



Planning Report (Impact)

Reconfiguring a Lot & Operational Works, and Material Change of Use – Preliminary approval that includes a variation request

260-266 Loganview Road North, Logan Reserve

Submitted to Logan City Council
on behalf of Australis Land Pty Ltd

Prepared by Colliers Urban Planning

8 May 2026 |



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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Attachments

Attachment	Author
A. Owners Consent	Queensland Titles Registry Pty Ltd
B. Plan of Subdivision	Colliers International Engineering & Design Pty Ltd
C. Preliminary Engineering Report	Mortons – Urban Solutions
D. Structure Plan	Colliers International Engineering & Design Pty Ltd
E. Plan of Development	Colliers International Engineering & Design Pty Ltd
F. Assessment Against Strategic Framework	Colliers International Urban Planning Pty Ltd
G. Assessment Against Planning Scheme Codes	Colliers International Urban Planning Pty Ltd

Executive Summary

This impact assessable development application (**DA**) prepared by Colliers International Urban Planning Pty Ltd (**Colliers Urban Planning**), is made to Logan City Council (Council) on behalf of Australis Land Pty Ltd (the **Applicant**). The application is lodged over land at 260-266 Loganview Road North, Logan Reserve, legally described as Lot 42 on 229101. The site is located within the Emerging Community zone of the Logan Planning Scheme 2015 (version 9.2) (the **planning scheme**).

Made under section 50 of the *Planning Act* 2016 (the **Planning Act**), this application seeks a Development Permit for a reconfiguring a lot (one (1) lot into 16 lots, plus one (1) stormwater management lot and new road) and operational works (Earthworks) and a Preliminary Approval for a material change of use for Dwelling House that includes a variation request to include the majority of the site in the low density residential zone and amend the Dwelling House design and siting provisions (the **proposal**).

The proposal seeks approval for a low density residential subdivision at 260-266 Loganview Road North, Logan Reserve, together with the associated earthworks and a preliminary approval that includes a variation request to the planning scheme. The proposal involves:

- Subdivision of one lot into:
 - 16 residential lots;
 - One (1) stormwater management lot to accommodate stormwater management and treatment infrastructure; and
 - A new internal road.
- Operational works:
 - Earthworks associated with the reconfiguring a lot, including site filling and minor excavation;
 - Construction of retaining walls; and
 - Delivery of road and stormwater infrastructure.
- Material change of use (Preliminary approval with variation request):
 - A variation to apply the Suburban Zone precinct and Low Density Residential Zone on the site in accordance with a structure plan (**Attachment D**); and
 - A Plan of Development (**Attachment E**) that varies the affect of the Dwelling House and Dual Occupancy Code, particularly the design and siting requirements, to reflect contemporary housing design.

The proposal delivers several planning, community and environmental benefits:

- Planned transition to urban use - Facilitates the orderly and timely transition of land from Emerging Community zoning to an urban residential purpose and aligns with Council's long-term strategic planning for Logan Reserve;
- Housing supply and choice – Provides legible internal road network with safe pedestrian and vehicle movement, a mix of lot sizes and supports low density suburban living;
- High quality suburban outcomes – Supports well-designed dwellings through a tailored Plan of Development reflecting current building practices and maintains residential amenity through appropriate scale, setbacks and separation;
- Infrastructure and movement integration – Includes land dedication of Loganview Road North to achieve an urban collector standard; and
- Environmental and stormwater management – Proposal retains the mapped waterway corridor with a dedicated stormwater management lot, and incorporates detention and bioretention systems to manage runoff and water quality and ensures non-worsening stormwater outcomes and protects downstream environments.

The proposal generally achieves the intent and policy direction sought by the relevant themes of the Strategic Framework, and Emerging Community Zone Code. A summary of the key planning matters is provided below:

- Located within the Urban Footprint and identified for future urban growth under the planning scheme strategic framework;
- Consistent with the intent of the Emerging Community Zone and the Logan Reserve Land Use Plan, facilitation the orderly and timely transition of land to urban residential use;

- The proposed variation to include the site in the Suburban Precinct of the Low Density Residential Zone is consistent with the surrounding approved development;
- Delivers 16 new residential lots, contributing to local housing supply in a growth area;
- Provides a range of lot sizes capable of accommodating different household types and life stage, supporting housing choice while maintaining a predominately low density residential character;
- Proposed Plan of Development reflects contemporary housing design, providing appropriate flexibility without compromising amenity; and
- Internal road network integrates with surrounding and future development, supporting connectivity and permeability;
- Dedicated stormwater management lot accommodates drainage infrastructure and protects the mapped waterway corridor.

This development application addresses all relevant assessment provisions pursuant to section 45(5) of the Act. This includes consideration of any relevant assessment benchmarks in a categorising instrument including the current version of the planning scheme, and any relevant section of the *Planning Regulation 2017* (the Planning Regulation) and State Planning Policy (to the extent it is not addressed in the planning scheme). This development application also considers other relevant matters, other than a person's personal circumstance, financial or otherwise.

This development application supports the implementation of the strategic framework and presents feasible performance outcomes to the overall outcomes of the following codes of the planning scheme:

- Biodiversity Areas Overlay
- Bushfire Hazard Overlay
- Landslide Hazard and Steep Slopes Area Overlay
- Waterway Corridors and Wetlands Overlay

The relevant town planning provisions have been identified and assessed, and grounds supporting the application are provided throughout the report. Given the ability of the proposal to demonstrate compliance with the provisions, Council is requested to support the proposal issue the required development permits.

A summary of the proposal is provided in **Table 1** below.

