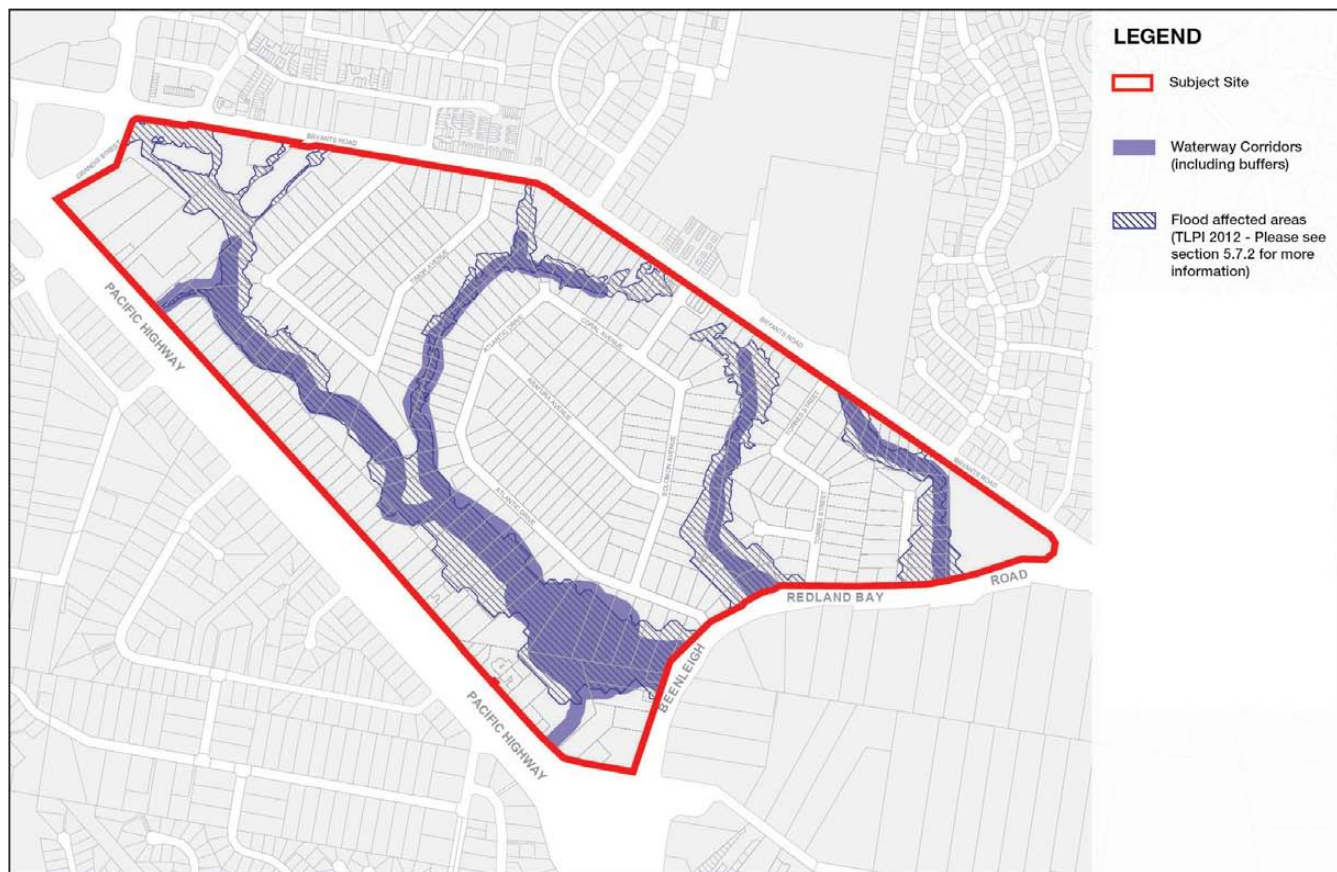


Figure 13. Existing Waterway Map (including buffers)

Significant Fauna

The plan area is within the Priority Koala Assessable Development Area of the South East Queensland Koala Conservation State Planning Regulatory Provisions (SPRP).

There are numerous koala habitat trees throughout the area and local residents have reported koala sightings.

Development in the area needs to address the SPRP.

The SPRP provisions provide for:

- protection of koala habitat trees within Bushland Koala Habitats;
- offsetting unavoidable clearing of koala habitat trees within areas of medium and high rehabilitation habitat;
- site design providing for safe koala movement;
- specific measures required during construction and clearing in order to keep koalas safe; and
- landscaping to provide koala food, shelter and movement opportunities.

Any planning scheme amendments should achieve the policy outcomes of State Planning Policy 2/10 (SPP 2/10) Koala Conservation in South East Queensland.



The policy outcomes of the SPP can be achieved by:

- protecting significant areas of koala habitat within the Environment Precinct ([8.2.1 on page 44](#));
- preserving corridors for koala safety and movement; and
- offsetting any unavoidable clearing of native trees to build a strategic corridor network throughout the city.

Detailed planning to ensure site design maximises koala safety and movement, and minimises risks of car strikes and dog attacks, are to be completed during subsequent stages of the project (stage 4).

Council officers have inspected the areas identified in Figure 14 as “High Value Bushland”. Given the nature of the vegetation and the extent of clearing, this area is considered to be accurately described as “Medium Value Other”.

In addition to koalas, a flying fox colony is located on the western side of the plan area. Further information about the area’s fauna is provided in the environment study ([Appendix 3 on page 78](#)).

The Koala SPRP mapping and the approximate location of the flying fox colony are shown in Figure 14.

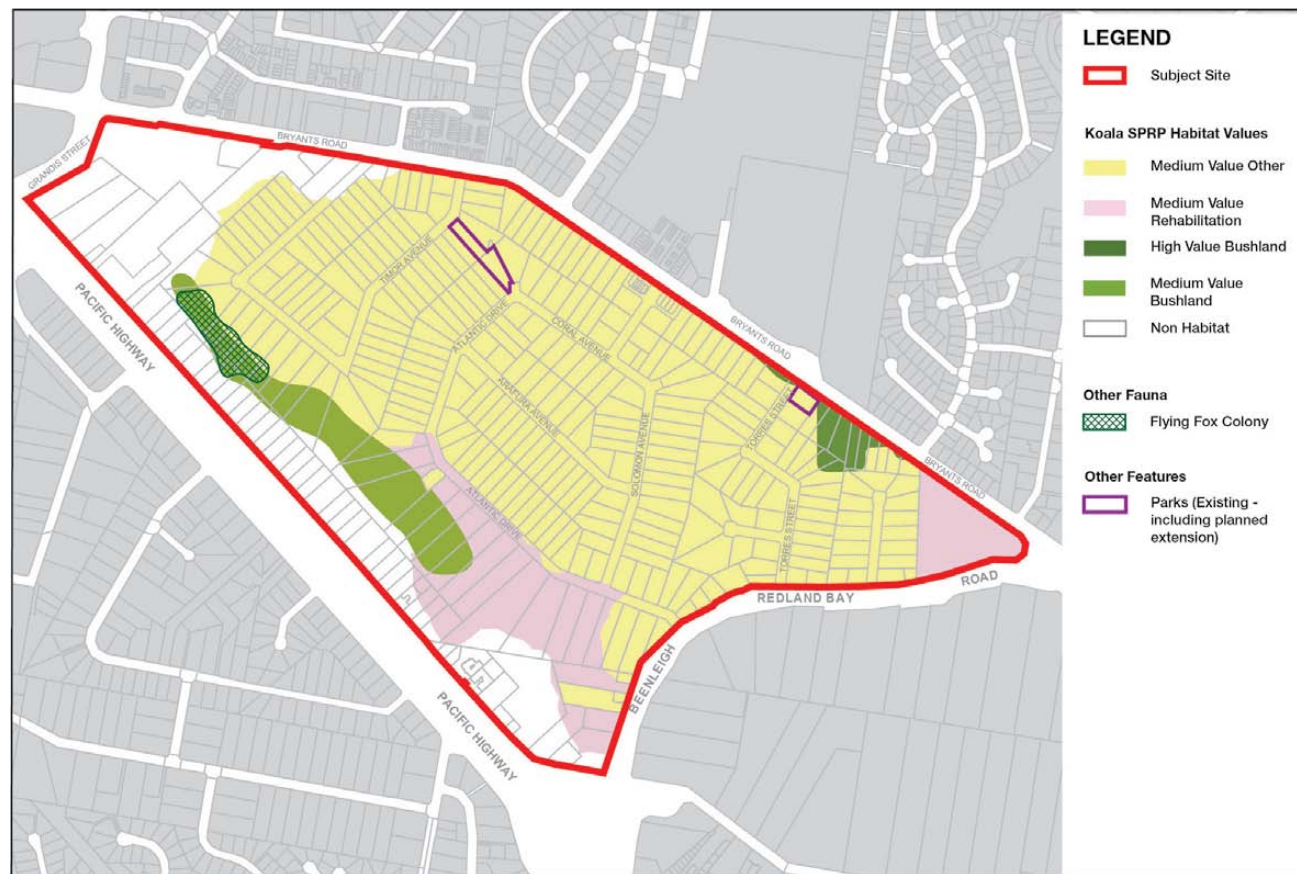


Figure 14. Queensland Government Koala Habitat Areas and Approximate Flying Fox Colony Location



Existing Corridors

The environment study identified a network of primary, secondary and tertiary environment corridors within the plan area. The corridors have habitat values and allow fauna to move through the area. The location of these corridors is shown in Figure 15.



Figure 15. Environment Corridors



5.6 Existing Community Facilities

The plan area is serviced by many community facilities (Council, Queensland Government, and privately provided), all of which sit outside of the plan area. Some of the key facilities that service the area include the Logan Hyperdome Library, Cornubia Park Sports Centre, and Shailer Park Scout Group.

Schools in the area have also received funding from the Building Education Revolution (BER) Funding Program. A condition of this funding is that schools must agree to provide access to libraries and multi-purpose halls funded under this program at low or no cost. These facilities are therefore factored in when reviewing community facilities. Table 3 shows a list of the facilities provided under the BER program and Figure 16 shows a plan of existing community facilities.

Table 3. School Facilities and Funding

School	Facility	Funding
Shailer Park State School	New construction - library (new resource centre)	\$1,350,000
	New construction - multi purpose hall	\$1,650,000
St. Matthew's School	New construction - multi purpose hall	\$1,234,200
	Refurbishment - library	\$1,765,800

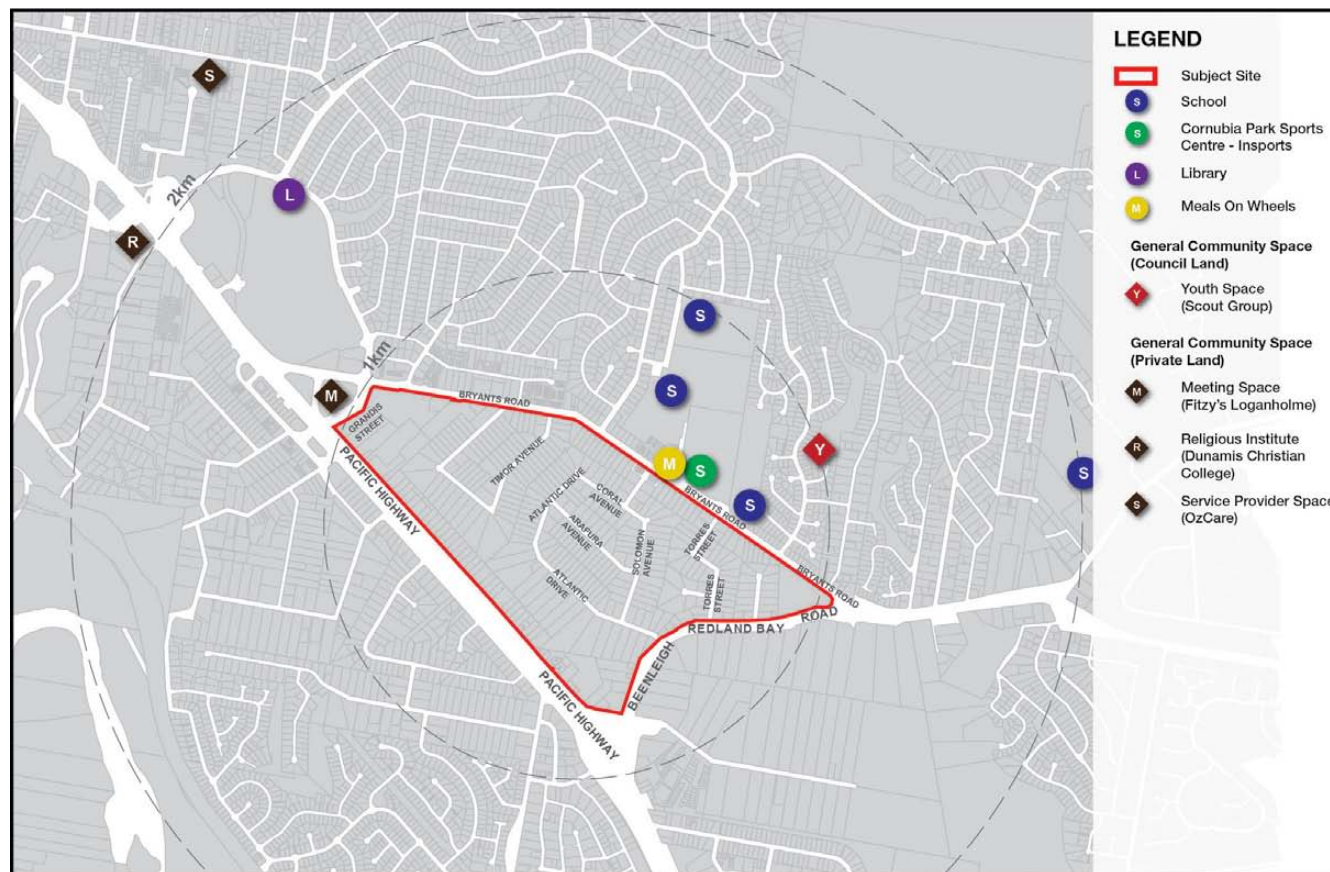


Figure 16. Existing Community Facilities Plan



5.7 Existing Open Space, Parks and Stormwater

1.1.1 Parks

Two local parks currently exist within the plan area: Atlantic Park and Torres Park. Atlantic Park at 2,378m² offers some recreational opportunities with a small shaded play area, gazebo and basketball half-court, however it is constrained by its limited amount of road frontage and small size. Torres Park at 2,027m² has no recreational facilities and the majority of park is constrained by the stormwater culvert under Bryants Road.

Cornubia Adventure Park (a Local Recreation Park) and Cornubia Park (a District Sports Park) are located to the north east of the plan area. Cornubia Adventure Park consists of shaded playground equipment intended for use by a range of age groups. Facilities include picnic areas, pedal monorail and a basketball half-court. Cornubia Park consists of a number of ovals, netball courts, cricket nets and the indoor sports centre/gymnasium (inSports). A lease over the sporting grounds limits the opportunity for local residents to access the sports ovals for informal play.

The Pacific Motorway creates a pedestrian barrier to the south that limits pedestrian access to the park areas of Tanah Merah. Park areas within a one kilometre radius to the north of the plan area include:

- Peters Park at 2,564m² is a recreation park which primarily acts as a pedestrian link between Turill Street and Maranda Street;
- Maranda Park at 2,995m² is a recreation park that forms a buffer to the adjacent properties; it does not contain any recreational facilities;
- Anakie Park is an environmental park of 38,256m² and houses the Shailer Park Scout Group. This park is predominantly bushland with limited recreational opportunities;
- Ballen Park, which abuts Anakie Park, is 1,152m² in size with limited road frontage and a small amount of play equipment; and
- Ridgepointe Park at 37,933m² is an environmental park with no recreational facilities and limited road frontage.

Between the one and two kilometre radius from the plan area is a number of Environmental Parks that include: Hideaway Mountain Reserve, Cornubia Forest, Collie Park, Glenvale Park, Kimberley Grove Park and Kimberley Forest Park. These environmental parks offer some recreational opportunities through the use of walking tracks. Local Recreation Parks include Mandew Park, the recently refurbished Adelong Park which features a range of recreational opportunities, Seers Park with limited recreation facilities, and Lissadell Park which contains of a wide range of recreation equipment. [Figure 17 on page 29](#) provides a plan of the area's existing parks.



