

Logan Planning Scheme

Strategic Framework Assessment

Strategic Framework Themes

A detailed assessment of the proposed development against the Strategic Framework is provided below.

3.3 Settlement Pattern

The proposed development is an urban residential subdivision located within the Emerging Community Zone and Urban footprint. It has been designed to integrate with the surrounding residential pattern, respond to site-specific constraints including the mapped minor waterway, and align with the intended transition of the locality to urban residential use. The proposed development has therefore been assessed against the relevant settlement pattern outcomes included in the Strategic Framework in **Table 1**.

Table 1: Settlement Pattern Outcomes

Strategic Framework Section: 3.3	Assessment
3.3.1 Strategic Outcomes	
<p>1. The urban footprint, as identified on SFM-01.00 Strategic framework map:</p> <ul style="list-style-type: none"> a. provides high quality places for people to live, work, learn and play; b. accommodates predominantly urban development; and <p><i>Editor's note - Urban development includes housing, industry, business, infrastructure, community facilities and urban open space.</i></p> <ul style="list-style-type: none"> c. includes land that may not be suitable for urban development. <p><i>Editor's note - The urban footprint contains important environmental areas, constrained land and other areas that because of their character may not be suitable for urban development.</i></p>	<p>Complies</p> <p>The site is located within the Urban Footprint and Emerging Community Zone, consistent with Council's intent to accommodate future residential growth. The proposed subdivision contributes to the creation of a high-quality living environment by offering residential lots that respond to local character and amenity. The layout avoids constrained or environmentally sensitive areas by incorporating a Stormwater Treatment lot, ensuring that land unsuitable for urban development is protected. This outcome aligns with the strategic direction to consolidate urban development within the footprint while safeguarding environmental and landscape values.</p>
<p>2. The Future urban area, identified on SFM-01.00 Strategic framework map, accommodates greenfield development that is to be comprehensively planned to provide well integrated and serviced new communities.</p>	<p>Complies</p> <p>The proposed subdivision is located within the Urban Footprint and has been designed to integrate with existing development and the surrounding residential pattern. While not a large greenfield release, the subdivision represents an orderly and logical expansion of the settlement structure, with lot sizes and road connections that support integration into the broader network. Infrastructure servicing has been confirmed through supporting technical reports, ensuring that the community will be well serviced.</p>

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This outcome supports Council's intent that future urban areas accommodate new growth in a coordinated and sustainable manner.

3.3.2 Element - Urban footprint

1. Urban development is located in the urban footprint identified on SFM-01.00 Strategic framework map.

Complies

The site is located entirely within the designated Urban Footprint and has been designed to deliver an urban residential subdivision consistent with this intent. The proposal represents an efficient use of zoned land within a growth area, reinforcing the strategic pattern of accommodating residential development in appropriately identified locations.

3.3.3 Element - Future urban area

6. Logan Reserve is developed in accordance with:
 - a. the integrated and orderly pattern of land use and infrastructure networks identified on Figure 3.8 - Logan Reserve land use area to provide:
 - i. a residential community of about 23,000 people;
 - ii. neighbourhood centres;
 - iii. a range of infrastructure;
 - iv. environmental areas and corridors; and
 - v. an integrated movement network.
 - b. a sequence of development approved by the local government that:
 - i. provides for the orderly and efficient provision and integration of land use and infrastructure;
 - ii. ensures the integrated provision of all infrastructure networks.

Complies

The proposal is consistent with the Logan Reserve Land Use area, comprising a 16-lot residential subdivision within the mapped Low Density Residential area, with stormwater infrastructure located in the Environmental Management and Conservation area. The variation to the planning scheme to change the zoning of the site from the Emerging Community Zone to the Suburban Precinct of the Low Density Residential Zone (excluding the stormwater management lot) is also consistent with the Logan Reserve Land Use area.

The development represents a logical extension of the existing low-density residential subdivision to the north, as well as the proposed development to the south and west of the site. The proposal integrates seamlessly with the existing and planned infrastructure servicing surrounding development.

3.4 Residential

The proposed development is an urban residential subdivision located within the Emerging Community Zone and Urban footprint, intended to accommodate future residential growth in the Logan Reserve area. The proposal provides a range of lot sizes that support housing choice while integrating with existing and planned infrastructure. The proposed development has therefore been assessed against the relevant sections of the Residential theme in **Table 2** of the Strategic Framework.

Table 2: Residential Outcomes

Strategic Framework Section: 3.4	Assessment
3.4.1 Strategic Outcomes	
<p>1. Logan has a sufficient housing supply and has a range of housing sizes, housing types and housing tenures to:</p> <ul style="list-style-type: none"> a. meet the community's projected housing needs; b. create socially diverse neighbourhoods. 	<p>Complies</p> <p>The proposed 16-lot residential subdivision contributes to Logan’s ongoing housing supply by delivering additional low-density residential land within an established and serviced urban area. While modest in scale, the development forms part of the broader housing network that collectively meets the community’s projected housing needs.</p> <p>The subdivision provides a range of lot sizes, enabling flexibility in dwelling design and future housing outcomes. This supports a variety of household types, life stages, and tenure options, including opportunities for detached dwellings, auxiliary units, or dual occupancy on larger lots, in accordance with the planning framework.</p> <p>By integrating with surrounding residential development and nearby public open space, the proposal supports the creation of a socially diverse and cohesive neighbourhood. The orderly extension of residential development in this location reinforces housing choice and promotes inclusive community outcomes consistent with Logan’s strategic objectives for accommodating growth and maintaining housing diversity.</p>
<p>2. Residential density is of an intensity compatible with the local context, public transport provision and infrastructure capacity where:</p> <ul style="list-style-type: none"> a. medium or high density residential development is provided: <ul style="list-style-type: none"> i. in centres and areas of good public transport accessibility and infrastructure capacity; ii. where compatible with the intended character of the area; b. low density residential development is provided: <ul style="list-style-type: none"> i. in locations of limited public transport accessibility or infrastructure capacity; or ii. where consistent with the intended subdivision pattern, built form, and character of the 	<p>Complies</p> <p>The proposed development provides low density residential development at an intensity that is compatible with the local context, infrastructure capacity, and the intended character of the area. The subdivision comprises 16 residential lots consistent with the prevailing low density residential pattern within the locality and reflects the established built form and subdivision design of surrounding development.</p> <p>The site is located in an area characterised by detached dwellings on individual lots, with limited access to high-frequency public transport and services typically associated with higher density development. Accordingly, the provision of low density residential development is appropriate in this location and aligns with the planning framework’s intent for areas with limited public transport accessibility.</p>

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area.