Table 1 *Application Summary*

Application Summary	
Applicant	Australis Land Pty Ltd C/- Colliers International Urban Planning Pty Ltd Contact: Liam Morris
Proposal	• Development Permit for reconfiguring a lot for one (1) lot into 16 lots, plus one (1) stormwater management lot and new road, and for operational works (Earthworks); and • Preliminary approval for a material change of use that includes a variation request for a dwelling house
Site Address	260-266 Loganview Road North, Logan Reserve
Real Property Description	Lot 42 on RP229101
Site Area	11,950m ²
Easements	No easements are registered as applying to the site
LGA	City of Logan
Planning Scheme	Logan Planning Scheme 2015, version 9.2 with TLPI 1/2024
Local Plan	Nil

Application Summary

Zoning	Emerging Community Zone	
Relevant Overlays	Local: Biodiversity Areas Overlay • Primary vegetation management area • Secondary vegetation management area • Local and State environmental significance Bushfire hazard Overlay • Medium potential bushfire hazard • Potential impact buffer Overlay Landslide hazard and steep slopes area Overlay • Landslide $\geq 15\%$ slope Residential Overlay • Residential Waterway corridors and wetlands Overlay • Minor waterway	State: SEQ Regional Plan Triggers • Urban Footprint Water Resources • Water resource planning area boundaries
Referral Matters	Nil	
Category of Assessment	Impact assessable	
Public Notification	In accordance with section 53 of the Planning Act 2016, the application is impact assessable and public notification is required to be carried out in accordance with the Act.	
LGIP	A review of the Local Government Infrastructure Plan in Schedule 4 of the Planning Scheme confirms: • The Site is not located within the Priority Infrastructure Area The site is within the following trunk infrastructure areas: • Sewerage service catchment for trunk sewerage infrastructure. • Waterway corridor for trunk stormwater infrastructure. • Transport service catchments for trunk movement infrastructure. • Park service catchments for trunk parks infrastructure. • Community facilities service catchments for land for community facilities infrastructure.	

1.0 Preliminary

1.1 Introduction

This impact assessable DA prepared by Colliers Urban Planning, is made to Council on behalf of Australis Land Pty Ltd (The **Applicant**). This application seeks the following:

- a Development Permit for:
 - reconfiguring a lot for one (1) lot into 16 lots, plus one (1) stormwater management lot and new road
 - operational work (Earthworks).
- Preliminary approval that includes a variation request – Material change of use for dwelling house

The DA is lodged over land at 260-266 Loganview Road North, Logan Reserve, legally described as Lot 42 on RP229101. The site is located within the Emerging Community zone of the planning scheme.

1.2 Strategic Context

The site is located in the Logan Reserve Land Use Area, which is identified as a future urban area in the planning scheme. Situated between the Logan and Albert Rivers, east of Park Ridge and west of Waterford, the site forms part of the southern growth corridor in South East Queensland. The suburb is characterised by a transition from historical rural and rural residential uses to contemporary suburban residential development, facilitated by its location within the Urban Footprint and Emerging Community Zone.

The surrounding area comprises a mix of recently approved and constructed residential estates, vacant or semi-rural land earmarked for future urban development, and community and recreation infrastructure. New residential subdivisions to the north and east demonstrate the intended suburban character for the locality, with detached dwellings on regular-shaped lots, internal local streets, landscaped verges, and integrated stormwater infrastructure.

Logan Reserve benefits from access to key movement corridors including Loganview Road, Logan Reserve Road, Chambers Flat Road and the Mount Lindesay Highway, which provide connectivity to surrounding suburbs, employment areas, and regional transport networks. The suburb is serviced by local centres, schools, parks, and community facilities, with higher-order services such as Logan Hospital, Griffith University (Logan Campus), and major retail centres located within the broader catchment.

Within this context, the site is strategically positioned to contribute to the planned sequence of residential neighbourhoods envisaged under the planning scheme, delivering housing supply in a well-connected, serviced and growing urban community.

2.0 Site Characteristics

2.1 Site Details and Location

The site is identified as 260-266 Loganview Road North, Logan Reserve formally described as Lot 42 on RP229101 (refer **Figure 3**). The site has an area of 11,950m² and is located within the City of Logan. The site is currently vacant, with existing access via a disused driveway and a dam located in the south-eastern corner.

2.2 Surrounding Uses

The surrounding area of Logan Reserve is transitioning from a predominantly rural-residential setting to established suburban neighbourhoods. Immediately north of the site is a newly constructed residential development (Council Ref: COM/30/2020), with further Emerging Community zoned land that currently functions as rural residential but is progressively moving toward urban outcomes. Key community and employment anchors, Logan Hospital, Griffith University (Logan Campus), Woolworths Logan Reserve and Loganlea State High School, are located further north within the broader urban catchment.

To the east, a recently completed residential estate (Council Ref: COM/12/2021) and the Willow Park development front Loganview Road North, beyond which Emerging Community zoned land remains in rural residential use extending toward the Logan River. To the south, the context comprises mainly rural-residential properties within the Emerging Community Zone, with nearby community and recreation assets. To the west, Emerging Community zoned land includes rural-residential holdings with several properties undergoing transition via current development applications for subdivision, signalling continuing urban consolidation in the locality.