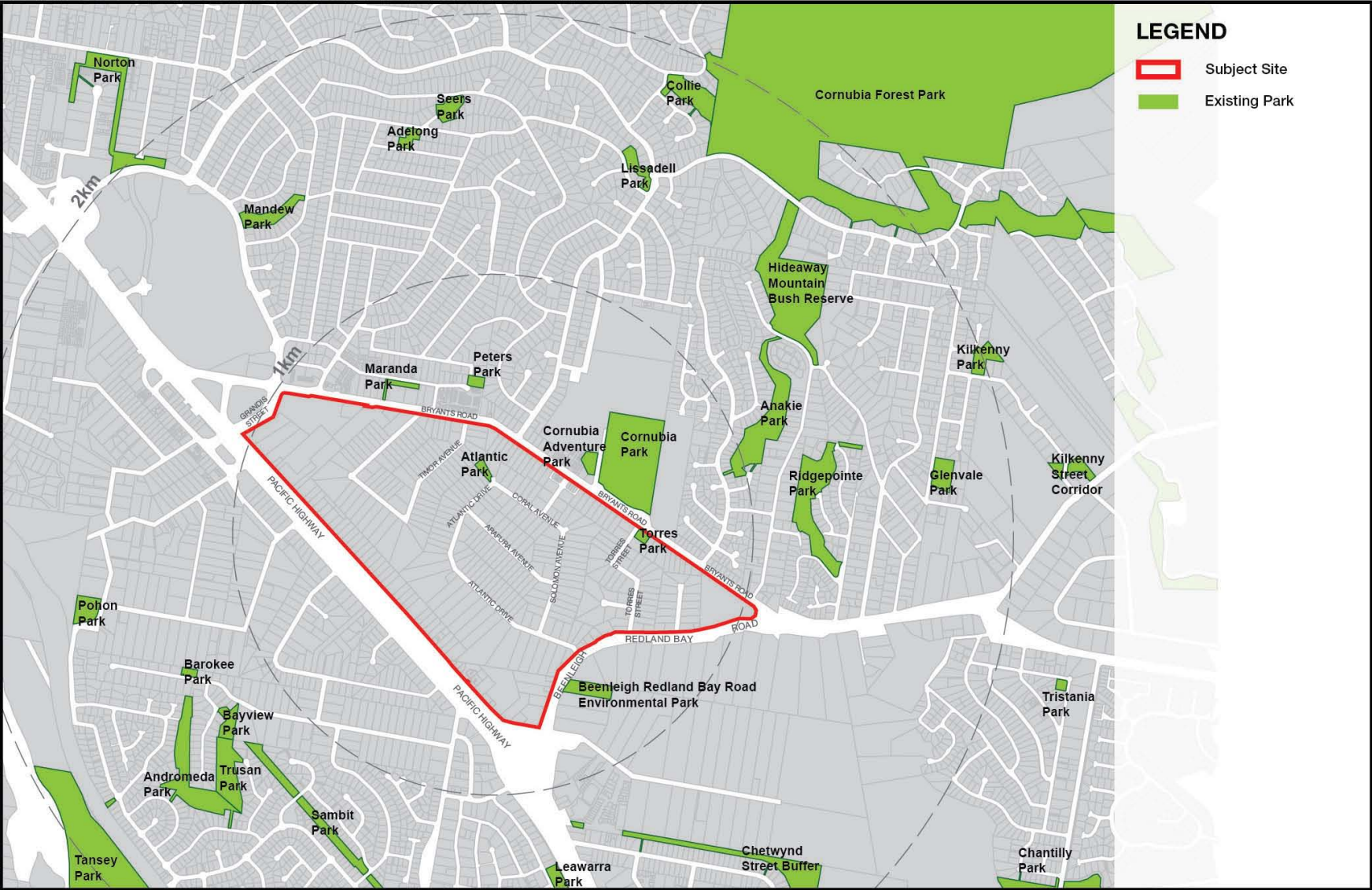


Figure 17. Existing Parks Plan



1.1.1 Flooding Constraints

The plan area is at risk of flooding from backwater during flood events in the Logan River, and from flooding caused by local catchment drainage. Land at risk of flooding within the plan area has been determined in accordance with the requirements of State Planning Policy (SSP) 1/03 and Council's floodplain management policies. Additionally, a new Temporary Local Planning Instrument (TLPI) has been adopted by Council to control development in accordance with Council's latest flood modelling. Based on these policies, areas at risk of flooding are generally not suitable for development. Areas that are at risk of flooding are shown in Figure 18.

Council's latest flood mapping is the result of new flood modelling to identify potential flood levels during a major rainfall event. This new model has been developed based on a "100 year ARI (Annual Recurrence Interval) flood event", which is a Queensland Government requirement. This is an event that has a one per cent chance of being equalled or exceeded in any given year. The 100 year ARI is the standard flood event for analysing and notifying risk of flooding and has been applied across the city.

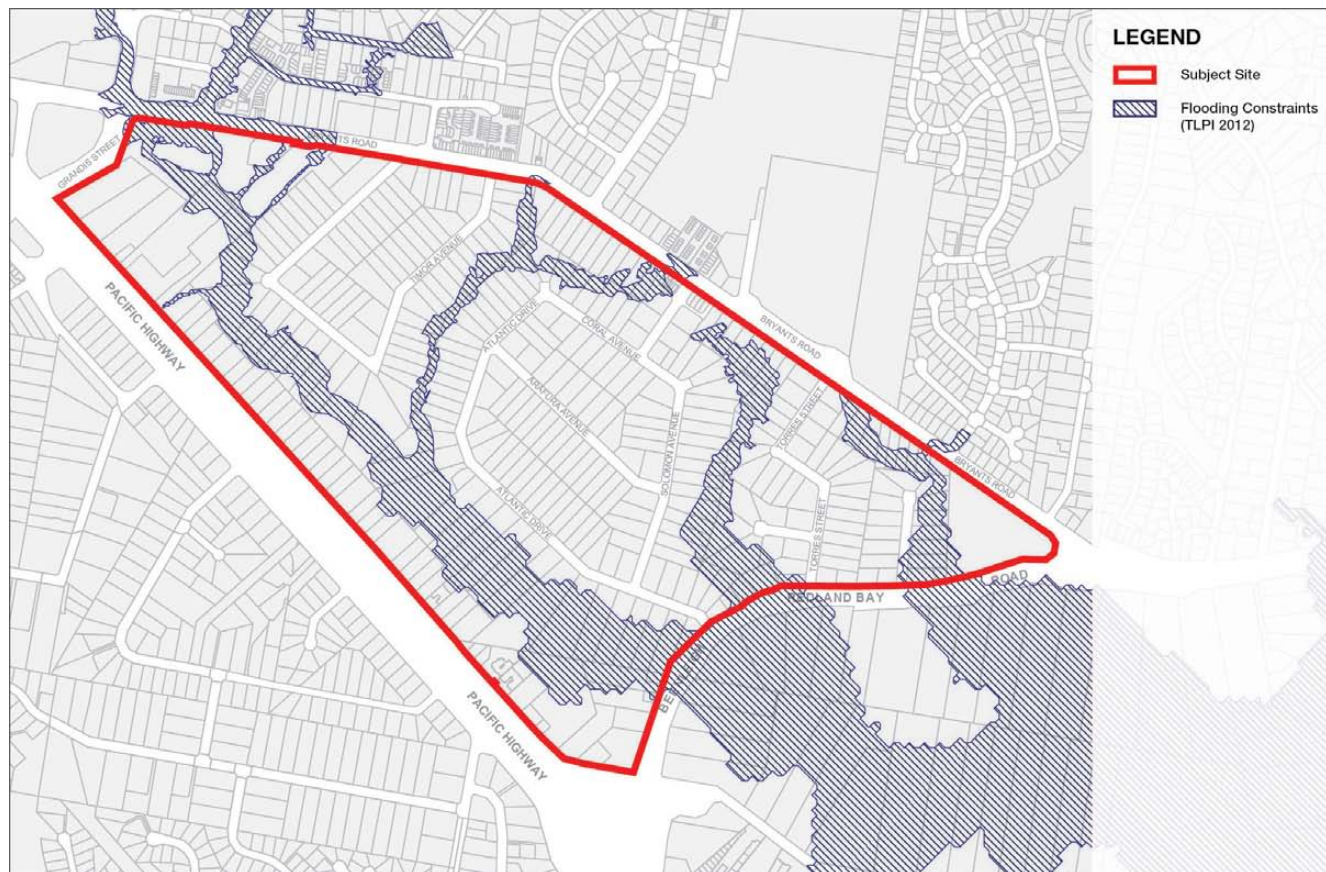


Figure 18. Land at Risk of Flooding Plan



1.1.1 Stormwater Catchment Management

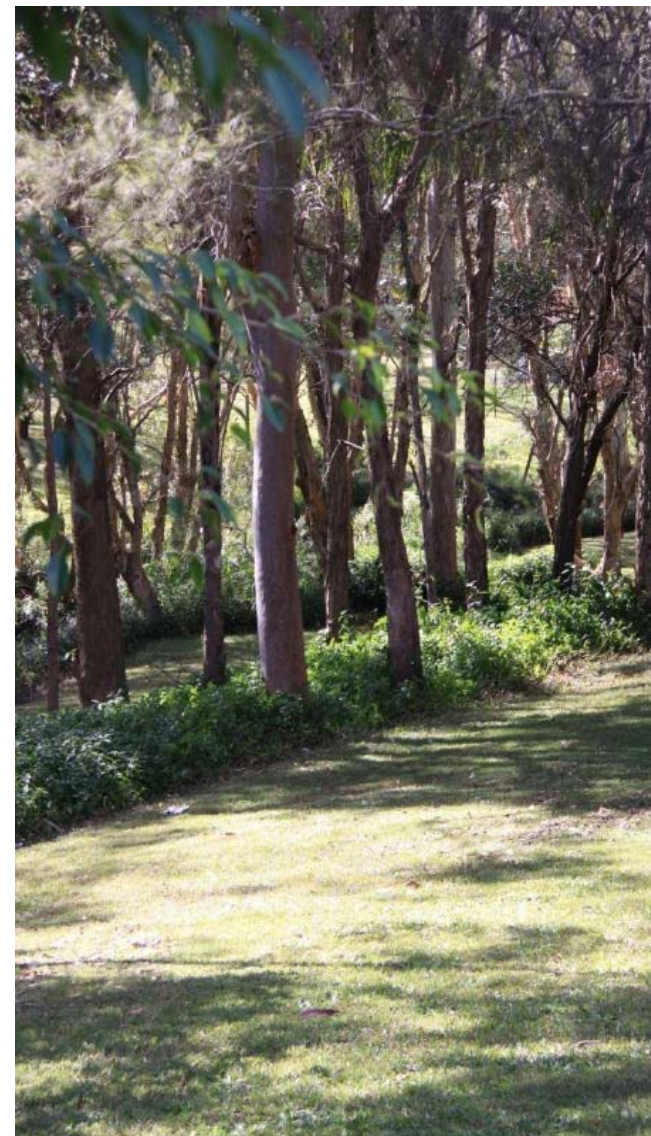
The plan area is serviced by an existing stormwater network primarily comprised of stormwater pits, pipes and overland flow paths.

The plan area's stormwater catchment is associated with a number of discrete external catchments. These external catchment areas are typified by traditional urban stormwater systems, at least in the upper reaches, which discharge to a series of natural waterways and open channel systems within the plan area. All external catchments ultimately combine downstream of Beenleigh Redland Bay Road through the Loganholme Wetlands complex and into the regional floodplain area of the Logan River. There are three major external local stormwater catchments:

1. Atlantic Drive Catchment: This is the largest catchment area (approx 335ha). It includes an area of 114ha on the western side of the Pacific Motorway which contributes to the flows in the Atlantic Drive catchment via a series of piped flows under the Pacific Motorway. The catchment upstream from Bryants Road is steep, with extensive drainage infrastructure. The lower sections within the plan area are generally shallow and are subject to regional flooding. These areas consist of open channel and natural waterway systems.

2. Torres Street Catchment: This is the smallest local stormwater catchment (24ha). The area extends to Bryants Road in the north and drainage is typified by overland flows that occur along an existing natural gully.
3. Osborne Court Catchment: This is the most eastern catchment for the area. The area includes an external catchment to the north of Bryants Road and has an area of approximately 86ha. The catchment features sub-surface drainage in combination with overland flows along major drainage gully lines. Downstream from Bryants Road, flows are conveyed via a constructed open channel drain with a concrete lined invert.

The location of these catchments is shown in Figure 19 on page 32.



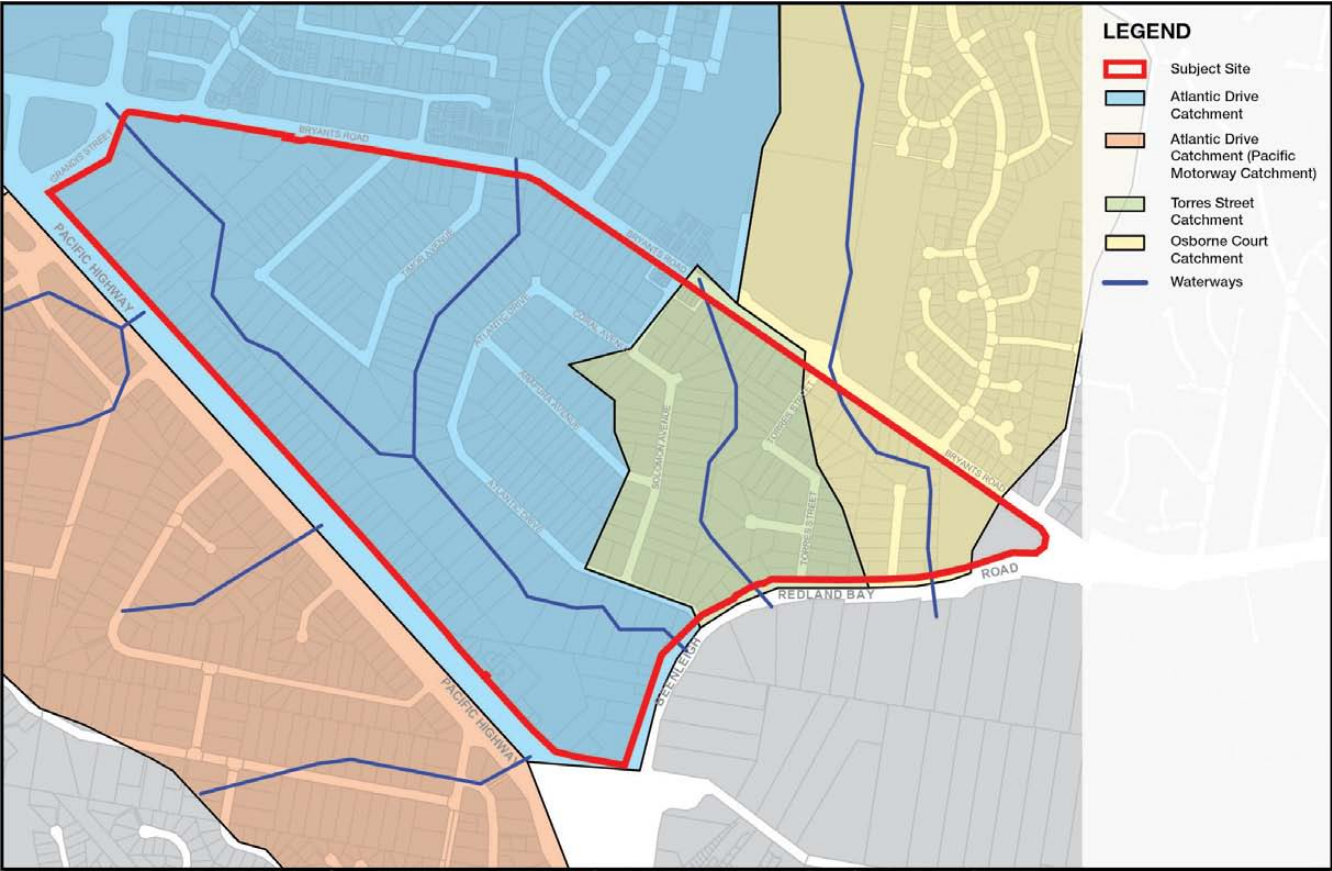


Figure 19. Stormwater Catchment Areas Plan



5.8 Water Cycle Infrastructure

1.1.1 Water

The plan area is currently serviced by the Kimberley Park Reservoir as part of the Kimberley Park and Springwood water supply zone. There is a network of trunk mains around the site and along Bryants Road, and a network of internal reticulation mains. There is also an existing 600mm diameter main that runs through the site and connects the Daisy Hill pump station and Logan River pump station. This is used to transfer water between Logan and the Gold Coast. A plan of the existing trunk/significant water system is shown in Figure 20. Current infrastructure planning proposes augmentations of parts of the trunk water network in the Kimberley Park water supply zone.

1.1.2 Sewer

The plan area is part of the catchment for the Loganholme Water Pollution Control Centre (WPCC). An existing major 1050mm-1500mm diameter gravity trunk sewer runs through the site. This is a critical sewer main that services a significant part of the Loganholme WPCC catchment. The sewer main runs parallel to the Pacific Motorway, through the western side of the plan area and represents a constraint for any future development. A plan of the existing trunk/significant sewer system is shown in Figure 20. Current infrastructure planning proposes an augmentation to some existing trunk sewer mains.