Note - Where development is proposed in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone, section 6.2.5.2 - Purpose of the Low density residential zone code sets out the intended character of each precinct.

The proposed lot sizes and frontages are consistent with neighbouring subdivisions and support conventional detached housing outcomes, ensuring that the development integrates seamlessly with the existing streetscape and neighbourhood character. Infrastructure servicing the site, including road networks, stormwater, and community infrastructure, is sufficient to accommodate the proposed density without adverse impacts.

3.4.2 Housing Supply and Diversity Specific Outcomes

1. A range of lot sizes and dwellings types including traditional housing, small lot housing, dual occupancy, auxiliary unit living, and terrace houses are provided to create diverse neighbourhoods with a range of household types.

Complies

The proposed subdivision offers a range of lot sizes to accommodate diverse household needs and life stages, contributing to the boarder diversity within Logan Reserve. This variation contributes to housing choice and diversity, consistent with the Strategic Framework. The larger lots also provide opportunities for future development, including dual occupancy and auxiliary units.

The change to the zoning framework will result the majority of the site located in the Suburban Precinct of the Low Density Residential Zone. This will support the delivery of a diverse and inclusive neighbourhood consistent with the intent of this zone and zone precinct.

The variation of the zoning will facilitate a range of lot sizes and dwelling types, including traditional detached dwellings, dual occupancy, and multiple dwellings where appropriate. This varied housing mix will accommodate a broad spectrum of household types, life stages, and affordability needs while maintaining a predominantly low-density suburban character.

3.4.3 Density Specific Outcomes

2. Residential development:
 - a. provides a high quality built form;
 - b. creates high quality public open space;
 - c. provides a mix of housing types;
 - d. creates a diverse mix of lots.

Complies

The proposed residential development satisfies the relevant outcomes by delivering a high-quality subdivision design that supports built form, public realm, and housing diversity objectives. The subdivision provides a diverse mix of lots ranging from approximately 400 m² to 732 m², with frontages varying between 12.5 m to over 18 m, enabling a range of dwelling types and housing outcomes. This

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variety supports a mix of housing types and creates opportunities to meet differing household needs.

The layout integrates with adjoining development and connects to existing and planned public open space areas, contributing to a high-quality residential environment and enhanced amenity. Overall, the proposal achieves a well-designed residential subdivision that delivers housing choice, lot diversity, and a cohesive response to surrounding development and public open space.

The proposed change to the zoning framework and design and siting provisions enables residential development outcomes that support a high quality built form and a well planned suburban environment. The Low Density Residential Zone – Suburban Precinct will provide an appropriate planning context to guide the design and arrangement of future development, ensuring building scale, form, and streetscape presentation are consistent with surrounding neighbourhoods.

The zoning change facilitates a mix of housing types and a diverse range of lot sizes consistent with contemporary suburban communities. By enabling a variety of dwelling forms and lot configurations, the proposed zoning supports housing choice, affordability, and adaptability to changing household needs over time.

- 3. Reconfiguring a lot results in:
 - a. lots that are of an appropriate size and dimension to suit their intended use and complement the intended character and pattern of development in the surrounding area;
 - b. a diverse lot mix with appropriate sizes and frontages that facilitate a range of housing types.

Note - Where development is proposed in the Small lot precinct, Suburban precinct or Village precinct of the Low density residential zone, section 6.2.5.2 - Purpose of the Low density residential zone code sets out the intended character of each precinct.

Complies
 The proposed development outcomes complies with the relevant code requirements by delivering lot sizes, dimensions, and a subdivision pattern that are consistent with the intended character of the precinct and the surrounding low-density residential area.

The subdivision creates residential lots that are of an appropriate size and dimension to support their intended low-density residential use. Lot sizes and frontages are consistent with the prevailing and planned subdivision pattern in the locality.

The proposed block layout maintains a traditional subdivision pattern that accommodates private backyards capable of supporting outdoor living areas and the retention or establishment of large trees. This reinforces residential amenity, contributes to streetscape character, and supports longer-term

landscape outcomes consistent with Low Density Residential expectations.

The subdivision also provides a diverse lot mix, with variation in lot sizes and frontages that facilitates a range of housing outcomes over time. This diversity enables flexibility in dwelling design and supports different household needs while maintaining a cohesive and compatible built form across the precinct.

3.5 Centres

The proposed development is for an urban residential subdivision located within the Emerging Community Zone and Urban footprint at Logan Reserve. The proposal does not include any centre activities and is not located within, or intended to establish, a designated centre under the Logan Planning Scheme. The development will rely on existing and planned centres within the surrounding area to meet the retail, commercial, and community needs of future residents. Accordingly, the proposal aligns with the intent of the Centres theme to the extent that it supports the surrounding centre network through additional population, but it does not directly contribute to the creation, expansion, or redevelopment of a centre.

3.6 Employment

The proposed development is an urban residential subdivision within the Emerging Community Zone and Urban footprint at Logan Reserve. While the proposal does not create an employment area or directly accommodate employment-based uses, it will contribute to local economic activity and support the viability of surrounding centres and employment precincts by increasing the resident population in proximity to these areas. The site is not located within a mapped employment area or extractive resource area and will not encroach on or constrain any existing industry or economic resource. Accordingly, the proposal aligns with the Employment theme by supporting Logan’s employment self-containment objectives through its contribution to population growth that underpins demand for jobs and services.

3.7 Community

The proposed development is an urban residential subdivision within the Emerging Community Zone and Urban footprint at Logan Reserve. The site is located within service catchments for trunk parks and community facilities, enabling future residents to have equitable access to open space and recreation areas. The subdivision design includes a stormwater treatment lot with landscaped buffers, contributing to local amenity and passive open space connections, and is well connected to the existing movement network to facilitate access to community infrastructure. The proposal will support community wellbeing by delivering housing choice, promoting walkability, and integrating with surrounding residential development. Accordingly, the development aligns with the Community theme by contributing to the provision of accessible, well-serviced neighbourhoods that meet the needs of Logan’s growing population.

3.8 Rural

The proposed development is an urban residential subdivision located within the Emerging Community Zone and Urban footprint at Logan Reserve. The site is not rural land and is not used for rural production or rural enterprises. The proposal will not alienate or fragment Agricultural Land Classification (ALC) Class A or Class B land and will not encroach on or constrain any existing rural uses. Accordingly, the Rural theme is not applicable to the proposed development.