The area is supported by Loganview Road North and Logan Reserve Road as key local movement corridors, providing convenient access to services, schools and employment nodes across Logan and the Greater Brisbane region. Overall, the urban context demonstrates an active shift toward suburban residential development consistent with the strategic intent for Logan Reserve. Land uses within proximity to the subject site include the following:

- North: To the north of the site is a newly constructed residential development (Council Ref: COM/30/2020), followed by land in the Emerging Community Zone that is currently used for rural residential purposes. Further north, key community facilities are located including Logan Hospital, Griffith University Logan Campus, Woolworths Logan Reserve and Loganlea State High School.
- South: To the south of the site are existing rural residential properties within the Emerging Community Zone with a current development application for residential subdivision (Council ref: COM/13/2021), followed by further urban residential development fronting Loganview Road South, Loganview Park, and the Logan Reserve Seventh-day Adventist Church.
- East: To the east of the site is a recently constructed residential development (Council Ref: COM/12/2021), followed by Loganview Road North and the Willow Park estate. Beyond this, land within the Emerging Community Zone remains in use for rural residential purposes, with the Logan River further to the east.
- West: To the west of the site is rural residential land within the Emerging Community Zone, with some properties undergoing transition supported by recent development applications for subdivision (Council ref: COM/13/2021 and COM/40/2021). Further west lies Chambers Flat Road and additional rural residential holdings.



Figure 1 View of Loganview Road North, looking north towards the subject site

Source: Google Maps, 2025



Figure 2 View of Loganview Road North, looking south towards the subject site

Source: Google Maps, 2025



Figure 3 Aerial Image of Site

Source: Nearmap, 2025

2.3 Site Tenure and Easements

The site is owned by Australis Land Pty Ltd as identified in the owners consent provided under **Attachment A**. A review of Queensland Globe, determined the freehold lot is not burdened by any easements (refer **Figure 4**).



Figure 4 Easements

Source: Queensland Globe, 2025

2.4 Development Approval History

No relevant development approvals and/or applications were identified for the site following a search of Logan City Council's Development Enquiry Tool.

2.5 Infrastructure

2.5.1 Access

Primary access to the site is currently achieved via a single crossover at Loganview Road North, Logan Reserve.

2.5.2 Water

Existing water infrastructure servicing the area includes a water main located within the northern road verge of McArthur Street, and a separate water main located within the western road verge of Loganview Road North.

2.5.3 Stormwater

The subject site generally slopes toward the south-eastern corner, where an existing dam is located along the common boundary with Lot 41 RP229101.

2.5.4 Sewer

Existing sewer infrastructure includes a sewer main located within the northern road verge of McArthur Street, and a separate sewer main located within the western road verge of Loganview Road North.

3.0 Proposed Development

3.1 Overview

This DA seeks approval for the following at 260-266 Loganview Road North, Logan Reserve, legally described as Lot 42 on RP229101:

- Development Permit for a Reconfiguration of a Lot for one (1) lot into 16 residential lots, plus one (1) stormwater treatment lot and new road
- Development Permit for operational work (Earthworks)
- Preliminary approval for a material change of use for dwelling houses that includes a variation request

3.1.1 Reconfiguration

As mentioned above, the proposal will involve subdivision of one lot to create 16 residential lots, one (1) stormwater management lot and new road, over 2 stages. The Plan of Subdivision delivers a compact, legible neighbourhood of sixteen detached dwelling lots within the Emerging Community Zone. The proposed Plan of Subdivision is shown in **Figure 5** and **Attachment B**.

Across a net developable area of approximately 1.19 ha, the proposal achieves a net density of approximately 13.4 dwellings per hectare. Residential lot sizes range from 400 m² to 732 m², with a balanced spread of frontages to provide a variety of housing options and a varied, high-amenity streetscape, as outlined within **Table 2** below.

The proposal includes the dedication of land to accommodate the widening of Loganview Road North, in accordance with the road hierarchy in the Logan Reserve Land Use Area and Infrastructure Planning Scheme Policy included in the Planning Scheme.

Table 2 *Proposed Reconfiguration Details*

Lot Frontage	No. of Lots	Percentage
12.50 – 13.99	8	50%
14.00 – 15.99	4	25%
16.00 – 17.99	1	6.3%
≥18.00	3	18.8%
Total	16	100%