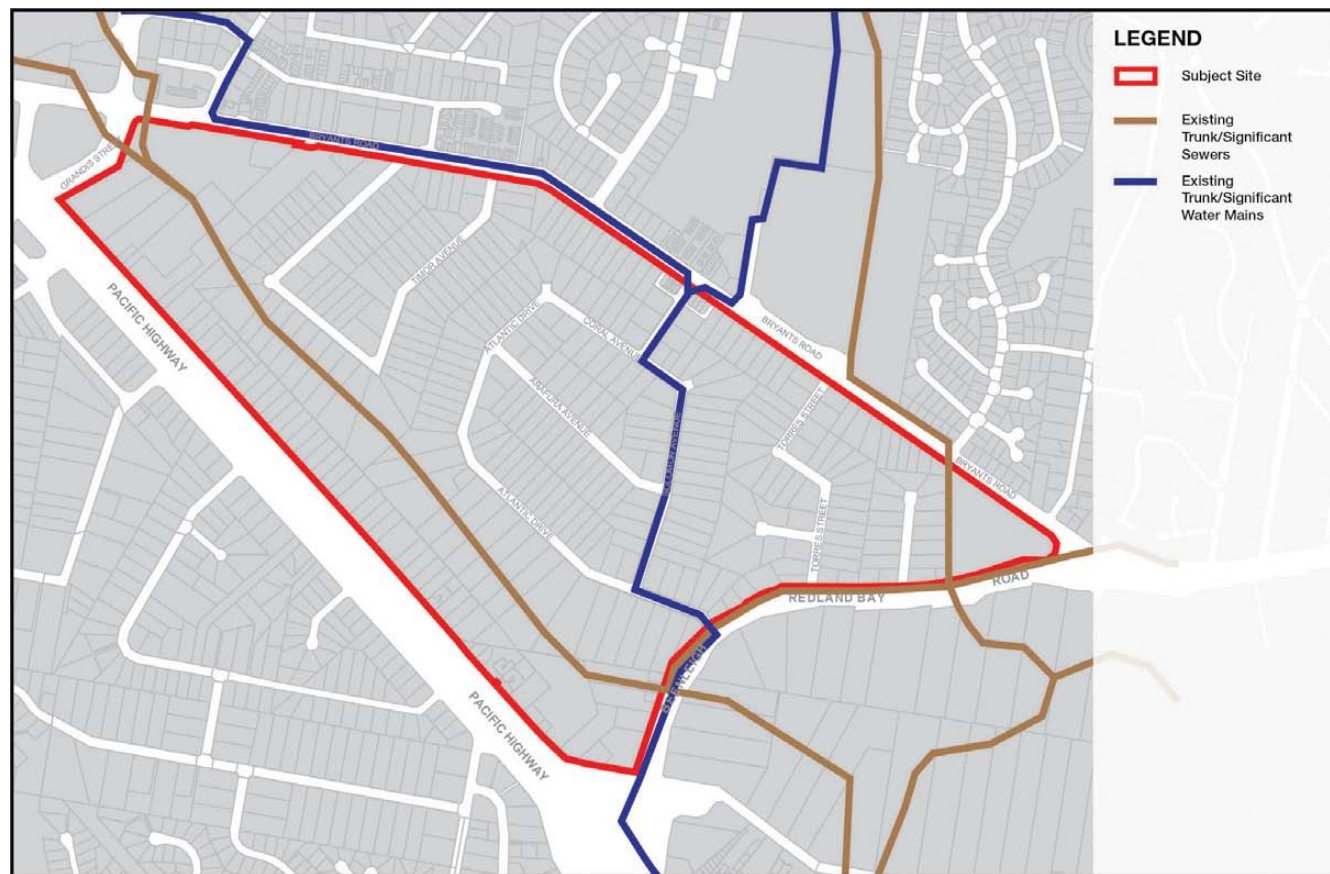


Figure 20. Existing Trunk Sewer Network



6. Community Feedback

Withdrawn Draft Loganholme Neighbourhood Plan

Public consultation for the withdrawn draft Loganholme Neighbourhood Plan was undertaken from 14 March 2011 to 13 May 2011. Council received 599 submissions.

Based on these submissions, Council decided in November 2011 that further work was required to develop a plan that adequately addressed the matters raised by the community. Accordingly, Council withdrew the draft Loganholme Neighbourhood Plan and decided to develop a new neighbourhood plan for the area.

Draft Loganholme Neighbourhood Plan

Additional meetings with residents and land owners within the plan area were undertaken in July and August 2012 to further refine Council's understanding of the issues affecting the area. This information, along with the feedback received on the withdrawn draft plan, was used in the development of a new draft plan for the area.

A new draft Loganholme Neighbourhood Plan was informed by the submissions on the withdrawn plan and the meetings with residents and land owners.

Significant differences between the withdrawn plan and the draft plan included:

- a significant reduction in densities;
- reduction to building heights;
- more commercial areas to support future growth; and
- an environmental precinct to protect areas of environmental value.

Public consultation on the draft plan was undertaken from 12 November 2012 to 7 December 2012. As part of this consultation, Council established a temporary planning shopfront at the Loganholme Shopping Village, which was open from 26 November to 7 December 2012. Approximately 120 people attended the planning shopfront. The shopfront was established to provide a means for the community to obtain further information on the new draft Loganholme Neighbourhood Plan, and had staff and other facilities available to assist members of the community to lodge a submission. Photos of the planning shopfront are shown in Figure 21 and Figure 22.

Council received 2,900 items of correspondence on the draft plan. After accounting for duplications, 2,358 submissions were received. This number includes 903 submissions written before the draft plan's release, 176 submissions received after the submission period closed, 13 anonymous submissions, and 22 submissions without addresses or contact information. All submissions received were considered to inform the endorsed plan.

Key changes to the draft plan included:

- changes to the environment precinct;
- the addition of a new, large lot precinct;
- updated flood mapping and changes to the flood affected precinct;
- provision for an additional technical study (stormwater), as a part of the planning scheme amendment process;
- renaming the 'road network' in the major commercial precinct to 'movement network';
- identifying the location of a flying fox colony with reference to relevant state and federal government legislation; and
- a range of minor text changes to clarify policy intent.

For more details about the community consultation process and community feedback, please refer to the [Loganholme Neighbourhood Plan Submission Analysis and Response Report](#).

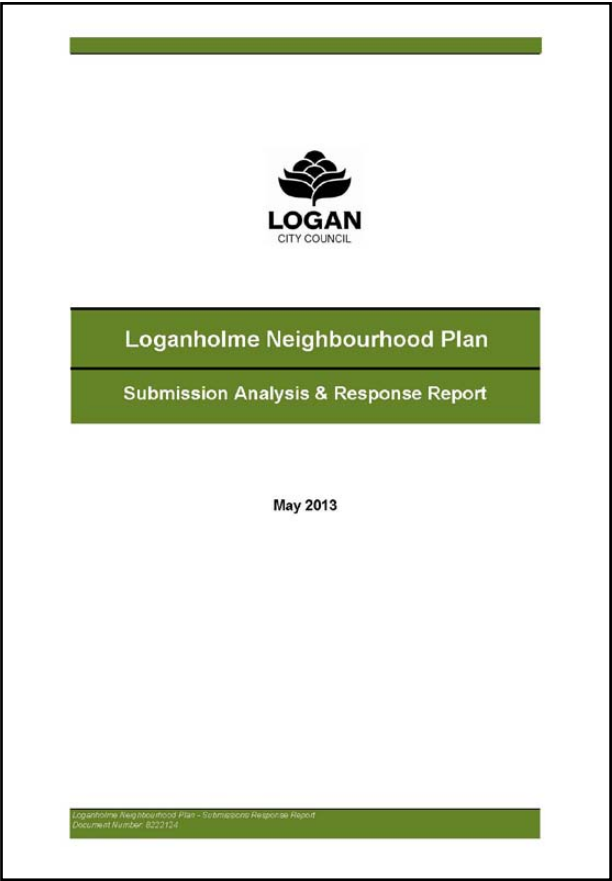


Figure 21. Loganholme Planning Shopfront



Figure 22. Loganholme Planning Shopfront



7. Vision and Principles

7.1 Vision

The vision for the Loganholme Neighbourhood Plan is to create:

“an attractive, well planned, high amenity residential community set in a green and leafy environment, which accommodates Logan’s growing population and maximises access to public transport, employment, retail, and commercial opportunities.”

This vision, and the following principles and objectives, have been developed based on an analysis of the area, a review of the submissions received on the withdrawn draft plan, the results of meetings held with land owners and residents within the plan area, and from a review of the submissions received on the draft plan.

The objectives have been categorised into five key topic areas:

1. Land Use,
2. Built Form,
3. Transport,
4. Environment; and
5. Infrastructure.

7.2 Principles

Principle 1: Land Use

Create a well planned residential community to assist in accommodating Logan’s growth and supporting the development of a major regional activity centre in accordance with the South East Queensland Regional Plan.

Objectives:

1. Increase the number of homes in proximity to public transport and commercial centres;
2. Provide a mix of housing types to cater for a variety of housing needs;
3. Protect people and property from the risks of flooding and inundation; and
4. Provide commercial uses to meet the convenience needs of the local community.

Principle 2: Built Form

Ensure future development contributes to the creation of an attractive, high quality built form set within a green and leafy environment.

Objectives:

1. Maintain a sense of environmental amenity by protecting areas with environmental values, planting street trees, and using well designed and integrated landscaping;
2. Guide building design to provide for a high quality/high amenity built form;
3. Develop design provisions to establish a desired visual character for the area; and
4. Utilise Crime Prevention Through Environmental Design principles in public spaces to reduce opportunities for crime.



Principle 3: Transport

Improve the community's access to work, recreation and daily needs via a variety of transport modes and with a reduced dependence on private motor vehicles.

Objectives:

1. Increase the number of dwellings in proximity to public transport and commercial centres;
2. Improve connections within the plan area;
3. Improve pedestrian amenity within the plan area and along routes to the bus interchange;
4. Manage traffic within the area and reduce opportunities for rat-running; and
5. Provide pedestrian and cycle connections to encourage active transport.

Principle 4: Environment

Protect and enhance areas of environmental significance including key fauna habitats and waterways.

Objectives:

1. Protect and enhance environmental values;
2. Provide for the movement of fauna through the area; and
3. Protect and enhance the area's waterways.

Principle 5: Infrastructure

Provide sufficient infrastructure to accommodate the planned population growth in the area.

Objectives:

1. Address the community infrastructure network to ensure an adequate level of service is provided;
2. Address the requirements for parkland to service the area;
3. Address the requirements to adequately control and treat the area's stormwater run-off; and
4. Address water cycle infrastructure requirements.



8. Loganholme Neighbourhood Plan

8.1 The Plan

This section outlines the Loganholme Neighbourhood Plan (Figure 23). The plan provides a broad outline of the land uses for the plan area.

A sample section of the majority of land uses in the plan is illustrated in [Figure 24 on page 40](#).

The plan has a 20+ year time-frame, and will ultimately provide for:

- a likely increase of approximately 1,800 dwellings and 4,100 residents;
- a range of residential densities, from existing low density uses through to townhouses and apartments;
- a maximum building height of three storeys in residential areas;
- approximately 21ha of land for commercial and retail uses, including a mixed use precinct on Bismark Street; and
- a 20ha environment precinct to protect the area's waterways and environmental values, and to control development in areas at risk of flooding.



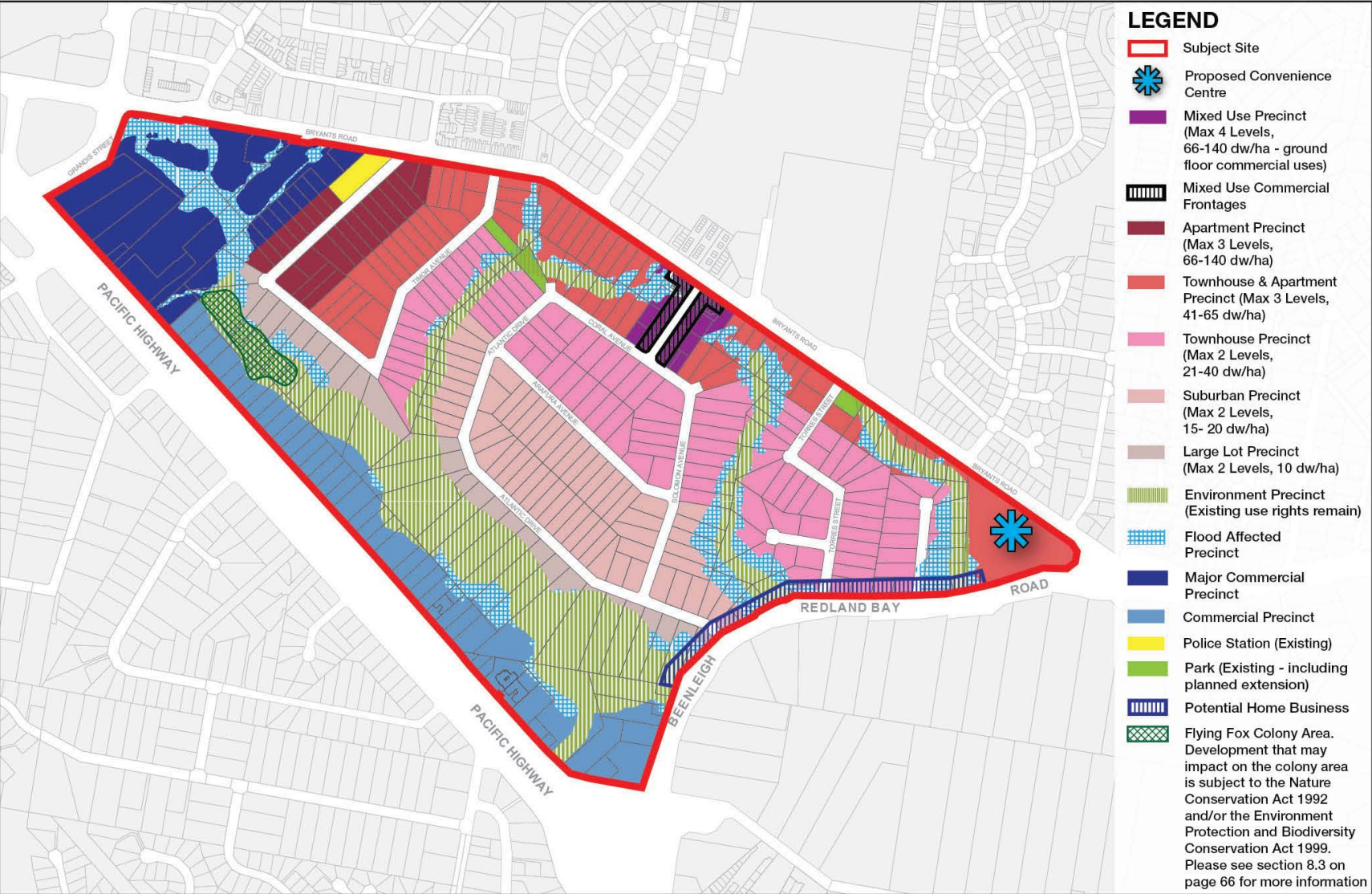


Figure 23. Loganholme Neighbourhood Plan

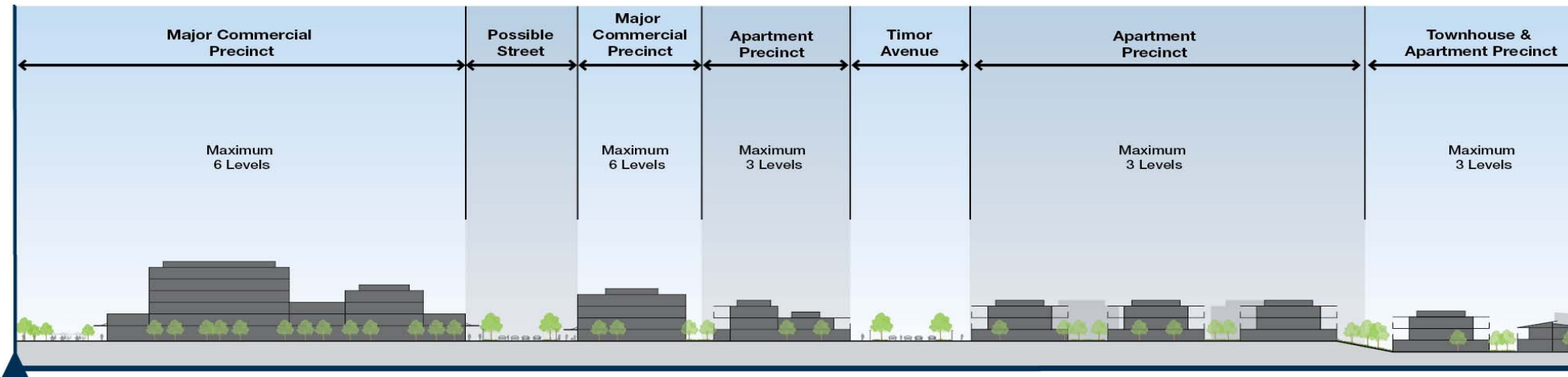
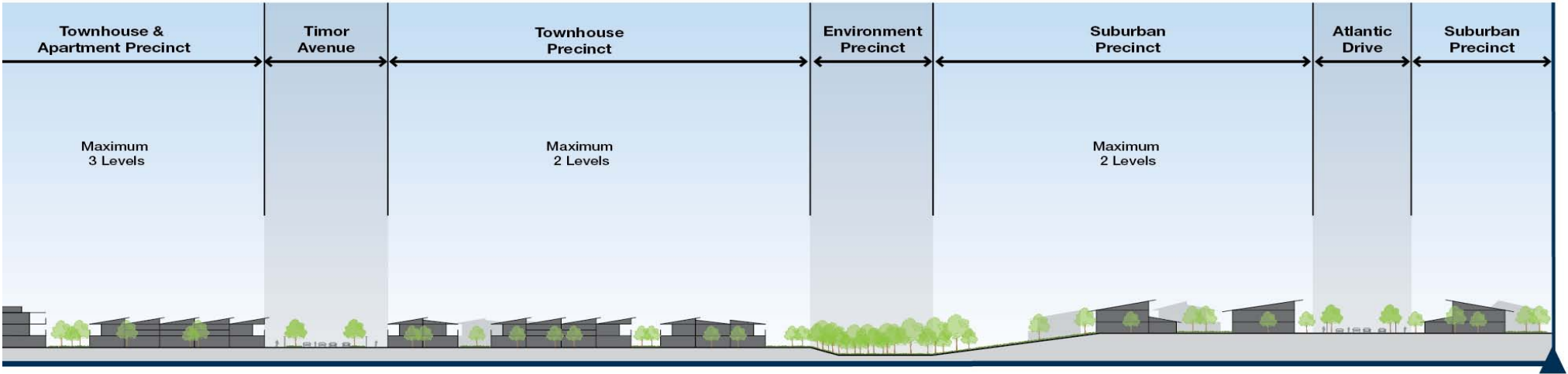
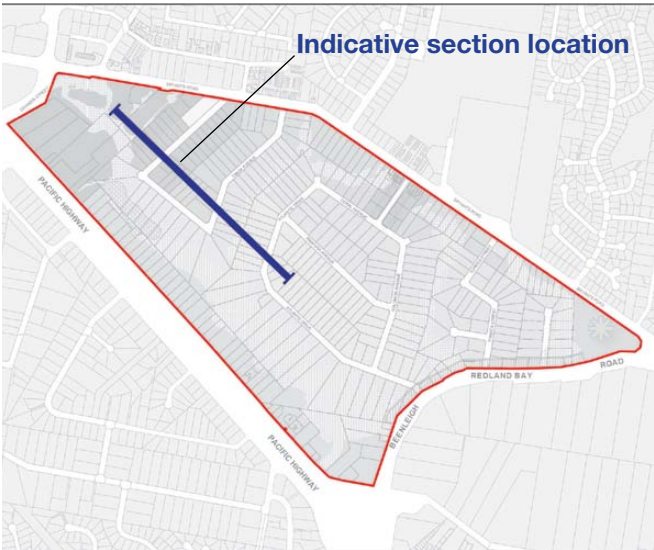


Figure 24. Sample Section
Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.