3.9 Natural environment

The proposed development is an urban residential subdivision located within the Emerging Community Zone and Urban footprint that contains a mapped minor waterway and associated riparian vegetation in the south-eastern portion of the site. These environmental features are retained within a dedicated stormwater treatment lot and enhanced through riparian planting and water sensitive urban design measures to protect ecological function and water quality. The proposed development has therefore been assessed against the Natural Environment theme in **Table 3** of the Strategic Framework.

Table 3: Natural Environment Outcomes

Strategic Framework Section: 3.9	Assessment
3.9.1 Strategic outcomes	
<p>1. The natural environment spatial elements identified on SFM-02.00 Strategic framework map are protected and enhanced where:</p> <ul style="list-style-type: none"> a. proposed biodiversity corridors provide and connect intact habitat across Logan; b. environmental management and conservation areas comprise areas of high ecological significance; c. the Flinders Karawatha Corridor forms part of a regional environmental corridor that provides and connects habitat between Karawatha Forest and the Border Ranges; 	<p>Complies</p> <p>The proposed subdivision layout has been designed to avoid impacts on mapped waterways and riparian corridors. A dedicated stormwater management lot is provided to protect the minor waterway corridor located in the south-eastern portion of the site, incorporating riparian planting and water-sensitive urban design measures to improve water quality and support ecological function.</p> <p>The site does not contain mapped Environmental Management and Conservation areas, the Flinders Karawatha Corridor, or any regionally significant biodiversity corridors. No koala corridors are mapped over the site; accordingly, no specific koala protection obligations apply. Notwithstanding this, vegetation retention and enhancement within the stormwater management lot will provide incidental habitat and contribute to local ecological connectivity.</p>
<p><i>Editor's note - The Flinders Karawatha Corridor Management Strategy 2014-2019 provides further guidance on how the corridor is to be managed.</i></p> <ul style="list-style-type: none"> d. locally significant vegetation comprises areas of significant vegetation species or communities; e. koala corridors are areas that comprise and connect significant koala habitat; f. proposed waterway areas comprise significant rivers, creeks and 	<p>Overall, the proposal appropriately protects the environmental features present on the site and is consistent with the relevant strategic outcomes by integrating stormwater management, landscaping, and rehabilitation measures that enhance ecological values while facilitating urban residential development consistent with the intent of the Emerging Community Zone.</p>

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<p>associated riparian areas;</p> <p>g. proposed wetland areas comprise significant wetlands and associated riparian areas.</p>	
<p>2. No net loss of biodiversity and ecological values is achieved by protecting and enhancing:</p> <p>a. flora and fauna species, including endangered, vulnerable and near-threatened species, and their associated habitats;</p> <p>b. large viable areas of habitat and connecting corridors, to ensure movement, breeding, dispersal and genetic diversity of species;</p> <p>c. vegetation, waterways, wetlands and ridgelines that function as links and corridors;</p> <p>d. a sustainable and viable population of koalas.</p>	<p>Complies</p> <p>The proposed subdivision layout has been designed to reflect and respond to the mapped environmental values on the site, ensuring that there is no net loss of biodiversity and ecological function. Residential development avoids any intrusion into mapped ecological values and waterways.</p> <p>The stormwater management lot is aligned with the existing mapped waterway corridor in the south-eastern portion of the site, enabling the waterway and its associated riparian zone to be retained as open space. This approach protects existing ecological features and maintains the function of the waterway as a local habitat corridor, supporting ecological connectivity.</p>
<p>3. The ecosystems of waterway corridors, wetlands and their riparian areas are protected and enhanced.</p>	<p>Complies</p> <p>The proposed development retains the mapped waterway corridor within a drainage reserve. Riparian vegetation will be protected and enhanced through planting measures, ensuring the ecological function and water quality values of the corridor are maintained. This aligns with the Strategic Framework intent to protect and enhance waterways and riparian ecosystems.</p>

3.9.2 Element – Biodiversity Specific Outcome

<p>1. The biodiversity and ecological processes of regional terrestrial and aquatic ecosystems are protected and enhanced.</p>	<p>Complies</p> <p>The proposed development retains the mapped waterway corridor within a drainage reserve. Riparian vegetation will be protected and enhanced through planting measures, ensuring the ecological function and water quality values of the corridor are maintained.</p>
<p>2. Vegetated biodiversity corridors are provided that:</p> <p>a. protect and enhance biodiversity;</p> <p>b. improve connectivity;</p> <p>c. facilitate the safe movement of native species.</p>	<p>Complies</p> <p>Vegetated biodiversity corridors are provided as an integral component of the subdivision layout through the retention of the mapped waterway corridor within a dedicated stormwater management and open space lot. This corridor preserves existing ecological values and provides opportunities for revegetation with native riparian species, thereby protecting and enhancing local biodiversity.</p>

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The retained vegetated corridor maintains ecological connectivity by linking habitat areas within and beyond the site, supporting the movement and dispersal of flora and fauna across the local landscape. By aligning the stormwater management lot with the mapped waterway, the development reinforces the natural corridor function rather than fragmenting it.

3. Degraded biodiversity corridors, including waterways and wetlands buffer areas, are rehabilitated.

Complies

The proposed development incorporates rehabilitation of the mapped waterway corridor through revegetation and water sensitive urban design measures. This approach enhances habitat quality, stabilises riparian areas, and improves ecological function, thereby rehabilitating degraded biodiversity values within the site.

4. The ecological values and functions provided by native vegetation are protected and enhanced.

Complies

The subdivision layout retains areas of existing native vegetation where practicable and incorporates buffer planting to strengthen ecological values. These measures ensure the ongoing protection of habitat, contribute to biodiversity connectivity, and enhance the ecological functions provided by retained and supplemented native vegetation.

5. Vegetated areas and waterways are protected and enhanced to function as ecological links and corridors, benefit fauna movement and genetic exchange, improve the viability of vegetated remnants and provide scenic amenity.

Complies

The subdivision design incorporates the protection of the mapped minor waterway and adjoining vegetated areas, supported by riparian buffer planting. These measures enhance ecological connectivity, facilitate fauna movement and genetic exchange, improve the viability of vegetated remnants, and maintain scenic amenity consistent with the locality's character.