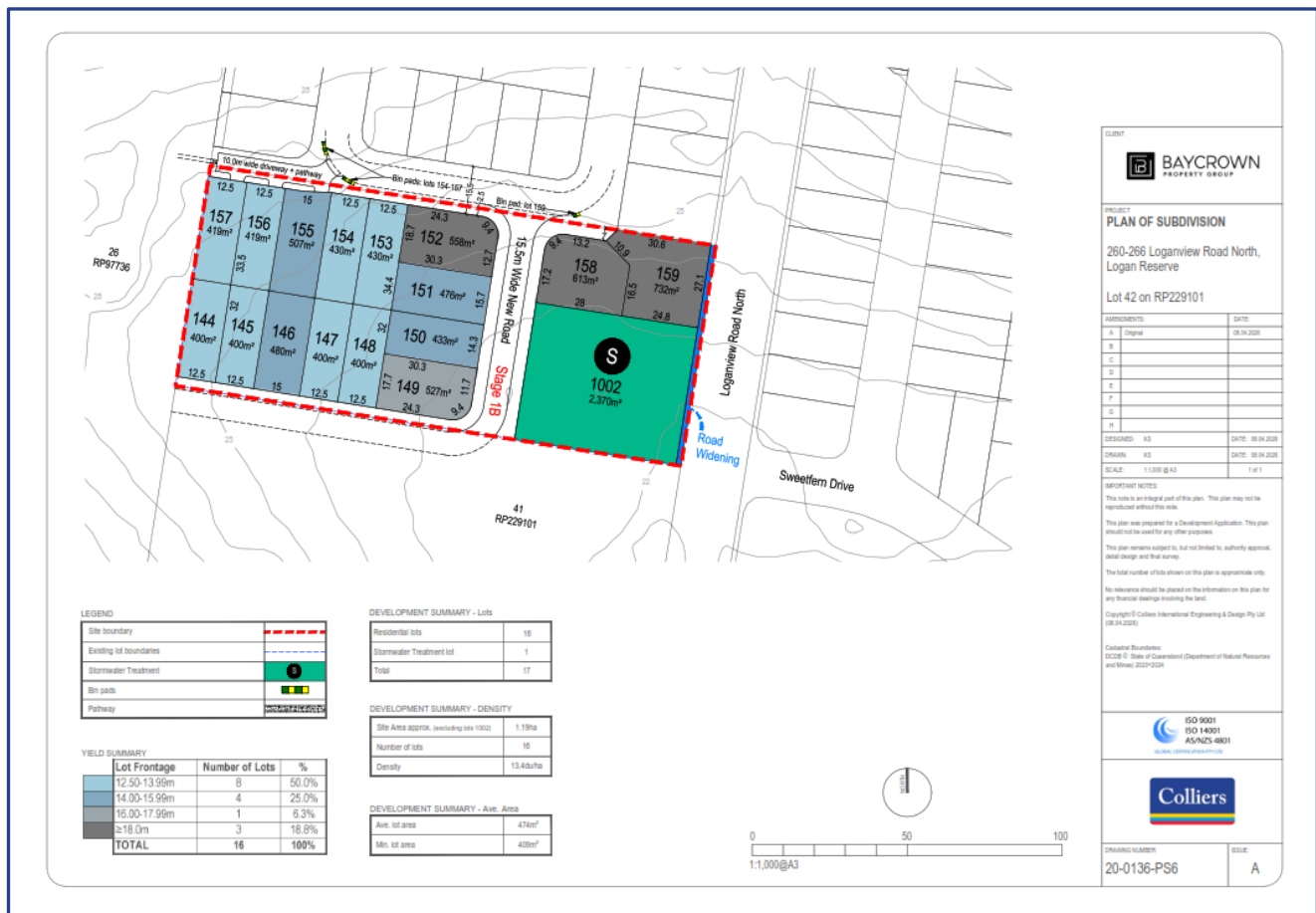


Figure 5 Proposed Subdivision Plan

Source: Colliers International Engineering and Design Pty Ltd, 2025

3.1.2 Operational Work

The proposal includes operational works comprising earthworks necessary to facilitate the subdivision described in **Section 3.1.1**. The scope and extent of these works are detailed in the Civil Engineering Report and accompanying engineering plans contained in **Attachment C**. The works involve a combination of filling and excavation across the site, including the placement of fill to depths of up to 3m, minor cut works within the external road reserves, and the construction of retaining walls. Retaining walls are proposed as single-tier concrete sleeper structures with a maximum height of 2m. Refer to the Engineering report for further information regarding the detailed aspects of this application.

3.1.3 Material Change of Use for dwelling houses

The proposal includes a preliminary approval with a variation request that seeks to vary the way the planning scheme zoning applies to future development of the site. Development is intended to proceed in accordance with the Structure Plan (refer **Figure 6** and **Attachment D**) and the Plan of Development (refer **Figure 7** and **Attachment E**), which together establish the future land use and development framework for the site.

The Structure Plan provides for the rezoning of the majority of site to the Low Density Residential Zone – Suburban Precinct (excluding the stormwater management lot), reflecting its suitability for urban residential development. The Plan of Development sets out the applicable design and siting controls for future dwelling houses, incorporating variations to the provisions of the Dual Occupancy and Dwelling House Code to facilitate contemporary residential design outcomes consistent with the intended suburban character.