8.2 Land Use and Built Form

To meet the plan's objectives, the plan area has been divided into ten precincts that establish the desired uses and built form. These precincts are:

1. Environment Precinct;
2. Flood Affected Precinct;
3. Large Lot Precinct;
4. Suburban Precinct;
5. Townhouse Precinct;
6. Townhouse and Apartment Precinct;
7. Apartment Precinct;
8. Mixed Use Precinct;
9. Major Commercial Precinct; and
10. Commercial Precinct.

[Figure 23 on page 39](#) shows the location of these precincts.

Figure 25 shows the maximum building heights for each precinct.

Table 4 provides a summary of the key characteristics of each precinct. The ultimate dwelling and population projections for the plan are detailed in [Appendix 2 on page 76](#).

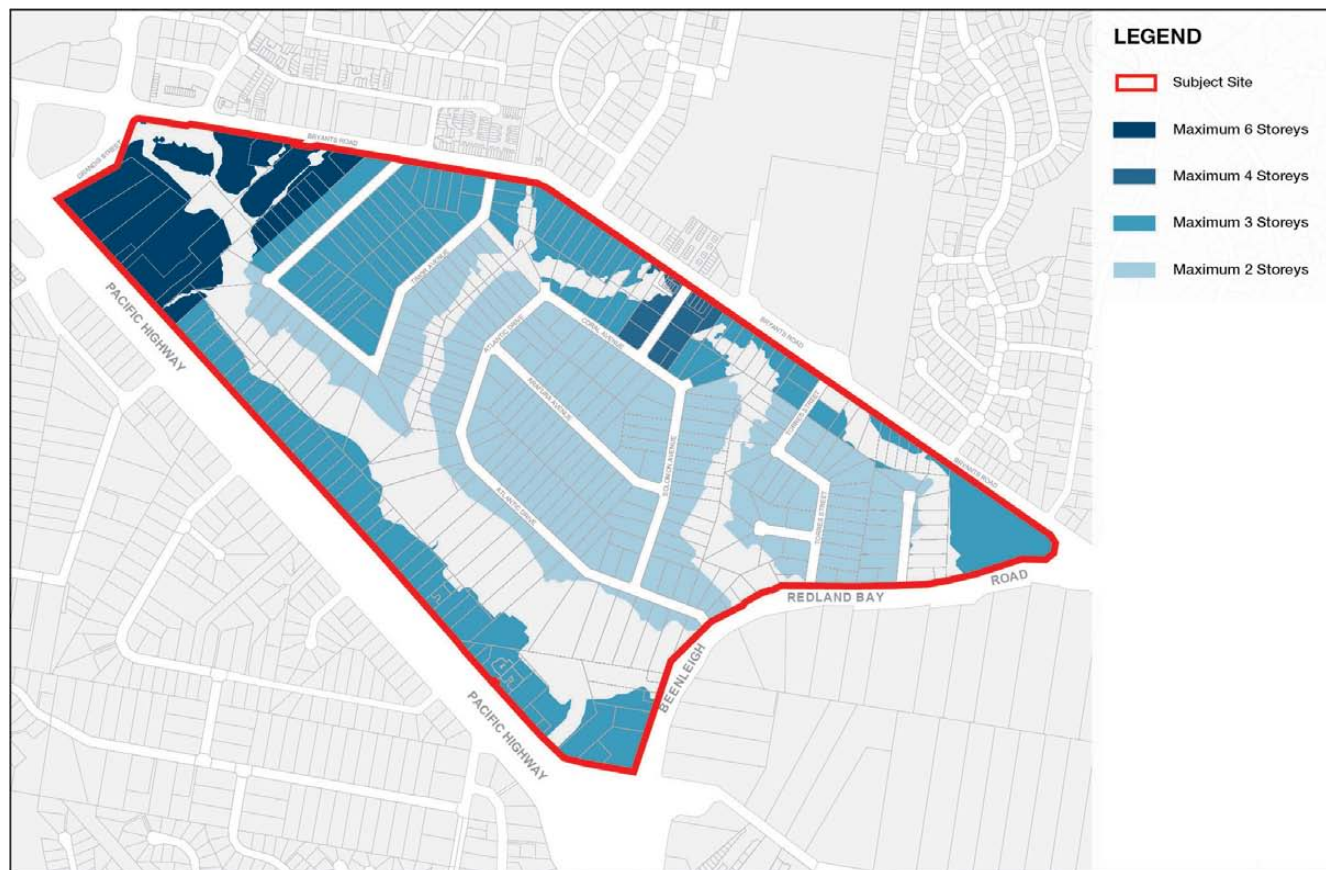


Figure 25. Maximum Building Height Plan



Precinct Name	Primary Uses	Residential Plot Ratio	Dwellings per hectare	Maximum Building Height
Large Lot Precinct	Detached housing	N/A	Max 10 Min 0	2 storeys
Suburban Precinct	Detached housing Duplexes	Max 0.28 Min 0	Max 20 Min 15	2 storeys
Townhouse Precinct	Townhouses Triplexes/duplexes Small lot housing	Max 0.5 Min 0.28	Max 40 Min 21	2 storeys
Townhouse and Apartment Precinct	Units/apartments Townhouses	Max 0.8 Min 0.5	Max 65 Min 41	3 storeys
Apartment Precinct	Units/apartments Townhouses	Max 1.8 Min 0.8	Max 140 Min 66	3 storeys
Mixed Use Precinct	Units/apartments Small scale retail, commercial uses, restaurants and cafes Note: plot ratio only applies to residential development.	Max 1.8 Min 0.8	Max 140 Min 66	4 storeys
Major Commercial Precinct	Apartments Large scale retail and commercial uses Restaurants, cafes and other entertainment uses	N/A	N /A	6 storeys
Commercial Precinct	Bulky goods retail and commercial offices	N/A	N/A	3 storeys

Table 4. Precinct Land Use Characteristics

Please see [Appendix 1 on page 74](#) for explanatory notes to Table 4



1.1.1 Environment Precinct

The primary purpose of this precinct is to preserve areas of environmental significance and to control development on land at risk of flooding. The Environment Precinct comprises a combination of remnant vegetation, waterway buffers, land at risk of flooding, wildlife corridors, and koala habitat areas. This precinct makes up approximately 18% of the plan area, with a total area of approximately 20.1ha. Existing use rights will still remain for property identified within this precinct.

Where a property is located in both the Environment Precinct and another precinct (such as the Townhouse Precinct), future development should enhance and rehabilitate the land in the Environment Precinct.

The Environment Precinct generally reflects the recommendations of an environment study commissioned for the area ([Appendix 3 on page 78](#)).



Figure 26. Environment Precinct Location



Figure 27. Environment Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.



1.1.1 Flood Affected Precinct

The primary purpose of this precinct is to identify land at risk of flooding that has limited environmental value. Development in this precinct is to be restricted unless a proposed development can satisfactorily mitigate flooding impacts.

Where the flooding impacts can be successfully mitigated, development may occur in accordance with the precinct that covers the unaffected parts of the property.

For example, if a property is within the Flood Affected Precinct and the Major Commercial Precinct, areas at risk of flooding may be developed in accordance with the Major Commercial Precinct provided the flooding impacts can be satisfactorily mitigated.

For more information about flooding, please see section [5.7.2 on page 30](#).

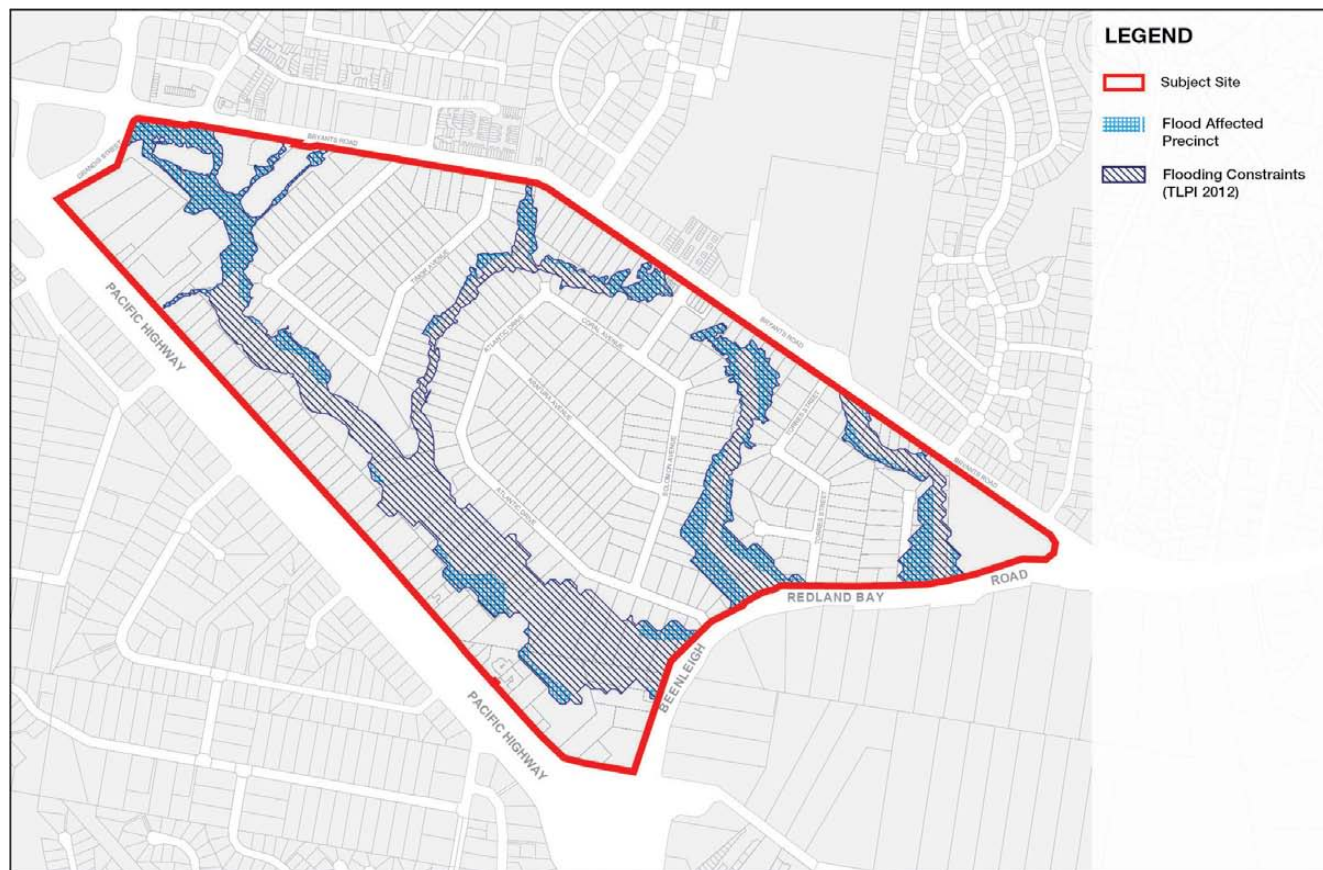


Figure 28. Flood Affected Precinct Location





1.1.1 Large Lot Precinct

The large lot precinct will accommodate primarily detached dwelling houses at a density of 10 dwellings per hectare. This density allows for an average lot size of 1,000m² within this precinct. All development would be limited to a maximum height of up to two storeys. This precinct has a total area of 4.2ha, which represents approximately 4% of the plan area.

Development may be conditioned to protect or rehabilitate the environmentally valuable portions of properties through the development assessment process.

Any future development near the flying fox colony (see [Figure 23 on page 39](#) for the colony location) will need to ensure compliance with relevant state and federal government legislation which protects flying foxes.

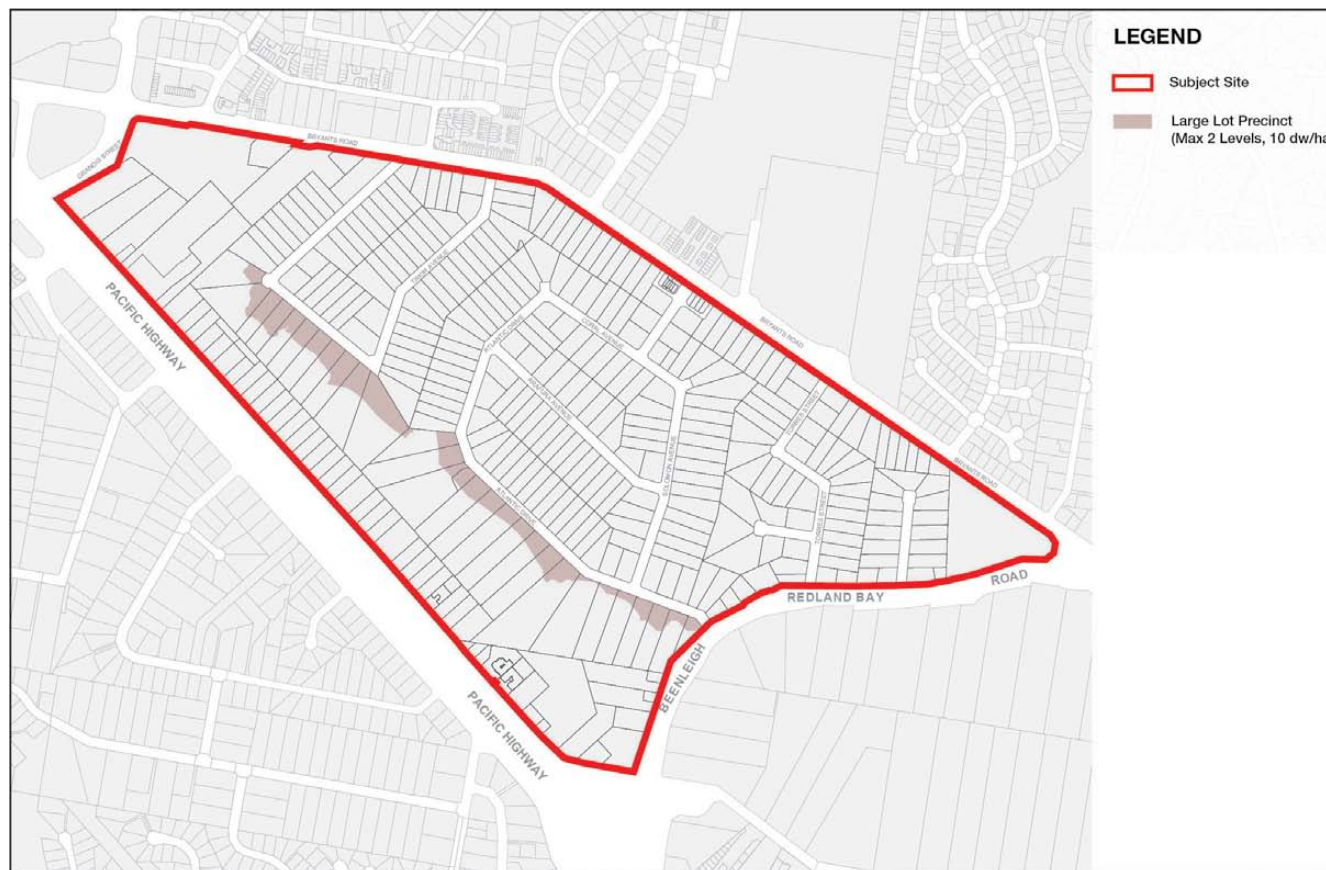


Figure 29. Large Lot Precinct Location



Figure 30. Large Lot Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.





1.1.1 Suburban Precinct

It is intended that this precinct will have a suburban character with mostly detached dwelling houses (including traditional and small lot housing) at a density of up to 20 dwellings per hectare. This density allows for an average lot size of approximately 500m². Duplexes and other small scale attached housing would also be suitable in this precinct, including retirement housing. All development would be limited to a maximum height of up to two storeys. The precinct has a total area of approximately 11.1ha, which represents approximately 10% of the plan area.

To achieve this intensity of development with an appropriate design, it may be necessary to consolidate a number of lots. Future dwellings will need to directly address publicly accessible roads and/or laneways in accordance with a Council approved road layout.