6. The habitat values of native vegetation and locally significant vegetation including dry vine scrub, angle-stemmed myrtle (*Gossia gonoclada*) and swamp tea-tree (*Melaleuca irbyana*) are protected and enhanced.

Complies

The site does not contain mapped occurrences of dry vine scrub, *Gossia gonoclada* or *Melaleuca irbyana*. However, native vegetation associated with the mapped minor waterway is enhanced through revegetation and water sensitive urban design measures. This approach ensures habitat values are protected, and ecological function is strengthened, consistent with the intent of the Strategic Framework.

7. The impacts of development on vegetation are effectively managed by:

- a. avoiding impacts, where practicable;

Complies

The subdivision layout has been designed to largely avoid impacts on native vegetation by retaining the mapped minor waterway and associated riparian corridor within a dedicated lot. Where minor vegetation disturbance may be required for access and services,

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<ul style="list-style-type: none"> b. where impacts cannot practicably be avoided, managing impacts; c. where impacts cannot adequately be avoided or managed, values are to be offset. 	<p>impacts will be managed through sensitive design and rehabilitation measures. Given this approach, no offsets are anticipated, and the proposal is consistent with the Strategic Framework outcome.</p>
<p>8. Logan has a net gain of koala habitat.</p> <p><i>Editor's note - Guidance on achieving a net gain of koala habitat is provided in Planning scheme policy 3 - Environmental management.</i></p>	<p>Complies The site does not contain mapped koala habitat.</p>
<p>9. Koala habitat areas are protected, enhanced and connected by maintaining koala habitat trees.</p>	<p>Complies The site does not contain mapped koala habitat.</p>
<p>10. The safe movement of koalas is maintained through the provision of fauna friendly fencing and wildlife movement solutions.</p>	<p>Complies The site does not contain mapped koala habitat.</p>

3.9.3 Element - Waterway corridors and wetlands Specific Outcome

<p>1. Waterways, wetlands and their riparian areas, are protected and enhanced by:</p> <ul style="list-style-type: none"> a. protecting environmental values including ecological function, habitat diversity, fish passage, water quality and biodiversity; b. protecting natural hydrology and geomorphological processes; c. mitigating flooding and manage stormwater drainage; d. providing lifestyle recreational opportunities; e. providing local water supply. 	<p>Complies The proposed subdivision incorporates the mapped minor waterway and associated riparian vegetation within a dedicated stormwater lot, ensuring its protection and enhancement. The design maintains natural hydrology, supports biodiversity and fish passage, and integrates water sensitive urban design measures to protect water quality and mitigate flooding. While the waterway is not intended for direct recreational or water supply use, its protection contributes to local amenity and ecological resilience.</p>
<p>2. Safe public access to waterways and wetland areas is:</p> <ul style="list-style-type: none"> a. protected and enhanced; b. designed to integrate with development; c. designed to support water based recreation. 	<p>Complies The subdivision layout retains the minor waterway within a stormwater and riparian corridor that is protected from direct disturbance. Public access is not proposed into this sensitive area to avoid ecological impacts; however, the corridor is integrated into the subdivision design through setbacks and landscape treatments that enhance visual amenity. While water-based recreation is not provided due to the scale and environmental sensitivity of the waterway, the design</p>

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	ensures safe interface between development and the corridor, consistent with the intent of protecting and enhancing access opportunities in appropriate locations.
3. Waterways and wetlands are buffered from development, to allow for waterway and wetland fluctuations without the need for property protection measures.	<p>Complies</p> <p>The proposed subdivision provides appropriate setbacks from the mapped minor waterway, with the riparian corridor incorporated into a dedicated drainage reserve. This approach ensures that waterways are buffered from development, allowing for natural fluctuations in hydrology without requiring additional property protection measures. The subdivision design avoids direct encroachment, thereby safeguarding ecological function and reducing long-term risk to dwellings and infrastructure.</p>
4. Water quality in the water resource catchments is protected.	<p>Complies</p> <p>The subdivision incorporates stormwater management measures consistent with water sensitive urban design principles to protect downstream water quality. Riparian vegetation is enhanced along the mapped waterway, supporting filtration of runoff and stabilisation of banks. These measures ensure that water quality within the broader catchment is protected while maintaining ecological function and reducing sediment and nutrient loads entering the system.</p>

3.10 Natural hazards and climate change

The proposed development is an urban residential subdivision within the Emerging Community Zone at Logan Reserve. The site is not subject to coastal erosion, storm surge, or landslide hazards. A mapped minor waterway traverses the south-eastern portion of the site, which is incorporated into a dedicated stormwater treatment lot to manage stormwater, water quality, and potential flooding impacts. The subdivision layout avoids locating residential lots within the waterway corridor and will be supported by erosion and sediment controls during construction. Accordingly, the proposal aligns with the Natural hazards and climate change theme by mitigating hazard risks, enhancing resilience, and supporting safe and efficient urban development. The proposed development has therefore been assessed against the Natural Hazards and Climate Change theme in **Table 4** of the Strategic Framework.

Table 4: Natural Hazards and Climate Change Outcomes

Strategic Framework Section: 3.10	Assessment
3.10.1 Strategic outcomes	
1. People and premises are protected from and are resilient to the potential risks associated with natural hazards.	<p>Complies</p> <p>The proposed subdivision is not affected by mapped flood hazard, or coastal erosion overlays. While the site is partly within the bushfire potential impact buffer, the</p>

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layout avoids high hazard areas. Vegetation will be removed to facilitate the future development adjacent to the site, removing the risk to the site. A mapped minor landslide hazard area is located along the northern boundary of the site. The hazard has been mitigated through earthworks undertaken as part of the existing development north of the site.

2. Greenhouse gas emission and the community's reliance on greenhouse gas emitting energy sources, are reduced.

Complies

The subdivision layout supports passive solar design through lot orientation and sufficient building envelopes to maximise natural light and ventilation, reducing reliance on mechanical heating and cooling. The lot sizes also allow for integration of renewable energy solutions such as rooftop solar and water harvesting, supporting reduced greenhouse gas emissions and long-term sustainability.

3.10.2 Natural Hazards and Climate Change Adaptation Specific Outcomes

1. People and premises are protected from and are resilient to natural hazards, taking into account the potential effects of climate change over time, having regard to:
 - a. storm surge;
 - b. flooding and inundation;
 - c. coastal erosion;
 - d. bushfire;
 - e. landslide.