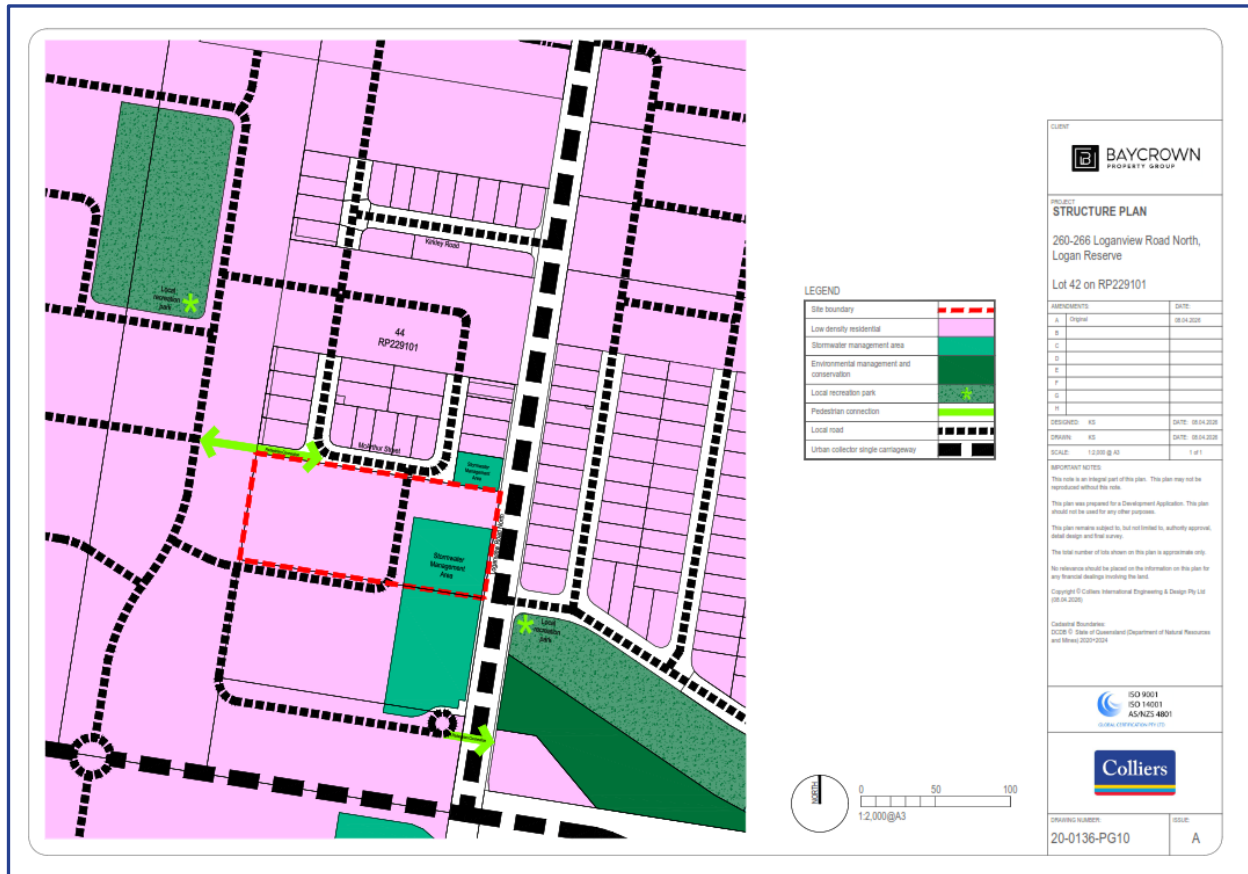


Figure 6 Proposed Structure Plan

Source: Colliers International Engineering and Design Pty Ltd, 2026

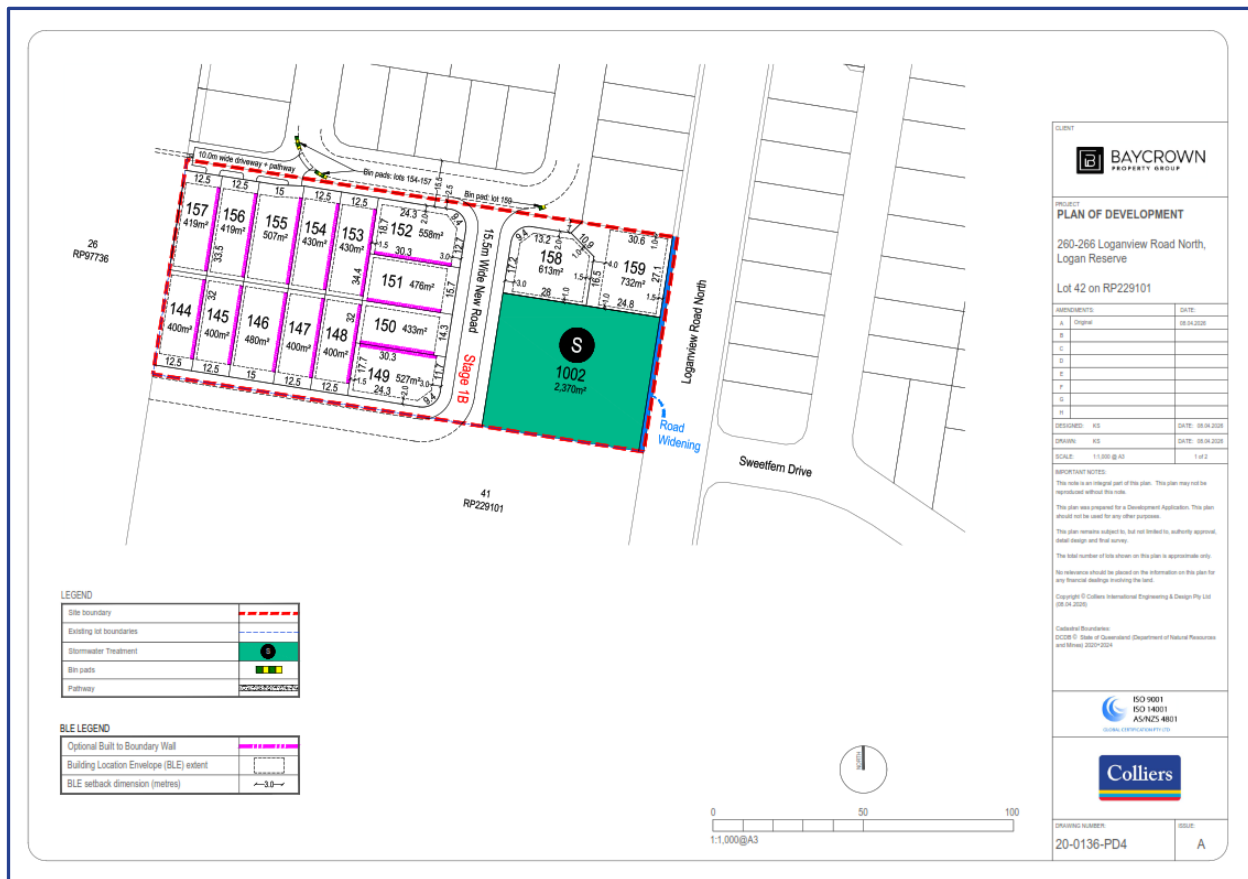


Figure 7 Plan of Development

Source: Colliers International Engineering and Design Pty Ltd, 2026

3.2 Infrastructure

A Civil Engineering Report has been prepared by Mortons Urban Solutions and is provided under **Attachment C**. Servicing arrangements for the proposal are discussed in the subsections below.

3.2.1 Water

The proposed development includes the establishment of a water main connecting to the existing network within McArthur Street. An additional connection will be provided south of the site to a future water main proposed as part of development application COM/13/2021. The proposed water reticulation design is shown in the preliminary engineering drawings included in the Civil Engineering Report (refer **Attachment C**).