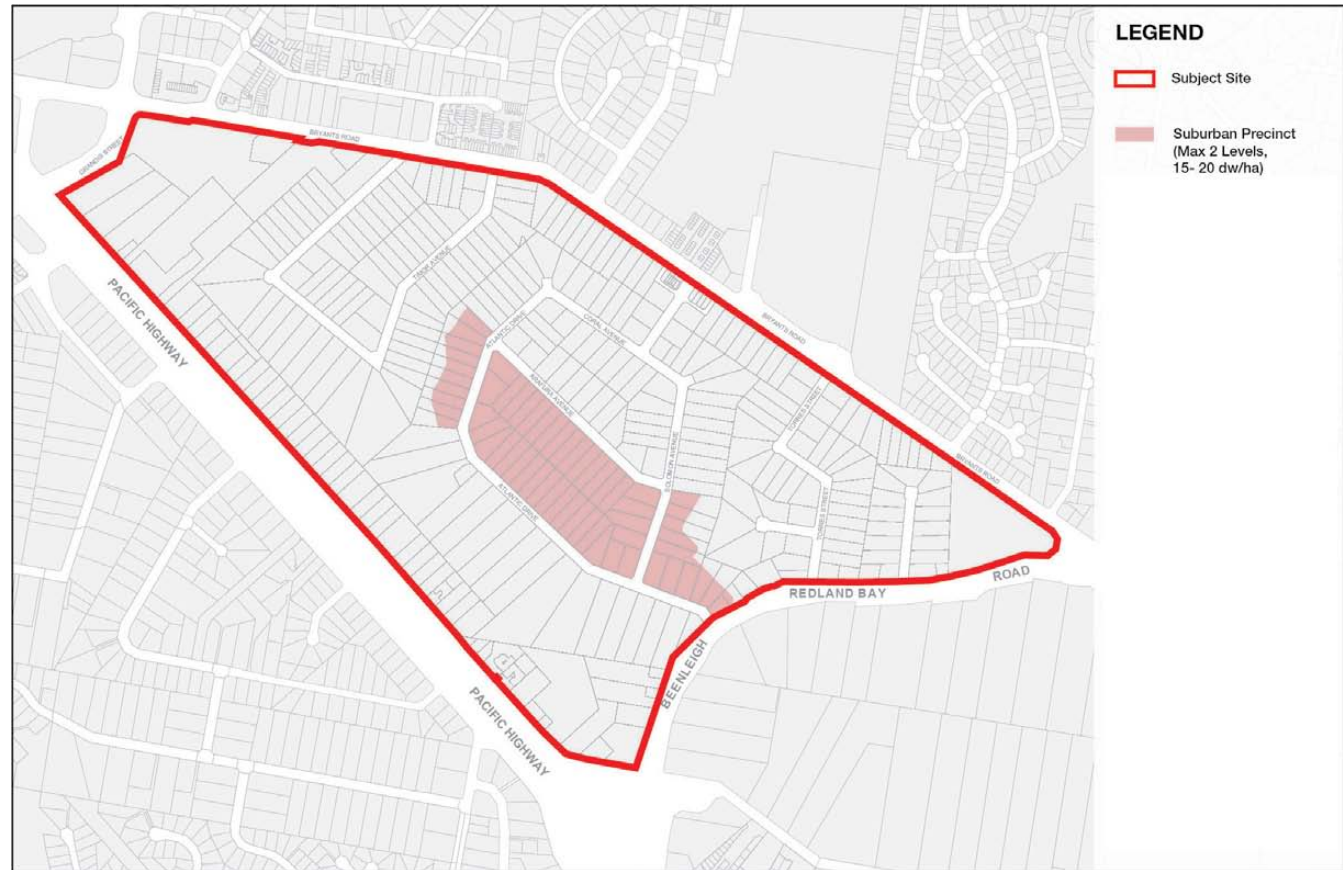


Figure 31. Suburban Precinct Location



Figure 32. Suburban Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.



1.1.1 Townhouse Precinct

The Townhouse Precinct comprises a diversity of multiple dwelling types and has an approximate area of 19.4ha, which represents approximately 17% of the plan area. This precinct is to primarily accommodate townhouse development however small lot housing, terrace, duplex and triplex development, including retirement housing, would also be suitable.

The Townhouse Precinct allows for a density of up to 40 dwellings per hectare. To achieve this intensity of development with an appropriate design, it may be necessary to consolidate a number of lots.

Where possible, the precinct has been located to utilise roads as a buffer between areas of differing intensity. The Townhouse Precinct allows for two storey buildings, that are to be designed to orientate towards, and engage with, the street. Development will provide street landscaping and design that is cohesive and contributes to the native sub-tropical character. Where possible, existing landscape features will be retained.

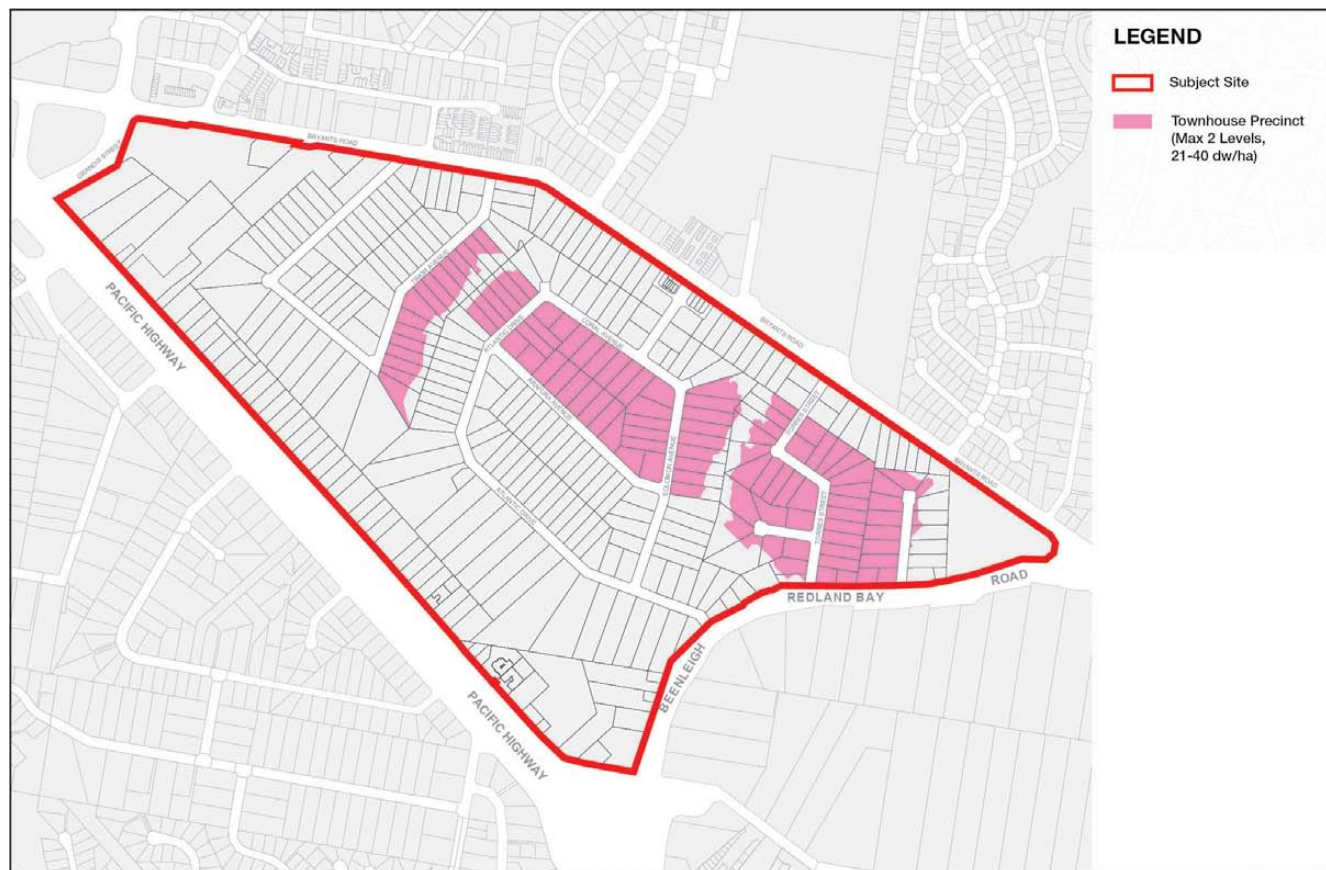


Figure 33. Townhouse Precinct Location



Figure 34. Townhouse Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.





1.1.1 Townhouse and Apartment Precinct

This medium density residential precinct comprises a diversity of multiple dwelling types. The Townhouse and Apartment Precinct has an approximate area of 13.1ha, which represents approximately 11% of the plan area. This precinct is to primarily accommodate townhouse and small apartment development and can include retirement housing.

The Townhouse and Apartment Precinct allows for a density of up to 65 dwellings per hectare due to its proximity to public transport, the Major Commercial Precinct, and the Mixed Use Precinct. To achieve this intensity of development with an appropriate design, it may be necessary to consolidate a number of lots.

Where possible, the precinct has been located to use roads as a buffer between areas of differing intensity. Buildings in the Townhouse and Apartment Precinct will be up to three storeys high and be designed to orientate towards, and engage with, the street. Development will provide street landscaping and design that is cohesive and contributes to the native sub-tropical character. Where possible, existing landscape features will be retained.

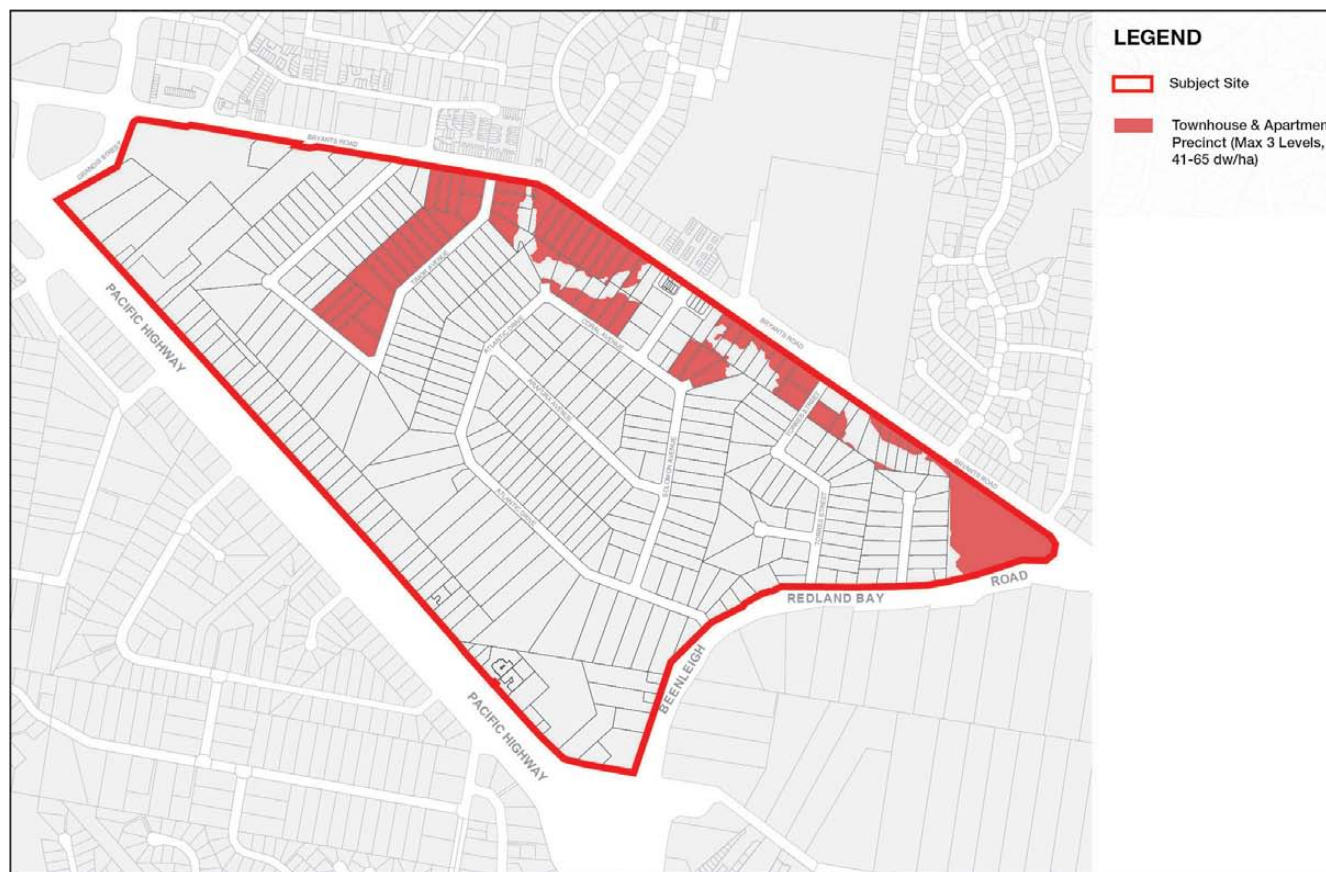


Figure 35. Townhouse and Apartment Precinct Location



Figure 36. Townhouse and Apartment Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.



1.1.1 Apartment Precinct

The Apartment Precinct allows for a diverse mix of residential development. With a total area of 3.9ha (approximately 3% of the plan area), it is intended that uses within this precinct will range from small to medium scale apartment buildings, to townhouses and terrace houses, including retirement housing.

This precinct is located within a walkable distance to public transport, and the Major Commercial Precinct. The precinct comprises a variety of multiple dwelling types including attached dwellings, townhouses, terrace houses and apartments, at a density of up to 140 dwellings per hectare. To achieve this intensity of development with an appropriate design, it may be necessary to consolidate a number of lots.

This precinct will feature a diverse mix of buildings with heights up to three storeys. Medium density dwellings are to be set close to the front boundaries and be designed to encourage interaction with the street and facilitate casual surveillance. Development in this precinct is to be designed to create a diverse and visually interesting urban form and streetscape. Development is to also provide street landscaping and design that is cohesive and contributes to the native sub-tropical character of the area. Where possible, existing landscape features will be retained.

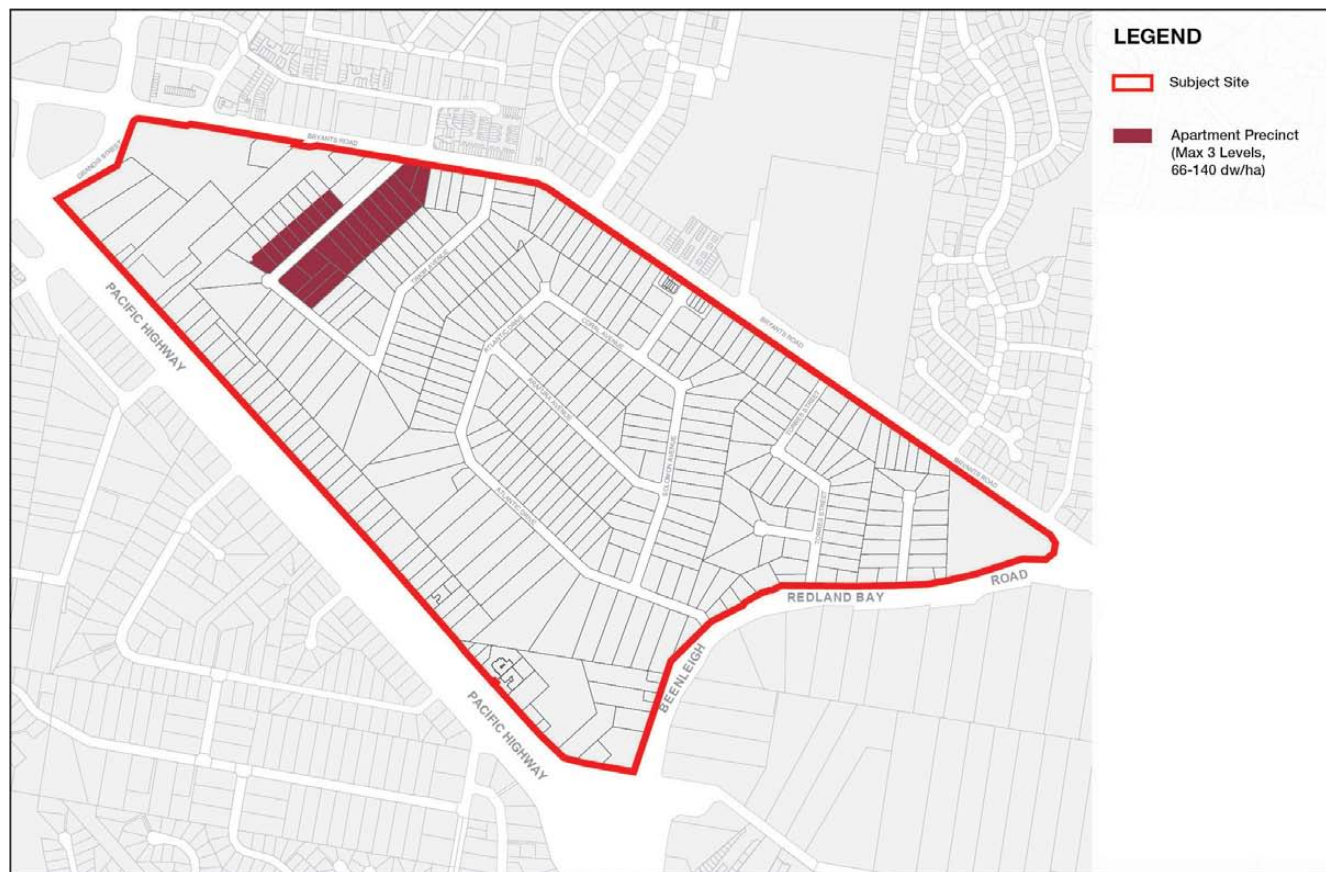


Figure 37. Apartment Precinct Location



Figure 38. Apartment Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.



1.1.1 Mixed Use Precinct

The intent of the Mixed Use Precinct is to create a local activity node providing for convenience retail, commercial, and entertainment opportunities within a walkable distance of residents living in the plan area. It will also allow for medium density residential uses. This area, of approximately 1.6ha, will be characterised by mixed use development; retail and commercial uses on the ground floor with residential apartments above.