Complies

The proposed subdivision is not located within areas subject to storm surge or coastal erosion. While the site is partly within a bushfire hazard buffer, vegetation within and adjacent to the site will be removed to facilitate future development, reducing bushfire risk. Flooding and inundation risks have been addressed through the provision of a dedicated drainage/stormwater corridor and maintenance of overland flow paths. A mapped minor landslide hazard area is located along the northern boundary of the site. The hazard has been mitigated through earthworks undertaken as part of the development north of the site.

Accordingly, people and premises are protected from and resilient to natural hazards, consistent with the Strategic Framework.

2. A use that is vulnerable to a natural hazard, other than flood hazard, is:
 - a. not located in a natural hazard area; or
 - b. designed to effectively mitigate the potential effects of the natural hazard.

Complies

The development proposes standard residential uses, which are considered vulnerable uses. Landslide hazard risk has been reduced due to the earthworks to facilitate the residential development at the north of the site.

The development site will be cleared of existing trees and vegetation that have the potential to create a risk, including hazards associated with falling limbs, bushfire fuel loads, or maintenance constraints.

Editor's note - The Bushfire hazard overlay, the Flood hazard overlay and the Landslide hazard and steep slopes area overlay provide detailed provisions to protect people and premises from

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<p><i>natural hazards.</i></p>	<p>The site is surrounded by established and approved dwelling houses, and the proposed development is consistent with the prevailing residential character and risk context of the surrounding area. The removal of vegetation that contributes to risk ensures that the development can be safely occupied and maintained, while aligning with the risk profile of neighbouring residential properties.</p> <p>Accordingly, the proposal satisfies the requirement that vulnerable uses are either located outside hazard areas or effectively mitigate potential effects of natural hazards.</p>
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Climate change mitigation	
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| <p>1. The energy efficiency of the built environment is improved through the orientation of new lots and roads that facilitate the development of energy efficient buildings.</p> | <p>The proposed subdivision layout has been designed to support improved energy efficiency outcomes by orienting new lots and the internal road network in a manner that facilitates energy-efficient building design. Lot orientation enables future dwellings to maximise access to natural daylight and prevailing breezes, supporting passive solar principles and reducing reliance on mechanical heating and cooling.</p> |
| <p>2. Development in Logan is designed to support renewable energy production and lessen the community's reliance on greenhouse gas emitting energy sources.</p> | <p>The proposed development supports renewable energy production and contributes to reducing reliance on greenhouse gas-emitting energy sources by establishing a subdivision layout that facilitates renewable energy opportunities at the dwelling scale. The orientation and configuration of lots provide suitable building envelopes for future dwellings to incorporate rooftop solar photovoltaic systems and other renewable energy technologies.</p> <p>By enabling energy-efficient dwelling design and the integration of renewable energy infrastructure, the development supports long-term reductions in household energy demand and carbon emissions. The subdivision also complements broader sustainability objectives by encouraging passive design principles that reduce reliance on non-renewable energy sources.</p> |

3.11 Design, Place Making and Amenity

The proposed development is an urban residential subdivision within the Emerging Community Zone and Urban footprint at Logan Reserve. The subdivision has been designed to deliver a high-quality living environment that is safe, functional, and attractive, consistent with the intended residential character of the locality. The design responds to site constraints, integrates with surrounding development, and provides lot

sizes that support dwelling orientation, passive surveillance, and landscaped streetscapes. Accordingly, the proposal has been assessed against the Design, place making and amenity theme in **Table 5** of the Strategic Framework.

Table 5: Design, Place Making and Amenity Outcomes

Strategic Framework Section: 3.11	Assessment
3.11.1 Strategic outcomes	
1. Logan has a high quality, well designed built environment that provides places for people that are attractive, functional, safe and accessible.	<p>Complies</p> <p>The proposed residential subdivision has been designed to achieve a high-quality and functional built environment by providing a logical road network, safe and efficient access, and a range of lot sizes that respond to site conditions. The layout ensures convenient pedestrian and vehicle connections, incorporates appropriate landscaping, and provides opportunities for future dwellings to address the street and public realm. These design measures contribute to an attractive, accessible and safe neighbourhood environment consistent with the strategic outcomes for Logan’s built form.</p>
2. The built and natural environment provides people with a high level of amenity, where the qualities of the environment enhance the physical and social wellbeing of people.	<p>Complies</p> <p>The subdivision layout establishes a high-quality and functional neighbourhood structure that reinforces the intended character of the Emerging Community Zone and integrates with the surrounding development. The design provides a permeable street network with safe pedestrian connections, ensures lot orientation to enable future dwellings to address roads and open space, and incorporates landscaped verges to strengthen the streetscape. Lot sizes and configurations support an appropriate built form that will integrate with the surrounding context in terms of scale and character. The subdivision facilitates convenient access for all residents, improves legibility and wayfinding, and allows for adaptability in future housing choices, contributing to a cohesive and attractive neighbourhood consistent with the design and place making outcomes.</p>
3.11.2 Design and Place Making Specific Outcomes	
1. Development creates a high quality, attractive and functional built environment that: <ol style="list-style-type: none"> a. provides highly desirable, attractive places that people want to be in; b. is responsive and sympathetic to the local topography and is 	<p>Complies</p> <p>The proposed subdivision is designed to establish a high-quality and functional neighbourhood form. The layout provides desirable residential environments with a permeable and legible road network, landscaped verges, and safe pedestrian connections that integrate with public open space. The proposed lot structure supports dwellings of an appropriate height, bulk and</p>

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- c. consistent with and reinforces the intended character;
- d. is of an appropriate height, bulk, scale and mass and has an appropriate relationship with the road and surrounding area;
- e. defines and addresses roads through the height, bulk, scale, frontages and entrances of buildings;
- f. incorporates detailed design measures that create an attractive visual aesthetic;
- g. has landmark buildings of high architectural merit in nominated locations identified in a local plan or zone;
- h. creates or enhances views and vistas;
- i. enables pedestrians to move conveniently and safely along roads and public open space;
- j. provides places that can be accessed by people of all ages and abilities;
- k. strengthens the relationship between the built form, landscape and streetscape;
- l. integrates with public open space and the movement network;
- m. allows easy way finding for pedestrians;
- n. is adaptive to changes in use, lifestyle and demography;
- o. engenders civic pride.

scale relative to the surrounding context, with building frontages and access points designed to address the street. While the proposal does not include landmark buildings, it ensures that future built form can enhance views and vistas, provide accessibility for people of all ages and abilities, and strengthen the relationship between the built environment, landscape and streetscape.