The proposed water main will be designed in accordance with the South East Queensland Design Criteria and the South East Queensland Water Supply Code.

3.2.2 Stormwater

The Stormwater Management Plan (refer Civil Engineering Report in **Attachment C**), prepared by Colliers International Engineering and Design Pty Ltd for the proposed development, forms part of an integrated stormwater management strategy in conjunction with Development Application COM/13/2021. Stormwater runoff from the site is proposed to be managed via a permanent stormwater detention basin located at the south-eastern boundary of the site. This stormwater detention basin will be integrated with the proposed stormwater basin within Lot 41 on RP229101 and Lot 40 on RP229101. The internal stormwater drainage network will convey runoff from the site to this detention basin, as illustrated in the Civil Engineering Report (**Attachment C**).

The proposed detention basin is designed to attenuate peak stormwater flows to achieve a non-worsening outcome and to comply with the relevant lawful point of discharge requirements. In addition, a bioretention system is proposed to provide treatment of stormwater runoff and to reduce pollutant loads generated by the development.

MUSIC modelling undertaken for the proposed stormwater treatment train provided in COM/13/2021 demonstrates compliance with the water quality objectives of the Logan Planning Scheme 2015 and the State Planning Policy.

3.2.3 Sewer

The proposed development includes the construction of a sewer main that will connect to the future sewer infrastructure proposed as part of Development Application COM/13/2021. An internal sewer reticulation network, as illustrated in the Civil Engineering Report (**Attachment C**), will service the proposed residential lots and connect to the sewer main. It is noted that proposed Lots 158 and 159 will connect to the existing sewer main located within McArthur Street, adjacent to Lot 902 on SP338887.

3.2.4 Electricity and Telecommunications

Electricity and telecommunications services for the proposed development will be provided via connection to the existing networks that service the surrounding urban area.

3.3 Traffic and Transport

3.3.1 Road network and movement

The proposed road network for the development at 260-266 Loganview Road North, Logan Reserve has been carefully designed to ensure legibility, safety and functional access for all future residents. As illustrated in the Plan of Subdivision in **Attachment B**, the internal road layout will provide connectivity to surrounding residential development.

Access to the site is provided via the existing McArthur Street through a new 15.5-metre-wide local access street, which functions as the primary internal spine. A continuation of this local access street will be provided as part of Development Application COM13/2021, ensuring all proposed lots will have access to the road network. A 10-metre-wide driveway and shared pathway connection is provided to Lots 155–157 to improve walkability and support efficient on-site servicing,

with refuse collection facilitated via bin pads located at designated collection points. In addition, the proposal includes road widening works and the provision of a footpath along Loganview Road North, enhancing the external streetscape and ensuring seamless integration of the development with the surrounding transport and movement network.

3.4 Earthworks

Earthworks for the proposed development will be undertaken in accordance with Australian Standard AS3798-2007 – Guidelines on Earthworks for Commercial and Residential Developments. A preliminary engineering design has been prepared for the site, which identifies that fill of up to approximately 3.0 m in depth is required to achieve the proposed development levels. Minor cut is also proposed within the external road reserves to achieve the required road profiles. The earthworks will necessitate the importation of fill material to the site.

The site is proposed to be graded to direct stormwater runoff toward the stormwater detention basin located at the south-eastern corner of the site.

Retaining walls will be required along internal property boundaries to accommodate the proposed earthworks. Concrete sleeper retaining walls are proposed, with a maximum single-tier wall height of 2.0 m.

The preliminary earthworks design is illustrated in the preliminary engineering drawings included in Civil Engineering Report (**Attachment C**).

3.5 Erosion and Sediment Control

The development will manage erosion and sediment control in accordance with the planning scheme and accepted best-practice standards for earthworks. All filling and excavation activities will be undertaken in a manner that prevents the discharge of sediments, pollutants, or contaminated runoff to waterways or the downstream stormwater network. Topsoil and spoil will be stockpiled within the site and stabilised to minimise erosion and sediment runoff, with appropriate controls implemented for the duration of construction. Surface water drainage will be carefully managed to avoid ponding, erosion, hazards to personal health and safety, or the diversion or concentration of flows onto adjoining premises or infrastructure. These measures will ensure the protection of natural processes, ecosystems, and surrounding land consistent with the planning scheme.

4.0 State Planning Instruments

4.1 Planning Act 2016

In accordance with section 45(5) of the *Planning Act 2016* (the **Planning Act**), impact assessable applications are required to be assessed against the assessment benchmarks in a categorising instrument for the development and having regard to any matters prescribed in the *Planning Regulation 2017* (the **Planning Regulation**). Impact assessable applications may also be carried out having regard to any other relevant matter, other than a person's personal circumstance, financial or otherwise.

The assessment benchmarks are identified in the planning scheme and in section 30 of the Planning Regulation.

The assessment benchmarks in the Planning Regulation are identified, to the extent relevant to the development, as being:

- the South East Queensland Regional Plan 2023, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme;
- the State Planning Policy 2017, part E, to the extent part E is not identified in the Planning Scheme as being appropriately integrated in the planning scheme; and
- Council's Local Government Infrastructure Plan (**LGIP**).

The matters prescribed in the Planning Regulation are set out in section 31 and are as follows, to the extent relevant to the development:

- the South East Queensland Regional Plan 2023, to the extent the regional plan is not identified in the Planning Scheme as being appropriately integrated in the planning scheme;
- the State Planning Policy 2017, to the extent the State Planning Policy is not identified in the Planning Scheme as being appropriately integrated in the planning scheme;
- any development approval for, and any lawful use of, the premises or adjacent premises; and
- the common material.