The non-residential uses are to provide convenient services for local residents. As such, they are to be limited to small tenancies with a maximum floor area of 200m². Possible uses include shops, cafes, restaurants, and commercial uses. The total maximum gross leasable area of non-residential uses in the precinct will be approximately 3,000m². The precinct is located along Bryants Road to maximise exposure to passing trade, and along Bismark Street creating a “main street” style character.

The ground level of development in the Mixed Use Precinct is to comprise non-residential uses. Residential uses are to be provided above ground level at a density of 140 dwellings per hectare with a maximum building height of up to four storeys. To achieve this intensity of development with an appropriate design, it may be necessary to consolidate a number of lots. All buildings in the precinct are to

directly address Bryants Road or Bismark Street and have active frontages for non-residential uses, with ground levels providing shaded pedestrian paths. On-site parking and servicing is to be located behind buildings or within a basement, where appropriate.

Development in this precinct is to use architectural features and material palettes and feature design that creates a diverse and visually interesting urban form and streetscape. Development is to provide street landscaping and design that is cohesive and contributes to the native sub-tropical character.

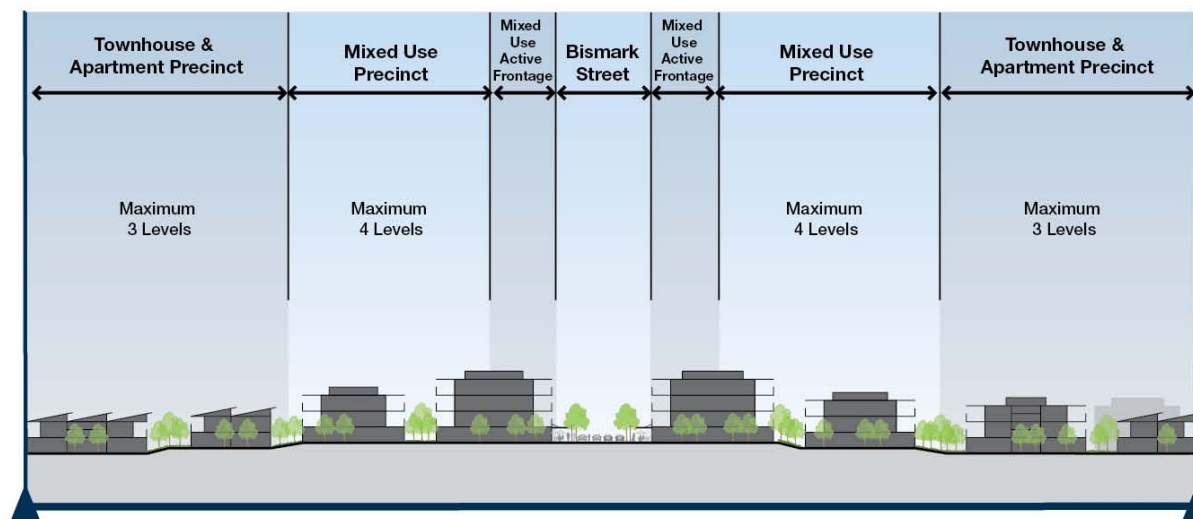
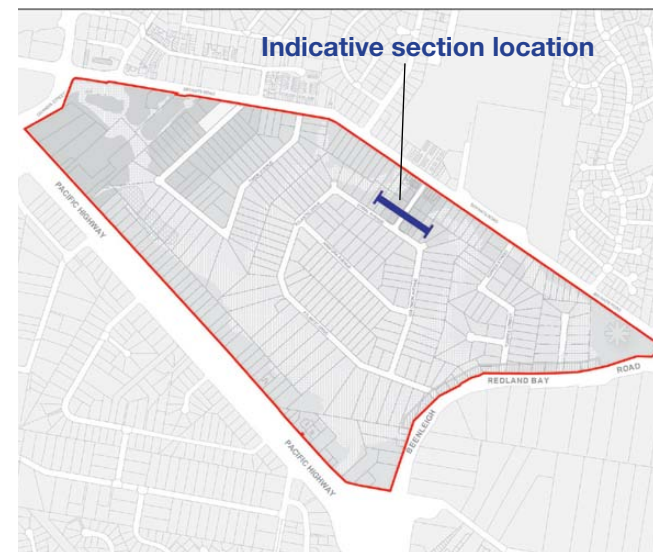


Figure 39. Mixed Use Indicative Section

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.

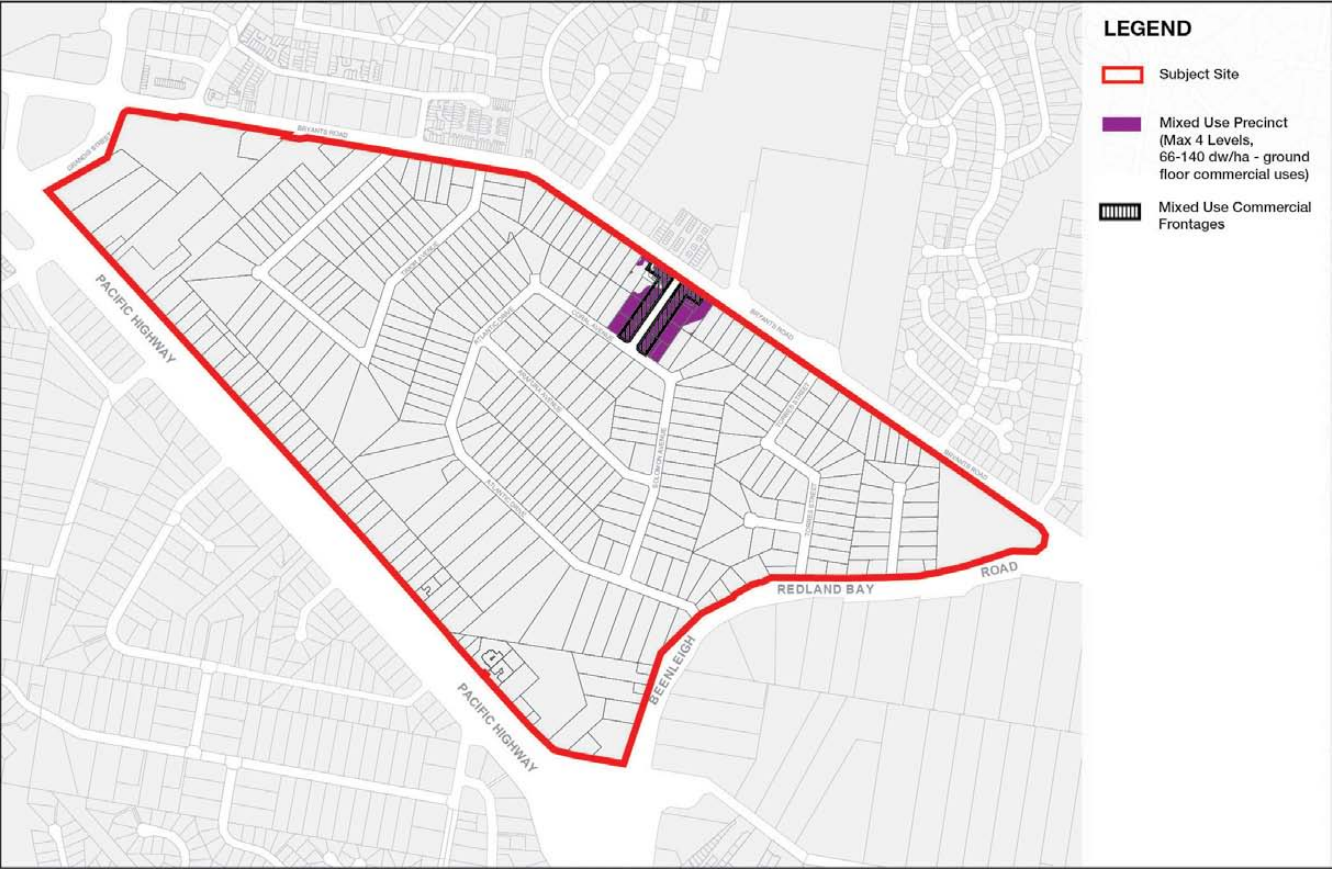


Figure 40. Mixed Use Precinct Location





1.1.1 Major Commercial Precinct

The intent of this precinct is to provide for a major commercial centre comprising retail uses (including a shopping centre), commercial offices and mixed use developments (retail and commercial uses on the ground floor with residential uses above). These uses reflect the zoning provisions of the existing Logan Planning Scheme 2006. The precinct has a total area of approximately 9.3ha, which represents approximately 9% of the plan area.

Buildings will have a maximum height of six storeys and be designed to integrate with residential areas within the plan area. Buildings will feature active frontages for non-residential uses, with ground levels providing shaded pedestrian paths.

Development in this precinct is to use architectural features and material palettes and feature design that creates a diverse and visually interesting urban form and streetscape. Development will provide street landscaping and design that is cohesive and contributes to the native sub-tropical character.

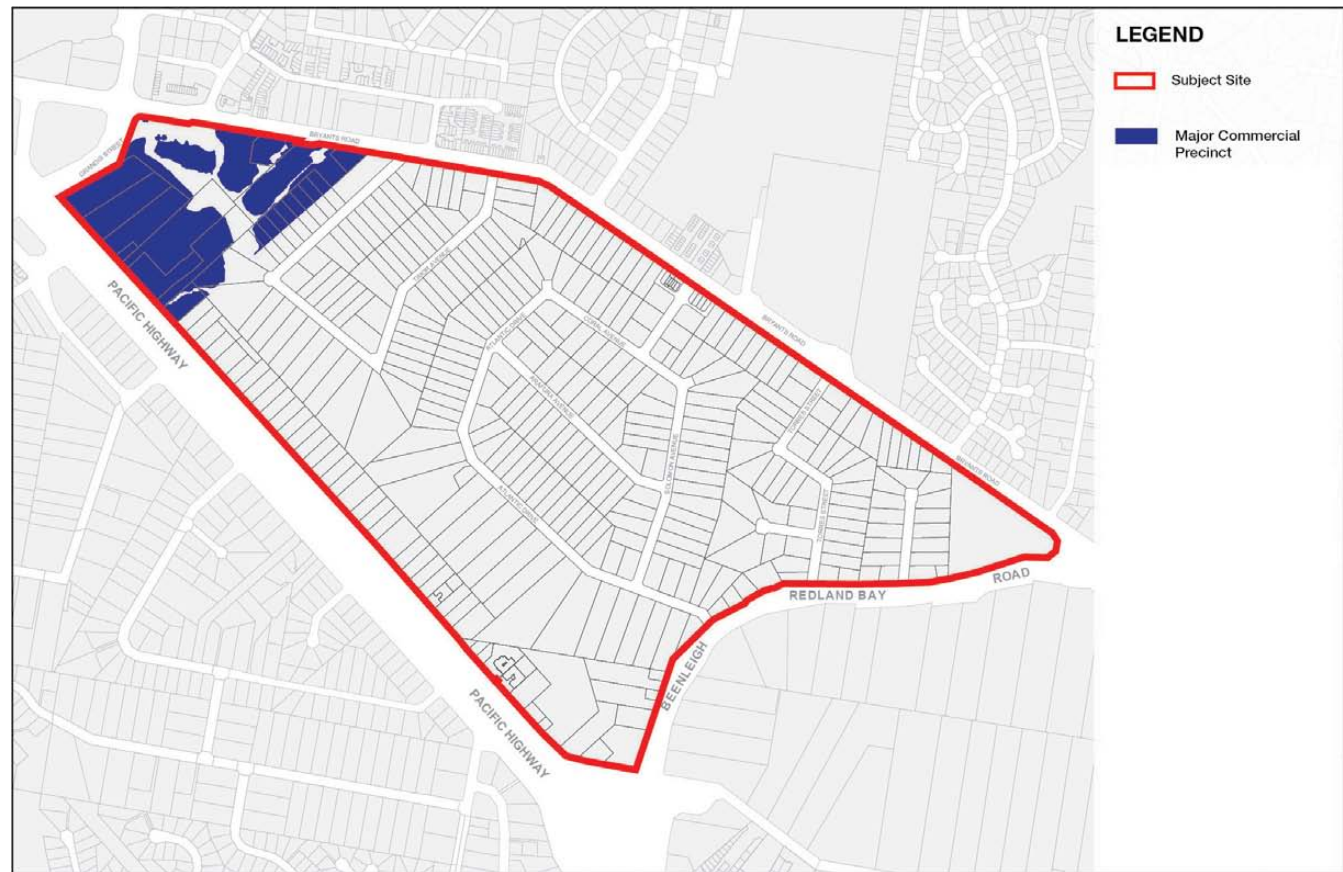


Figure 41. Major Commercial Precinct Location

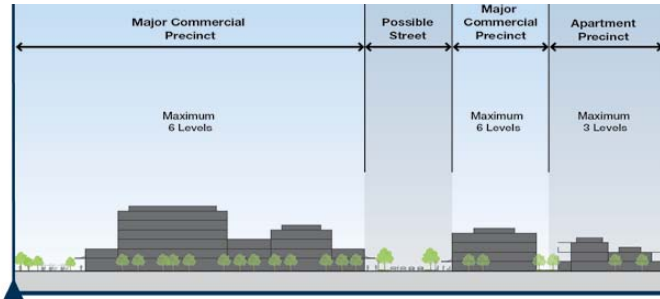


Figure 42. Major Commercial Precinct - Example Section

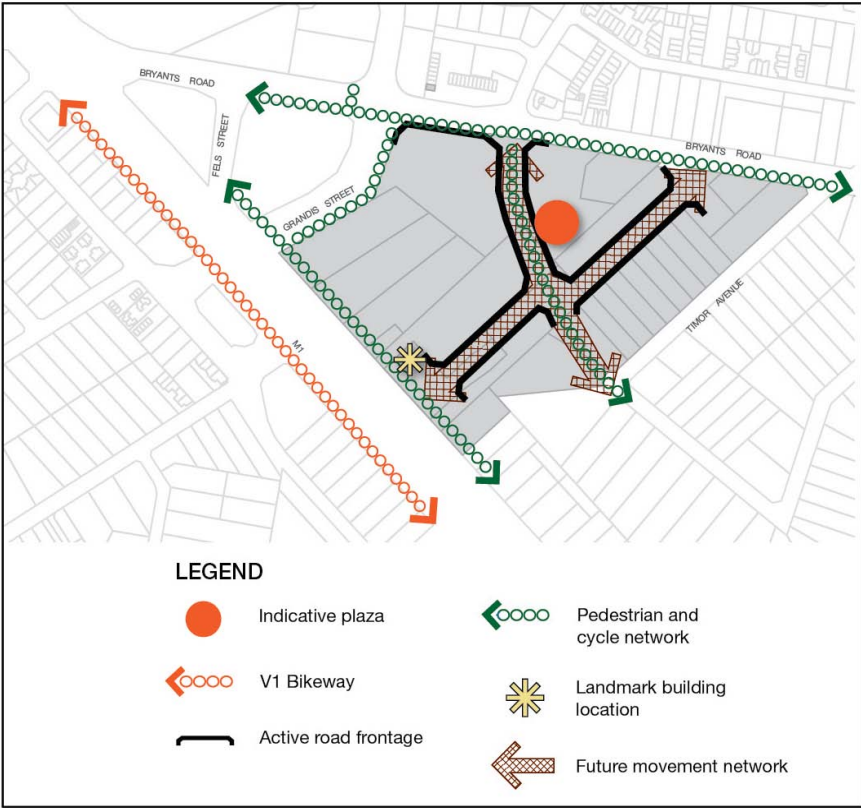


Figure 43. Major Commercial Precinct - Sample Plan

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.





1.1.1 Commercial Precinct

This precinct is intended to continue to provide for existing uses (commercial offices, retail showrooms and bulky goods sales). The precinct has a total area of approximately 10.7ha, which represents approximately 9% of the plan area, and features uses that are reflected in the existing zoning provisions of the Logan Planning Scheme 2006.

Buildings will have a maximum height of three storeys and feature attractive frontages with design and landscaping that contributes to a subtropical character. Access to property within the Commercial Precinct must only occur via the Pacific Highway Service Road or Beenleigh Redland Bay Road.

There are existing approvals for a variety of home businesses along Beenleigh Redland Bay Road. It is proposed that these types of uses are maintained along the frontage of this road.