The proposed variation to the planning scheme seeks to change the design and siting requirements to better reflect contemporary residential development outcomes while maintaining the underlying intent of the planning framework. The variation provides an appropriate degree of flexibility to respond to site specific characteristics, emerging housing needs, and modern design standards, without undermining residential amenity, neighbourhood character, or streetscape quality. It enables more efficient site planning and improved building design outcomes, supporting well articulated built form, appropriate setbacks, and effective integration with surrounding development.

Importantly, the variation continues to uphold the broader objectives of the planning scheme by ensuring development is orderly, context responsive, and consistent with the intended low density suburban character. The proposed approach allows for innovation in dwelling design and layout while maintaining appropriate controls to manage scale, privacy, and relationships between buildings and the public realm.

2. Development is designed to support community safety by:
- a. providing casual and mechanical surveillance;
 - b. providing legible environments;
 - c. clearly delineating the boundaries between private and public open space;
 - d. limiting the opportunities for graffiti and vandalism;
 - e. reducing risk associated with potentially vulnerable places.

Complies

The subdivision design supports community safety by ensuring that proposed lots and the road layout provide casual surveillance of streets and open spaces. The internal movement network is logical and legible, enabling easy navigation and clear definition of public and private realms through street frontages and landscaping. The design of open spaces and pedestrian connections limits areas of concealment and reduces the potential for graffiti or vandalism, while the provision of well-connected roads and open space interfaces reduces risks associated with potentially vulnerable places. Overall, the proposal establishes a safe, accessible and functional neighbourhood form.

3.11.3 Amenity Specific Outcomes

1. The level of amenity to be expected varies throughout Logan where:

- a. in highly urbanised locations, such as in and around centres, the amenity is commensurate with a highly urbanised environment that involves activity at all hours, high levels of pedestrian movement and noise from urban activities such as restaurants and entertainment uses;
- b. in suburban locations, such as in a Low density residential zone, the level of amenity is commensurate with a suburban environment and noise is primarily associated with domestic living environments;
- c. in rural residential locations, such as in a Rural residential zone, the level of amenity is commensurate with a rural residential environment where:
 - i. there are very low density living environments with some low level noise, odour and visual amenity impacts;
 - ii. in areas suitable for rural production, such as in the Cottage rural precinct, there are noise, odour and visual amenity impacts associated with rural production;
- d. in rural locations, such as in a Rural zone, the level of amenity is commensurate with a rural environment where noise, odours and visual amenity associated with cropping, stock, and land management predominate.

Complies

The proposed subdivision is located within the Emerging Community Zone and urban footprint, intended for transition to suburban residential development. The level of amenity provided is consistent with suburban expectations, characterised by low density living environments where noise is primarily associated with domestic activities. The subdivision layout provides appropriately sized lots, landscaped street frontages, and open space connections that reinforce suburban character. The proposal is not located within a centre, rural residential, or rural zone, and therefore does not introduce incompatible amenity impacts. The development will integrate with surrounding residential areas and maintain the expected suburban amenity for future residents.

2. People are protected from environmental harm or environmental nuisance caused by air, light, odour, vibration or acoustic

Complies

The proposed subdivision is residential in nature and does not generate emissions such as air pollution,

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emissions.

odour, vibration, or significant acoustic impacts. Future dwellings will be designed and constructed in accordance with relevant planning and building requirements, ensuring residential amenity is maintained. The proposal does not introduce industrial or other emission-generating land uses, and therefore people will be protected from environmental harm or nuisance.

3. Residential amenity is protected by:

- a. ensuring uses that generate emissions are designed and located to avoid environmental harm or environmental nuisance to established or planned land in a residential zone category;
- b. ensuring Residential activities are not located in areas where they will be subject to environmental harm or environmental nuisance from existing or planned uses that generate emissions;
- c. designing an Accommodation activity in a zone, other than in a residential zone category, in a way that adequately protects the amenity of residents.

Complies

The proposed development is a residential subdivision within the Emerging Community Zone and does not involve any land uses that generate emissions or environmental harm. The surrounding land is also primarily residential or transitioning to residential under the planning framework, meaning future residents will not be exposed to incompatible uses. The development does not propose accommodation activities outside of a residential zone, ensuring residential amenity is adequately protected.

4. Residential amenity is provided by creating residential environments that:

- a. protect the privacy of residential living by preventing unacceptable overlooking;
- b. provide adequate access to sunlight and daylight;
- c. are not adversely affected by overshadowing;
- d. provide adequate private and shared outdoor amenity space for residents.

Complies

The proposed subdivision layout is designed to create residential environments that uphold amenity standards. Lot orientation and dimensions allow future dwellings to achieve privacy outcomes and avoid unacceptable overlooking. The subdivision pattern provides adequate access to sunlight and daylight while minimising the risk of overshadowing between dwellings. Each lot size is sufficient to accommodate private open space, and the development integrates with planned open space networks to ensure shared outdoor amenity opportunities are available for residents.

The proposed variation to the design and siting requirements within the Logan Planning Scheme reflects current building design practices and contemporary expectations for residential development, while continuing to achieve a high level of residential amenity. The variation provides flexibility to enable modern dwelling layouts, built form responses, and construction techniques that better respond to site constraints and changing household needs. Through appropriate building orientation, setbacks, and

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	<p>separation distances, the proposal continues to protect residential privacy and minimise unacceptable overlooking between dwellings and adjoining properties.</p> <p>The variation also supports current design approaches that optimise access to sunlight and daylight for habitable rooms and outdoor spaces, while ensuring development is not adversely affected by, nor causes, unreasonable overshadowing. Building form and siting are arranged to balance efficiency with amenity, enabling the provision of functional private and shared outdoor spaces that are usable, well located, and integrated with dwellings.</p>
<p>5. Sensitive land uses are appropriately sited and designed to mitigate adverse impacts on development from environmental emissions generated by State transport infrastructure.</p>	<p>Complies</p> <p>The site is located at a sufficient separation from State transport infrastructure to avoid direct or indirect impacts. As a result, the proposed development is not expected to be affected by, nor impact upon, State transport infrastructure.</p>

3.12 Transport

The proposed development is an urban residential subdivision within the Emerging Community Zone and Urban footprint at Logan Reserve. The subdivision has been designed to integrate with the existing local road network, provide safe and convenient vehicle access, and accommodate active transport opportunities. The design prioritises legibility and permeability, ensuring lots are oriented to roads for passive surveillance and future connections. The proposal has therefore been assessed against the Transport theme in **Table 6** of the Strategic Framework.