The assessment benchmarks and other matters, to the extent they are relevant to the development, are discussed below.

4.2 Planning Regulation 2017

4.2.1 Schedule 9

Schedule 9 of the Planning Regulation relates to building work under the *Building Act 1975* and is not relevant to the proposed development.

4.2.2 Schedule 10

Schedule 10 of the Planning Regulation prescribes:

- what constitutes assessable development;
- category of assessment for development;
- assessment benchmarks for development;
- referral agencies for assessment of applications; and
- fees for referring the application.

The proposal has been assessed against the referral triggers identified in Schedule 10 of the Planning Regulation, and there are no referral triggers applicable to the DA.

4.3 State Development Assessment Provisions

As outlined above, the proposal does not trigger referral against Schedule 10 of the Planning Regulation. Therefore, no further assessment of the State Development Assessment Provisions is required.

4.4 South East Queensland Regional Plan 2023

The South East Queensland Regional Plan 2023 (SEQRP) is a statutory planning instrument that represents the pre-eminent strategy for managing growth within the SEQ region. The SEQRP allocates all land into one of three regional land use categories. The SEQRP prevails to the extent of any inconsistency with individual planning schemes. The site is located in the Urban Footprint (refer **Figure 8**).

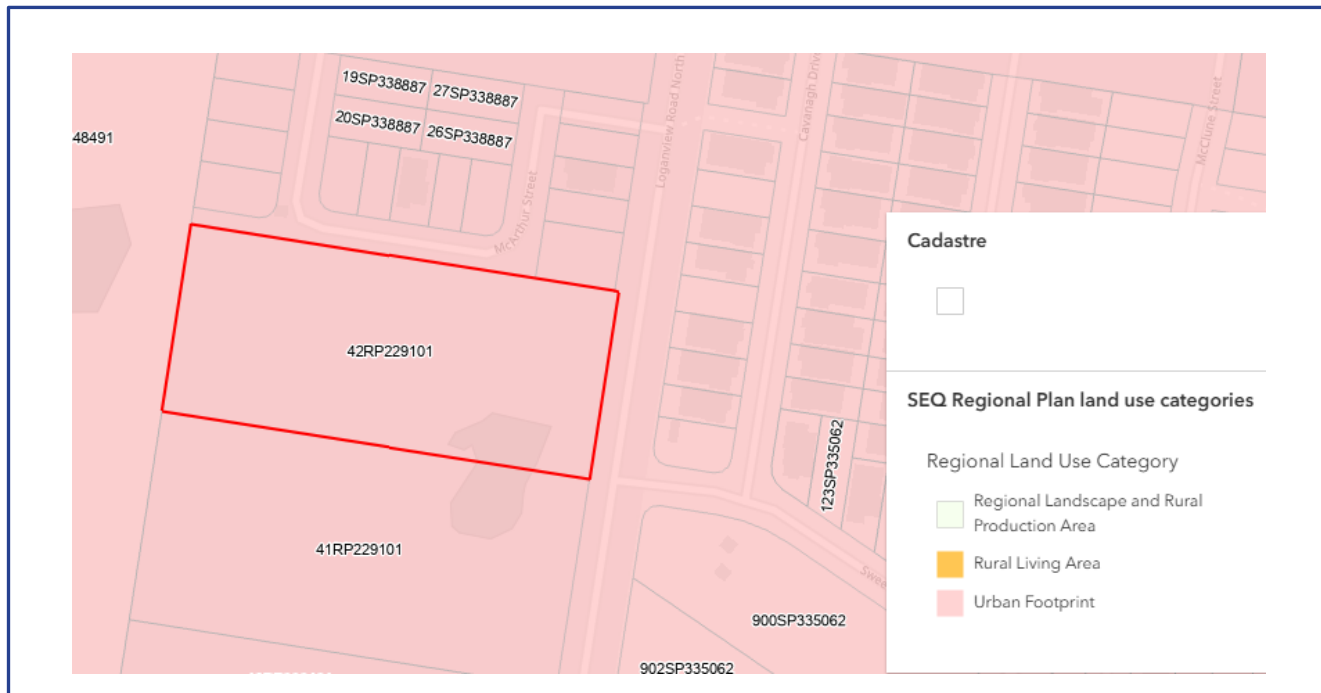


Figure 8 Urban Footprint

Source: Department of Natural Resources and Mines, Manufacturing and Regional and Rural Development, 2025

4.5 State Planning Policy

Pursuant to the Planning Regulation, assessment of the application must have regard to the State Planning Policy (SPP), to the extent the SPP is not identified in the planning scheme as being appropriately integrated in the planning scheme. Section 2.1 of the planning scheme states that the State Planning Policy (July 2014) (SPP) has been appropriately integrated in the planning scheme, however, this is not the latest version of the SPP.

In accordance with Section 30(2)(a)(ii) of the Planning Regulation, the assessment manager must have regard to the SPP, Part E, where the planning scheme has not appropriately integrated Part E appropriately. The SPP only applies as a matter to have regard to where the assessment manager considers these matters are relevant to the proposal and only to the extent of any inconsistency with the planning scheme.

A review of the SPP Mapping identified the site as being subject to the following State interests:

- Biodiversity
 - MSES – Regulated vegetation (essential habitat)
 - MSES - Regulated vegetation (category C)
 - MSES – Wildlife habitat (endangered or vulnerable)
 - MSES – Wildlife habitat (special least concern animal)
- Natural Hazards Risk and Resilience
 - Flood hazard area – local government flood mapping area
 - Bushfire prone area

The State Planning Policy has been reviewed relative to the subject site, in particular the development assessment requirements within Part E.