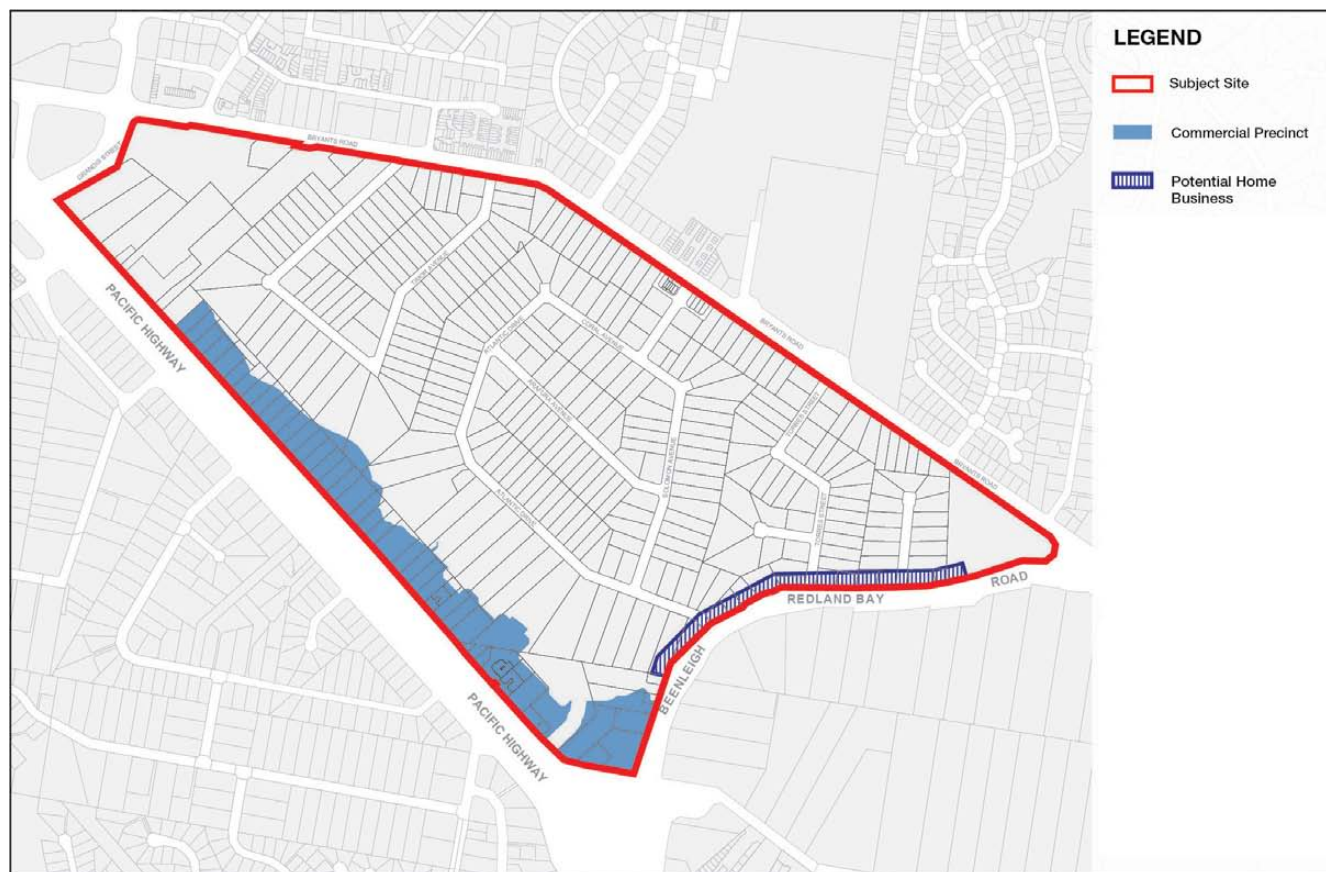


Figure 44. Commercial Precinct Location



Figure 45. Commercial Precinct

Disclaimer: This is an illustration for discussion purposes only. It is not Council policy and it is subject to detailed design and studies as part of a future planning scheme amendment.





1.1.1 Proposed Convenience Centre

The site shown in Figure 46 has been identified as a suitable location for a future convenience centre to serve the needs of residents in the plan area and neighbouring suburbs.

The site could potentially allow for a small supermarket of approximately 2,500m², and approximately 750m² of specialty stores (e.g. bakery, newsagent, pharmacy, take-away food store, etc.).

However, there are other sites in proximity to the plan area which could also potentially fulfil this role. If a new convenience centre were to be developed on another site first, there would no longer be sufficient economic demand to justify a convenience centre on the site shown in Figure 46. In this instance, the preferred use of the site would be for medium density residential development in accordance with the Townhouse and Apartment Precinct.

Development in this location must provide an active street frontage along Bryants Road, be orientated to directly address Bryants Road, promote CPTED outcomes within the site and surrounding areas, and be integrated with public transport and public open space.

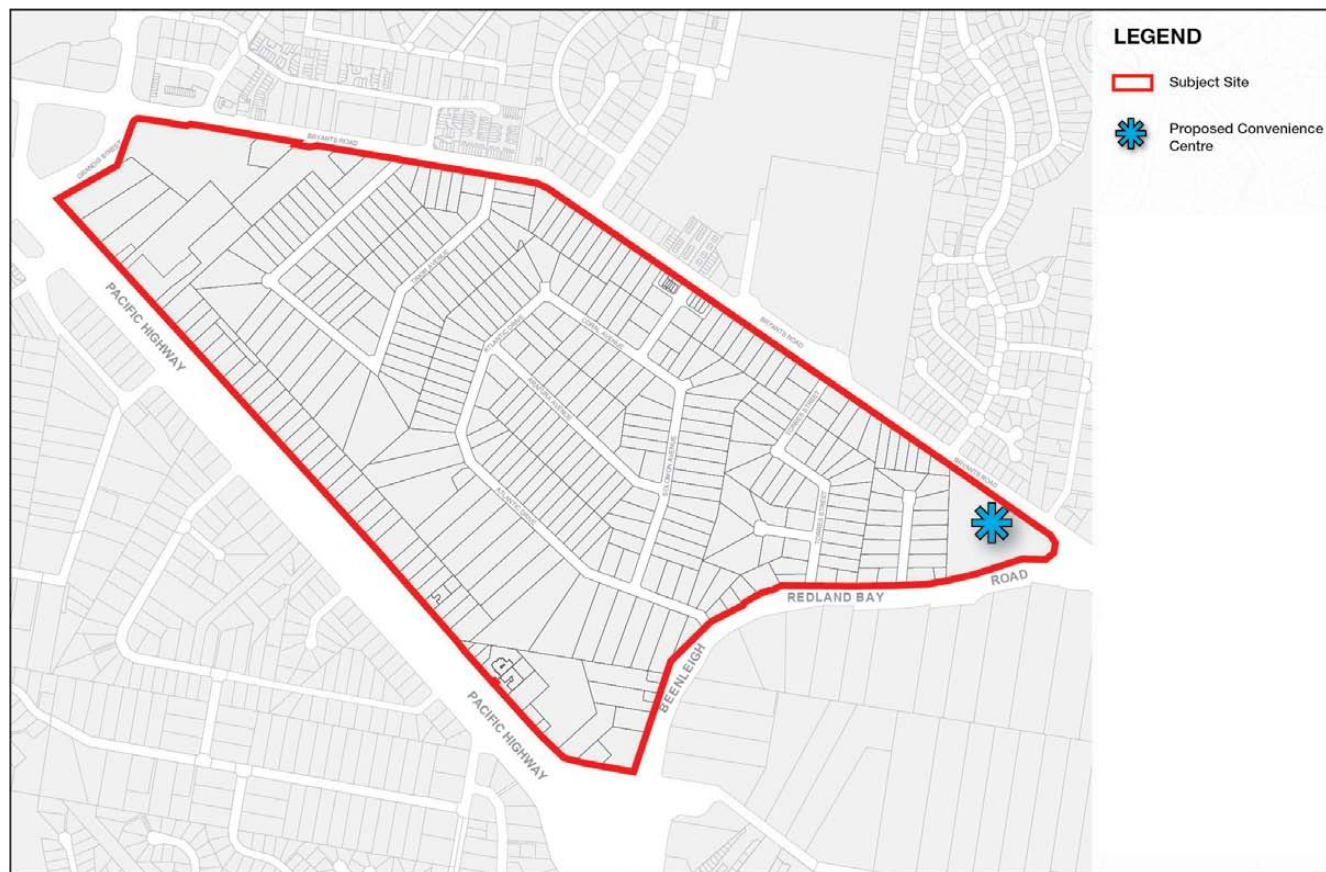


Figure 46. Proposed Convenience Centre Location





8.3 Environment

As discussed in [Section 5.5 on page 23](#) of the report, an environment study for the area ([Appendix 3 on page 78](#)) identified several sites of environmental significance. These sites consist of waterways, wetland buffers, fauna habitat and movement corridors (and associated buffer areas), remnant vegetation, and/or remaining bushland.

The plan protects and enhances areas within the site which have high environmental values. This will be accomplished by locating the Environment Precinct across environmentally significant areas. This precinct restricts further development in these areas. In cases where a property is located within the Environment Precinct and another precinct, any future development will be required to protect and enhance land within the environment precinct through site design and rehabilitation of degraded areas.

The Environment Precinct will also protect corridors for fauna movement through the area and contribute to the maintenance of a green and leafy character. Other measures to maintain environmental amenity include planning scheme provisions requiring:

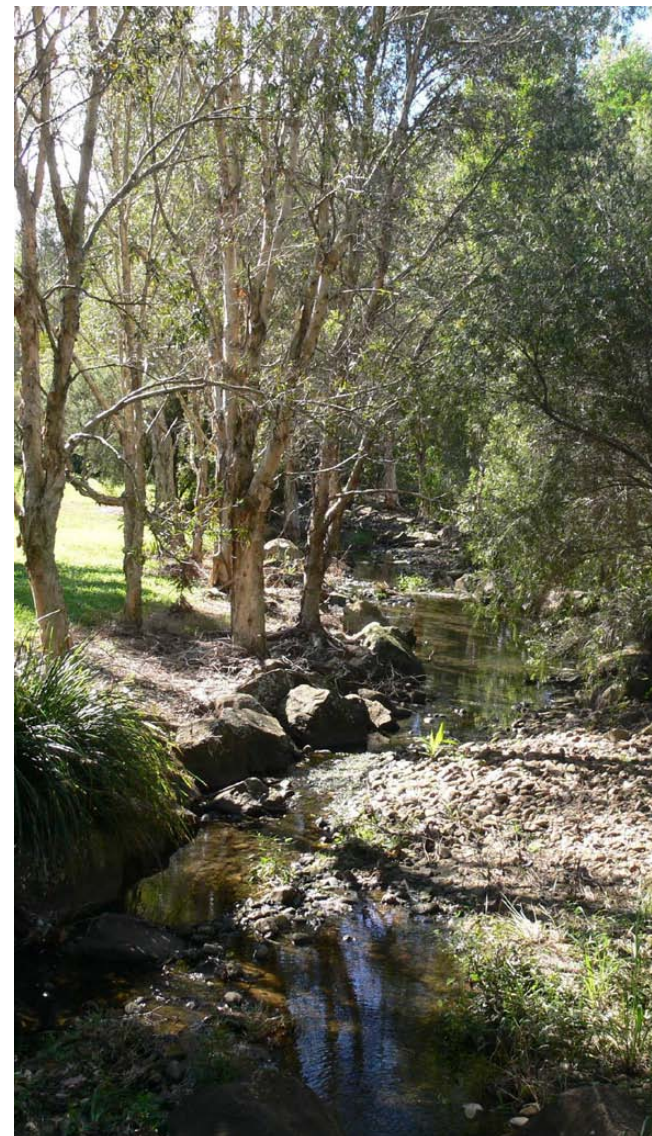
- development to plant locally native vegetation on site; and
- street trees to be planted within road reserves.

Further detail about these provisions will be developed during the planning scheme amendment process in Stage 4.

A flying fox colony is located within the Environment Precinct. This colony is protected by the Queensland Government's *Nature Conservation Act 1992* and the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999*.

Any future development near this colony will need to ensure it complies with the relevant state and federal government legislation. This may have implications for development in surrounding precincts, including the Commercial Precinct, Large Lot Precinct, Major Commercial Precinct, Apartment Precinct, and the Townhouse and Apartment Precinct. Residents are advised to contact the state and/or federal government for more information.

For more information about the Environment Precinct, please see [Section 8.2.1 on page 44](#) of the report.





8.4 Transport

1.1.1 Traffic

At a citywide level, a transport model is being undertaken to inform Council's new Priority Infrastructure Plan (PIP). The transport model is based on projected city and regional population growth figures which include the projected increased population in the plan area. The transport model assesses the impact of growth on trunk roads across the city, including Bryants Road, and identifies any network improvements that may be required. Any required road upgrades may then be scheduled in the PIP for future design and development.

Preliminary investigations have been undertaken which indicate that local traffic can be adequately managed in the area ([Appendix 4 on page 79](#)). However, improvements may be required at particular intersections or parts of the road network based on the exact location and intensity of development. Determining the exact needs for future intersection or road upgrades will require a detailed transport analysis. This analysis will be undertaken as part of a planning scheme amendment in stage 4. Any future upgrades can then be provided either as part of development, or added to Council's schedule of works when required.

1.1.2 Public Transport

High quality and reliable public transport services are important to support the area. Ultimately, the provision of public transport services is the responsibility of the Queensland Government and is beyond Council's control. However, the proposed land uses in the draft plan will maximise the number of residents in proximity to public transport services on Bryants Road and at the Logan Hyperdome. The proposed land uses increase opportunities for public transport use and may lead to more frequent and/or additional services in the future. Council will continue to work with the Queensland Government to ensure the area is well served by public transport.

1.1.3 General Planning Layout

Land ownership within the plan area is highly fragmented. As a result there is a risk that, without detailed guidance, land may be developed in a piecemeal and ad hoc manner that does not create an effective or integrated form of development. A general planning layout (GPL) can address this potential risk by determining how the area can be developed in a coordinated and integrated way.

A GPL for the area is to be developed in conjunction with the recommendations from a detailed transport study. A detailed transport study is to be undertaken as part of the planning scheme amendment process in stage 4.





1.1.1 Walking and Cycling

Walking and cycling through the area is to be facilitated by developing new pedestrian and cycle connections. The indicative location of the proposed paths is shown in Figure 47.

An analysis of the area has determined that the local street pattern provides low levels of connectivity in an east-west direction. The plan's proposed pedestrian and cycle connections will help to improve this situation. The paths provide improved connectivity within the plan area and will link to existing and planned pedestrian paths, and the cycle network.

Additional pedestrian connections may be required in the area depending on the nature and timing of future development. The detailed design of connections is to be determined during the planning scheme amendment process in stage 4.

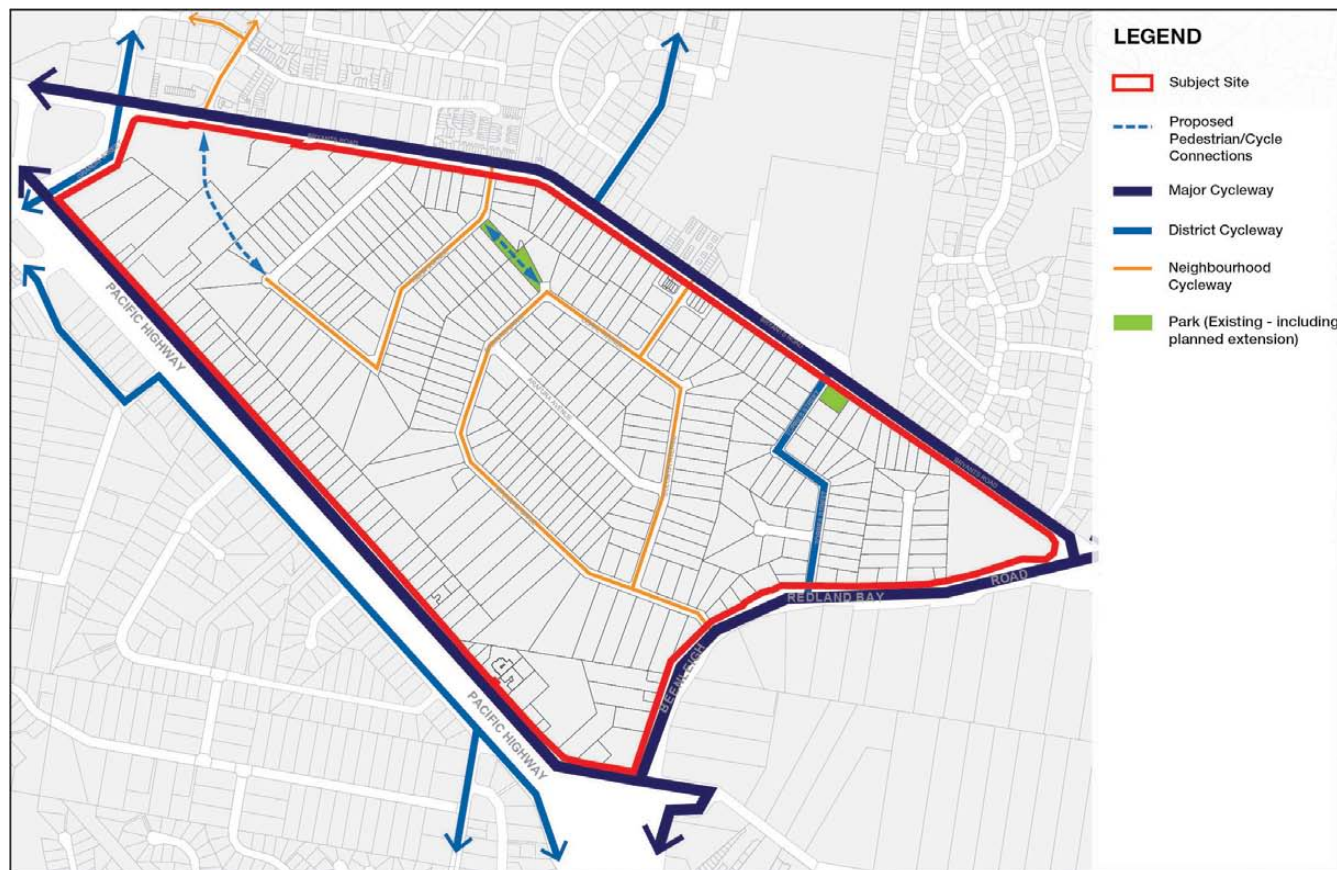


Figure 47. Indicative Pedestrian and Cycle Connections



8.5 Infrastructure

To accommodate the population growth envisioned in the plan area, sufficient infrastructure will be required to serve the needs of the Loganholme community.

A range of infrastructure will be provided in the plan area including:

- parks;
- stormwater;
- water supply; and
- wastewater.

1.1.1 Parks

Loganholme will need sufficient, quality parks to provide a range of recreational opportunities for the residents of the plan area. Parks will need to be provided in accordance with Council's desired standards of service. These standards provide criteria regarding the number, type, location, and design of parks.