Table 3: *Transport Outcomes*

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3.12.1 Strategic Outcomes	
<p>1. Development is designed to:</p> <ol style="list-style-type: none"> encourage walking, cycling, and use of public transport; reduce reliance on private vehicles. 	<p>Complies</p> <p>The proposed subdivision has been designed to provide a permeable and connected internal road layout that encourages walking and cycling, with pedestrian linkages integrated to facilitate movement throughout the estate. The design supports future connections to public transport routes along the surrounding road network, thereby reducing reliance on private vehicles over time. By incorporating active transport opportunities and planning for integration with existing and planned infrastructure, the development is consistent with Council's intent to encourage sustainable travel behaviour.</p>

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- 2. High quality pedestrian and cycle infrastructure is provided in locations of good accessibility.

The proposed subdivision provides a legible and connected internal street network that accommodates safe pedestrian and cycle movement. These facilities ensure residents can conveniently access local roads and, in the longer term, link into the broader active transport network as surrounding land is developed. This approach aligns with the Strategic Framework outcome for high quality pedestrian and cycle infrastructure in accessible locations.

3.12.2 Movement Network and Car Parking Specific Outcomes

- 1. Development in the urban footprint is designed to provide a movement network that is accessible to the whole community and prioritises access and travel in accordance with the following hierarchy:
 - a. walking is the preferred mode of transport;
 - b. cycling is preferable to the use of public transport and private vehicles;
 - c. public transport use is preferable to the use of private vehicles;
 - d. private vehicle use is less preferable than public transport use, walking, and cycling.
- 2. Car parking is:
 - a. provided to:
 - i. service the demand generated by development;
 - ii. maintain a safe and functional road network.
 - b. managed in centres and in locations of good public transport accessibility to:
 - i. ensure car parking availability does not adversely affect the use of walking, cycling and public transport as preferred transport modes;
 - ii. minimise the need for an individual use to provide car parking.

Complies

The proposed subdivision is located within the urban footprint and has been designed with a connected local road hierarchy that supports safe pedestrian and cycle movements, while also accommodating private vehicle access. The layout allows for future integration with the broader active and public transport networks as the area develops. While private vehicles will remain the dominant mode in the short term due to limited existing public transport services, the design facilitates a transition toward the intended transport hierarchy by prioritising walkable streets and cycle connectivity.

Complies

Car parking for the subdivision is provided in accordance with Council standards to meet the demand generated by future residential development and to maintain a safe and functional road network. As the site is not located within a centre or in an area of established high-frequency public transport, management of parking to reduce reliance on private vehicles is not directly applicable. Nonetheless, the proposal supports safe on-street and driveway access arrangements that integrate with the wider road network.

3.12.3 Active transport Specific Outcomes

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- | | |
|--|---|
| <p>1. High quality, safe and convenient pedestrian and cycle infrastructure is integrated with development to encourage walking and cycling.</p> | <p>Complies
The proposed subdivision provides an internal road network and safe pedestrian connections that integrate with the broader movement network. This ensures walkable streets and convenient access for cyclists and pedestrians, consistent with the intent to encourage active transport within new residential communities.</p> |
| <p>2. The pedestrian network provides convenient and safe access to local services and public transport.</p> | <p>Complies
The pedestrian network within the proposed development is designed to provide safe and convenient access through connected streets and footpaths, enabling future linkages to local services and public transport in accordance with the planned urban structure for Logan Reserve.</p> |
| <p>3. The cycle network conveniently and safely facilitates short to medium length cycle trips, particularly within five kilometres of a centre.</p> | <p>Complies
The proposed development is designed to support and integrate with the existing and planned cycle network in the locality, facilitating safe and convenient short to medium-length cycle trips. The subdivision layout provides a connected internal road network that is capable of accommodating cyclists and linking efficiently to surrounding streets and cycling routes.</p> |
| <p>4. Pedestrian and cycle networks are well connected and integrated efficiently with road and park networks.</p> | <p>Complies
The subdivision layout incorporates a connected internal road network that integrates pedestrian and cycle opportunities with the planned local park. This ensures walkability and safe movement, while supporting future integration with the broader road and open space networks as adjoining land develops.</p> |

3.12.5 Road Transport and Freight Specific Outcomes

- | | |
|--|--|
| <p>1. The community is connected to an efficient trunk road network where the:</p> <ul style="list-style-type: none"> a. road network is designed to optimise the efficiency of the network, minimising travel times and minimising expenditure on upgrades; b. local road network is designed to efficiently connect the community with the pedestrian, cycleway and public transport networks. | <p>Complies
The proposed development integrates with McArthur Road to the north, and the proposed development to the south, which connects to the established local road network and provides efficient access to the wider trunk road system.</p> <p>The internal subdivision layout is designed to optimise traffic efficiency, minimise travel times, and ensure safe, functional connections for vehicles, pedestrians, and cyclists. This supports broader transport integration without requiring significant network upgrades.</p> |
| <p>2. The road network:</p> <ul style="list-style-type: none"> a. ensures safe property access; | <p>Complies
Safe and direct property access is provided to all lots via a legible internal road network designed in accordance with relevant standards. The layout supports low-speed environments, appropriate sight</p> |

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- b. facilitates efficient movement of pedestrians, cyclists, vehicles, and freight;
- c. protects roadside amenity;
- d. supports the function of the pedestrian, cycle and public transport networks;
- e. gives priority to public transport, where it will improve efficiency;
- f. protects future road corridors including the Park Ridge connector, Logan Motorway, Pacific Highway and, Mount Lindesay Highway.

distances, and clear access arrangements, ensuring safety for residents, visitors, and service vehicles.

The internal road network facilitates the efficient movement of pedestrians, cyclists, vehicles, and service and emergency vehicles. Street design and connectivity encourage shared use and support short local trips while integrating with the surrounding road network to distribute traffic efficiently.

Roadside amenity is protected through a subdivision layout that incorporates appropriate setbacks, verge widths, and opportunities for street tree planting and landscaping, contributing to streetscape quality and residential amenity.

The road network supports pedestrian and cycle movement by providing direct connections to surrounding streets and nearby public open space, with road environments conducive to walking and cycling. The subdivision design also allows for integration with existing and future public transport services by maintaining connectivity to the wider movement network.

The site is located well clear of identified future road corridors, including the Park Ridge connector, Logan Motorway, Pacific Highway, and Mount Lindesay Highway. Accordingly, the proposed development does not encroach upon or compromise the function or delivery of existing or future State and regional transport corridors.

3. The road network comprises:

- a. access streets that provide a safe, low speed environment;
- b. collector roads that have greater traffic capacity than access streets, connect the access road network to the arterial road network, and serve a mixed access and traffic function;
- c. arterial roads that serve a traffic function with predominantly free-flow at high speed;
- d. strategic arterial roads that serve an arterial function, but carry a high proportion of traffic that crosses the local government boundary;

Complies

The proposed subdivision establishes a road hierarchy that includes access streets designed for safe, low-speed environments internally and to the broader local network. While the site does not provide collector, arterial, strategic arterial, highway, or motorway functions, it appropriately integrates with the surrounding road hierarchy and contributes to the efficient and safe operation of the transport network at the local scale, consistent with its residential role.

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- e. highways that provide for sub-regional and inter-regional traffic movement at high speed;
- f. motorways that provide for sub-regional and inter-regional traffic movement at high speed and grade separated interchanges.

3.13 Infrastructure

The proposed development is an urban residential subdivision within the Emerging Community Zone and Urban footprint at Logan Reserve. The subdivision will be serviced by essential infrastructure networks in accordance with Council’s infrastructure planning and engineering standards. Servicing will be achieved efficiently and sustainably, with stormwater management guided by a Site-Based Stormwater Management Plan and engineering design consistent with total water cycle management and water sensitive urban design principles. Waste will be managed through kerbside collection and sustainable design practices that support reduction, reuse and recycling. The proposed development has therefore been assessed against relevant sections of the infrastructure theme in **Table 7** of the Strategic Framework.

Table 4: Infrastructure *Outcomes*

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3.13.1 Strategic Outcomes

<p>1. Efficient, cost effective, functional and sustainable infrastructure networks are provided and integrated with development, where:</p> <ul style="list-style-type: none"> a. development is located in areas with a high level of infrastructure availability and capacity; b. infrastructure is designed and connected to development to meet community needs in a cost effective manner. 	<p>Complies The proposed subdivision is located within an area serviced by existing trunk infrastructure networks, ensuring development occurs where capacity is available. Infrastructure, including water, wastewater, stormwater, and road networks, is designed and connected to the development in a manner that is functional, cost effective, and responsive to community needs, consistent with the strategic outcome.</p>
<p>2. Key infrastructure sites and corridors are protected.</p>	<p>Complies The proposal does not encroach upon or impact any identified key infrastructure sites or corridors. Existing and planned infrastructure corridors are protected to ensure their ongoing function and long-term availability for community servicing.</p>
<p>3. Stormwater is managed in accordance with total water cycle management and water sensitive urban design principles to provide regional stormwater networks that are functional, efficient, cost effective and protect the environment.</p>	<p>Complies Stormwater for the development is managed through a Stormwater Management Plan that applies water sensitive urban design principles. The strategy ensures functional and efficient drainage, protects downstream water quality, and integrates with the</p>

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4. Waste is reduced to the greatest extent practicable, managed and disposed of sustainably.

broader stormwater network in a cost-effective and environmentally responsible manner.

Complies

The proposal incorporates standard waste management practices that enable waste reduction, separation, and sustainable disposal. Waste services will be coordinated with Council collection systems to ensure efficiency and minimise environmental impacts, consistent with sustainable management objectives.

3.13.2 Design and Sequencing Specific Outcomes

3. Where an infrastructure network is planned or currently exists, development:
 - a. is connected to the existing network; or
 - b. where the network is planned but does not yet exist, provides the planned infrastructure and connects to it; or
 - c. incorporates appropriate sustainable technology that provides sufficient standards of service to the development that it does not need to be connected to the network.

Complies

The proposal will be connected to existing infrastructure networks, including road, stormwater and servicing networks, and will provide necessary extensions where required to integrate with planned infrastructure. Sustainable servicing measures are incorporated where appropriate to ensure the development achieves acceptable standards of service.

3.13.3 Infrastructure Networks Specific Outcomes

1. The community is appropriately serviced by infrastructure networks including:
 - a. water;
 - b. wastewater;
 - c. stormwater;
 - d. pedestrian and cycle;
 - e. road;
 - f. parks;
 - g. land for community facilities.

Complies

The proposal is supported by essential infrastructure networks, including reticulated water supply, wastewater, stormwater management, pedestrian and cycle connections, and an internal road network. Local parks and land for community facilities are provided in proximity to the site, ensuring the community is appropriately serviced.

3.13.5 Stormwater Specific Outcomes

1. The stormwater network:
 - a. uses natural waterways and maintains natural overland flow paths;
 - b. is designed to fulfil multiple functions, including minimising flood risk, connecting and integrating with public open space and protecting and enhancing environmental values;
 - c. is resilient and adaptable to climate variability;

Complies

The proposal incorporates a stormwater management system designed in accordance with water sensitive urban design (WSUD) principles. The layout maintains natural overland flow paths where practicable, provides detention and treatment to minimise flood risk, and integrates stormwater functions with landscape outcomes. The network is adaptable to climate variability and includes measures to protect downstream water quality and aquatic habitat values.

- d. protects and enhances the water quality and habitat function of watercourses, wetlands and other receiving waters.
- 2. Overland flow and stormwater is managed in accordance with water sensitive urban design principles where:
 - a. the intrinsic values of the natural water cycle are protected and enhanced by minimising disturbance to natural landforms, wetlands, waterways and riparian zones;
 - b. the quality of surface and groundwater is protected and enhanced to maintain and enhance aquatic ecosystems and enable reuse opportunities;
 - c. downstream flooding and the effects of drainage on aquatic ecosystems is reduced by managing stormwater runoff and peak flows;
 - d. the more efficient use of water is promoted by reducing the demand for potable water and facilitating alternative water supplies.

Complies

The stormwater strategy applies WSUD principles to manage overland flow in a way that minimises disturbance to natural landforms and waterways, protects and enhances surface and groundwater quality, and reduces downstream flooding through detention and treatment measures. The design also promotes water efficiency by supporting reuse opportunities and reducing reliance on potable water supplies.