Council's desired standards of service indicate that two new local parks need to be provided in the plan area. These local parks should each be at least 1ha in size and should be located so that all residents are within walking distance of a park. These local parks are to provide for local active recreation, play spaces and associated facilities, and pedestrian and cycle links.

It is possible that the new parks may be provided as a part of a development application. Development that does not provide parkland that meets Council's desired standards of service will need to provide a financial contribution to Council for parks. Council will use these contributions to buy land in the area for parkland as it becomes available. As such, the exact location and design of these parks will depend on the nature and timing of future development.



Figure 48. Local Parks



1.1.1 Stormwater

The plan area's stormwater needs to be managed in a way that protects people, property, ecological values and water quality. Stormwater management typically needs to address two key issues: water quantity and water quality.

Water quantity management involves managing the volume of stormwater in a way that protects people and property. Water quality management involves managing the pollutants that accumulate in stormwater as it moves over land, in a way that adequately protects ecological values.

A stormwater study is to be undertaken during stage 4 of the project to determine the best way to treat the area's stormwater. Options for stormwater management infrastructure include:

- site based systems;
- sub-catchment based systems;
- catchment based systems; and
- natural stream design and management.

Site based systems

A site based system requires each site to provide stormwater infrastructure within the bounds of the site. This may include stormwater detention devices to manage water quantity, and stormwater retention devices to manage stormwater quality. The

infrastructure should ensure there is no net worsening of the stormwater quantity and achievement of water quality objectives at the site boundary, when comparing the stormwater before the development and after the development.

This approach allows property owners to develop their land when they want to because they control the provision of the infrastructure; the stormwater solution does not depend on land outside an applicant's control.

However, this approach potentially reduces the amount of land an applicant has available for development, because otherwise developable land would need to be



Figure 49. Site Based Stormwater System

dedicated for stormwater management infrastructure. Further, Council will not take ownership of these systems and they would need to be owned and appropriately maintained by private land owners.

Sub-catchment based systems

A sub-catchment based system would involve providing stormwater infrastructure to manage stormwater quantity and quality at the discharge point of a stormwater sub-catchment area.

This approach is a more efficient system for providing stormwater infrastructure, when compared to site based systems. It results in larger infrastructure that is likely to operate more efficiently and be more cost



Figure 50. Sub-catchment Based Stormwater System



effective. The size of the infrastructure is typically larger than site based systems as it needs to manage the stormwater from a larger area.

However, implementing this approach can be complicated where land is in different ownership. Some landowners will need to dedicate land to provide the stormwater infrastructure. Other landowners will need to pay financial contributions towards the provision of the infrastructure.

In some cases, development upstream of the proposed infrastructure will require legal rights over other land to obtain access to a 'legal point of discharge'. In other cases, development upstream will need to provide temporary site based systems until it can adequately access the sub-catchment based infrastructure.

Catchment based systems

In a catchment based system the proposed stormwater infrastructure is located at the discharge point of the overall stormwater catchment area.

This approach is a more efficient system than site and sub-catchment based approaches. This approach to providing stormwater infrastructure is similar to sub-catchment based systems, but on a larger scale.

Accordingly, the efficiencies are greater than site and sub-catchment based systems. However, the complications of implementing the system are also greater.



Figure 51. Catchment Based Stormwater System

Natural stream design and management

A natural stream design and management approach to managing stormwater aims to provide space for water that will allow creeks and rivers to perform their natural role in conveying water. This role would be enhanced by natural features such as trees, ground and water based vegetation that could detain water and control the amount of sediment and pollutants in the stormwater.

This approach may require natural space to be provided along creeks. This space could also potentially be used for other purposes including environmental corridors or environmental offset areas.

This approach is complicated to implement for two reasons. Firstly, in order to slow stormwater down to a speed at which it can be treated and controlled, the height of inundation in a flood event may increase along the stream. Secondly, in Loganholme, this type of linear system may have impacts on a greater number of properties than other stormwater systems.



1.1.1 Water Supply & Wastewater

All of the plan area is currently serviced by water and wastewater infrastructure. The proposed increase in population detailed in the draft plan has been included as a part of broad scale infrastructure planning for the water supply and sewerage networks.

Augmentations to the trunk water network in the Kimberley Park water supply zone are currently scheduled for 2021, and augmentations to the trunk wastewater system in the Water Pollution Control Centre are currently scheduled for between 2026 and 2031. There is potential for these augmentations to be brought forward or upsized if development in the area happens more rapidly than anticipated.





9. Next Steps

The endorsed Loganholme Neighbourhood Plan is Council's policy for the development of the area. The next step in the planning process is to translate the plan into planning scheme provisions for incorporation into the planning scheme. This is a statutory process that must be undertaken in accordance with the *Sustainable Planning Act 2009* (SPA).

SPA stipulates that an amendment to a planning scheme must be reviewed by the Queensland Government and undergo further community consultation before it can be adopted.

Additional transport and stormwater studies will also be undertaken during the planning scheme amendment process in stage 4.

For further information on the Council's planning scheme, please contact Council on (07) 3412 3412.

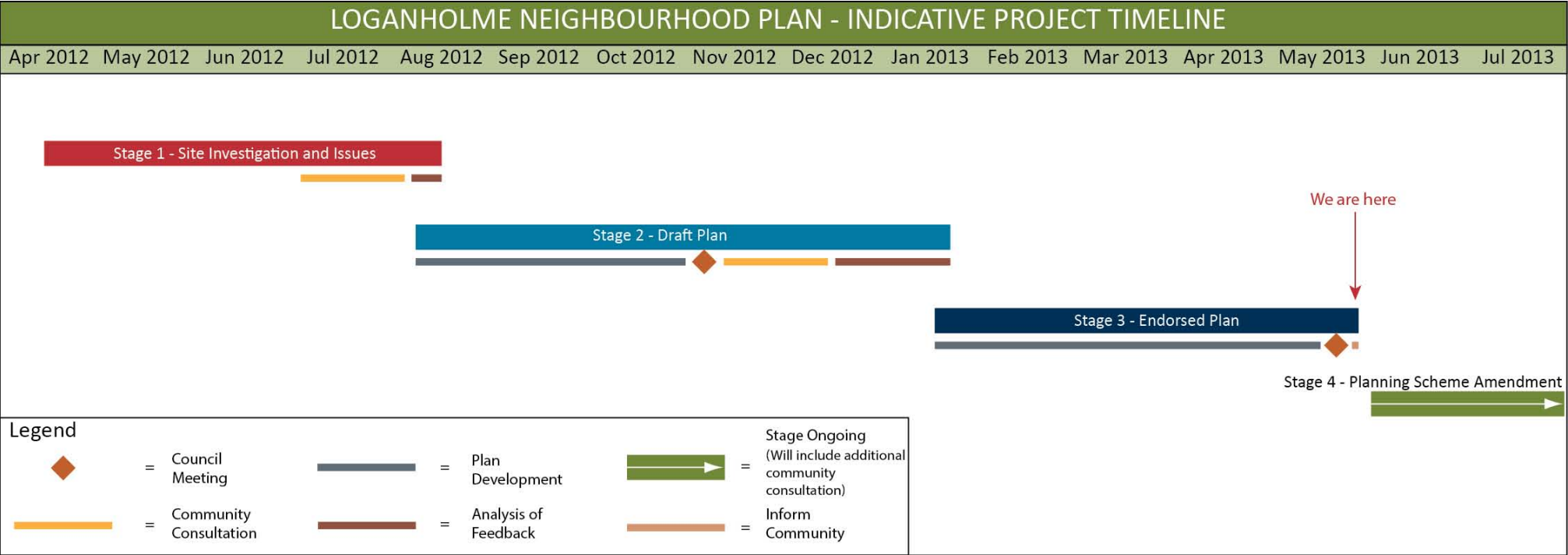


Figure 52. Project Timeline



Appendix 1. Explanatory Notes to Table 4

Precinct Name	Primary Uses	Residential Plot Ratio	Dwellings per hectare	Maximum Building Height
Large Lot Precinct	Detached housing	N/A	Max 10 Min 0	2 Storeys
Suburban Precinct	Detached housing Duplexes	Max 0.28 Min 0	Max 20 Min 15	2 Storeys
Townhouse Precinct	Townhouses Triplexes/duplexes Small lot housing	Max 0.5 Min 0.28	Max 40 Min 21	2 Storeys
Townhouse and Apartment Precinct	Units/apartments Townhouses	Max 0.8 Min 0.5	Max 65 Min 41	3 Storeys
Apartment Precinct	Units/apartments Townhouses	Max 1.8 Min 0.8	Max 140 Min 66	3 Storeys
Mixed Use Precinct	Units/apartments Small scale retail, commercial uses, restaurants and cafes Note: plot ratio only applies for residential development.	Max 1.8 Min 0.8	Max 140 Min 66	4 Storeys
Major Commercial Precinct	Residential apartments Large scale retail and commercial uses Restaurants, cafes and other entertainment uses	N/A	N /A	6 Storeys
Commercial Precinct	Bulky goods retail and commercial offices	N/A	N/A	3 Storeys

Explanatory Notes

The 'residential plot ratio' column is applicable only to residential development and does not apply to detached housing development. The plot ratio is another method to show the desired residential density. It works by giving a maximum floor area for a given site. For example, on a 1,000m² site, an area ratio of '1' means that 1,000m² of floor space can be provided (1,000 x 1). An area ratio of two on the same site would allow for 2,000m² of floor space (1,000 x 2).

It will then be at the discretion of the developer to determine a mix of unit sizes that best fits their needs. For example, a developer could provide two 75m² units in place of a single 150m² unit. It should be noted that the planning scheme will contain other provisions which will ensure there is a diversity of unit types.

The 'dwellings per hectare' column provides a broad scale figure for the number of dwellings expected within a hectare. This figure is useful to gain an appreciation of housing density over larger areas.



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Appendix 2. Ultimate dwelling/population projections

The total dwellings and population projections for the plan area are shown in the table to the right. The table illustrates three development scenarios:

- Low: development occurs at the minimum density. This scenario would result in an approximate increase of 1,200 dwellings and 2,750 people;
- Medium: development occurs at the average density for each precinct. This scenario would result in an approximate increase of 1,800 dwellings and 4,100 people; and
- High: development occurs at the maximum allowable density. This scenario would result in an approximate increase of 2,370 dwellings and 5,450 people.

Based on current projections, the timing for the physical development of these scenarios is shown in Figure 53 on page 77.

Precinct	Scenario					
	Low		Medium		High	
	Dwellings	Population	Dwellings	Population	Dwellings	Population
Large Lot Precinct	42	97	42	97	42	97
Suburban Precinct	167	384	194	446	222	511
Townhouse Precinct	408	938	593	1,364	778	1,789
Townhouses and Apartment Precinct	538	1,237	695	1,598	853	1,962
Apartment Precinct	259	596	404	929	550	1,364
Mixed Use Precinct	109	251	170	391	231	531
Total	1,523	3,503	2,098	4,825	2,676	6,254

Please note that these figures assume **all** land within the plan area is developed in accordance with the densities described in [Table 4 on page 43](#).

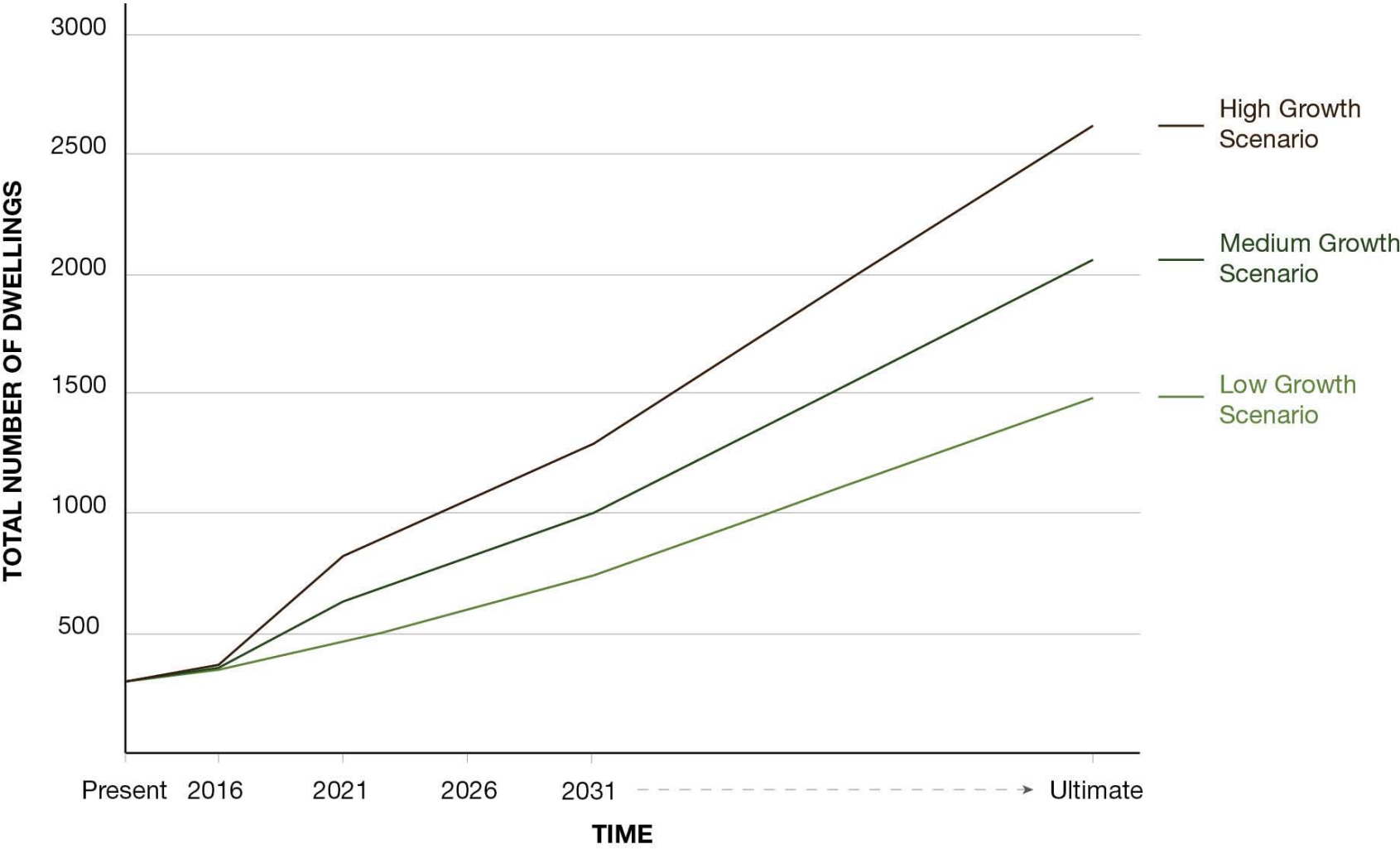


Figure 53. Projected number of dwellings over time



Appendix 3. Environment Study

In August 2012, Rob Friend & Associates was engaged to undertake an assessment of the environmental issues to be considered within the context of the Neighbourhood Plan. The study identified the following:

Constraints and Opportunities

The plan area has several environmental characteristics that have varying degrees of protection under legislation. These include:

- a flying-fox campsite area;
- koalas and koala habitat;
- existing wetlands and waterways; and
- remnant vegetation.

Physical constraints on development within the plan area include:

- the location of the waterway and wetland systems;
- land at risk of flooding;
- significant vegetation; and
- significant fauna.

There is a number of environmental opportunities for development within the plan area. The main opportunities are to:

- provide habitat for a variety of flora and fauna;
- provide safe corridors for fauna movement;
- increase biodiversity within the site; and
- enhance the visual amenity of environmental values within the plan area.

Recommendations

The environment study made recommendations that the neighbourhood plan:

- maintains and enhances the conservation area corridor for its ecological and social values;
- enhances the recommended conservation area to provide scenic amenity and ecological conservation opportunities, combining environmental and social values to enhance quality of life for flora, fauna and the community;
- preserves secondary and tertiary ecological corridors and areas of significant vegetation;
- maintains and enhances the waterways within the plan area through the use of management approaches which seek to identify and enhance the many values inherent in a waterway;
- manages hydrology (creek bank and bed protection);
- constructs in-stream filtration wetlands in appropriate locations throughout the plan area;
- restricts development within the mapped areas at risk of flooding;
- provides less intense land uses on lots immediately adjacent to ecological corridors, habitat areas and waterways; and
- maintains a 50-300m buffer between the flying-fox campsite and residential land uses.

A copy of the environmental study is available on Council's website at -

www.logan.qld.gov.au/loganholmeplan.



Appendix 4. Preliminary Traffic Assessment

A preliminary traffic assessment, dated October 2012, was prepared by Bitzios Consulting in relation to the draft Loganholme Neighbourhood Plan.

A copy of the Preliminary Traffic Assessment is available on Council's website at - www.logan.qld.gov.au/loganholmeplan

This preliminary assessment indicated that the proposed traffic generated by the increase in density can be managed by the existing road system. However, a number of intersections would need to be upgraded to accommodate the increase in traffic movements. Based on this preliminary assessment, the required intersection and traffic measures would include:

- upgrading of the Timor Avenue/Bryants Road intersection to traffic signals;
- upgrading of the Bismark Street/Bryants Road intersection to traffic signals;
- implementing a traffic signals coordination scheme along Bryants Road; and
- restricting right turn movements out of Atlantic Drive.

Determining the exact needs for future intersection or road upgrades will require a detailed traffic analysis. This analysis will be undertaken as part of a planning scheme amendment in stage 4, and is to include detailed traffic surveys of key intersections and road sections.