4.6 Local Government Infrastructure Plan

A review of Council's online LGIP mapping demonstrates that the site is within the service areas for sewerage, transport and parks

The site is identified as containing a Waterway Corridor, as shown in **Figure 9**.

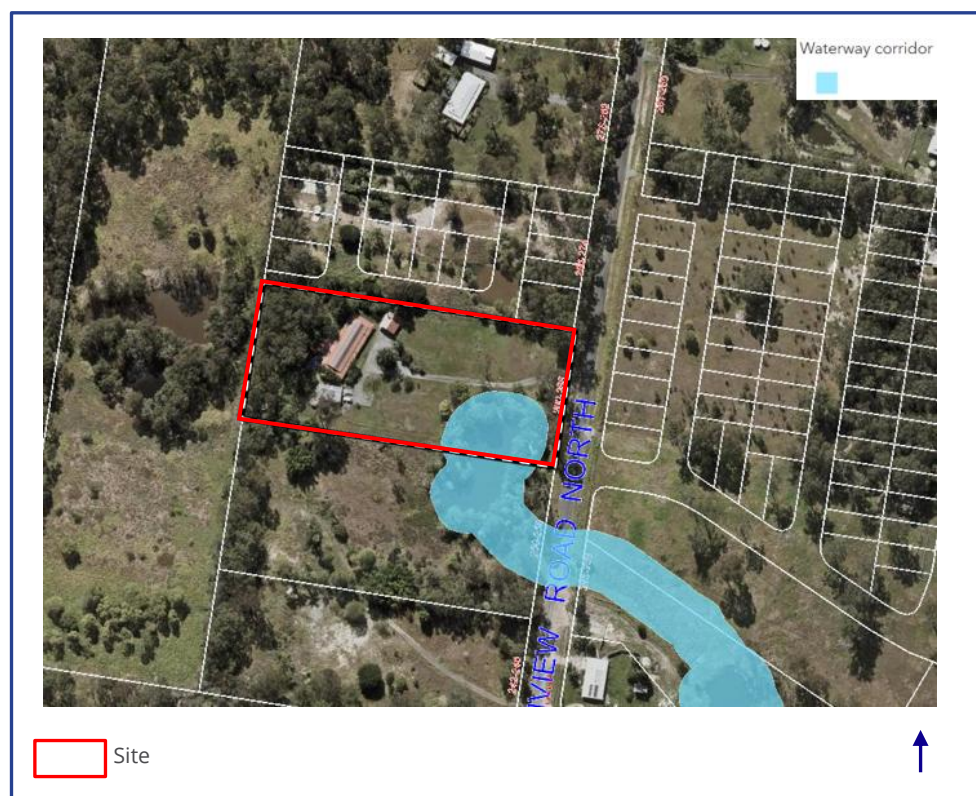


Figure 9 Local Government Infrastructure Plan Mapping

Source: Logan City Council, 2026

4.7 Temporary State Planning Policy

The site is not subject to a temporary state planning policy.

4.8 Temporary Local Planning Policy

Temporary Local Planning Policy (TLPI) No. 1/2024 suspends the operation of specific flood related provisions of the planning scheme and replace them with a new risk-based flood provisions. TLPI No. 1/2024 incorporates Logan City Council's latest flood information and policy, and replaced TLPI No. 1/2023. The site is not located in the flood hazard overlay incorporating TLPI No. 1/2024, therefore, the site is not subject to a temporary local planning policy.

5.0 Local Planning Instrument

The proposed development has been assessed against the relevant assessment benchmarks in the Logan Planning Scheme 2015 (version 9.2) – the local government planning scheme adopted within the City of Logan Local Government Area at the time of lodgement.

5.1 Strategic Framework

Part 3 of the Planning Scheme contains the Strategic Framework, which sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs within the planning scheme area.

The Strategic Framework identifies twelve themes that work together to articulate the complete policy direction. These include:

- 3.3 Settlement pattern;
- 3.4 Residential;
- 3.5 Centres;
- 3.6 Employment;
- 3.7 Community;
- 3.8 Rural;
- 3.9 Natural environment;
- 3.10 Natural hazards and climate change;
- 3.11 Design, place making and amenity;
- 3.12 Transport; and
- 3.13 Infrastructure.

Within the Strategic Framework, a series of maps have been created which show the spatial relationships between the abovementioned themes.

An overview of the relevant Strategic Framework maps and their relationship with the site has been provided within **Table 3**.

Table 3 Strategic Framework Mapping

Strategic Framework Map

Map Reference

Relationship to the site

Settlement Pattern

The map displays the Logan Planning Scheme 2015, showing various zones and the site location marked with a red star. The map includes labels for surrounding areas like City of Ipswich, City of Brisbane, City of Redland, and City of Gold Coast. A legend on the right lists various zones and their descriptions.

Logan Planning Scheme 2015

Logan Planning Scheme 2015

Logan Planning Scheme 2015

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Logan Planning

Site

Natural Environment

SFM-02.00

The site is not located within a mapped natural environment area or area of ecological significance.

We do however note there is a mapped waterway in the south-eastern corner of the site that has been addressed through a separate application COM/13/2021 with this area being utilised as a basin.



★ Site

Public Transport

SFM-03.00

The site is located in proximity to a proposed long distance public transport corridor and proposed secondary public transport corridor.



★ Site

Logan Reserve Land Use Area

Figure 3.8

The majority of the site is located within the Suburban Precinct of the Low Density Residential Area identified for the Logan Reserve land use area. A smaller portion of the site in the south-eastern corner falls within an area designated for Environmental Management and Conservation. The site is also bordered along its eastern boundary by a planned urban collector road (single carriageway), which forms part of the broader movement network for the locality.



★ Site

Source: Logan City Council, 2025

5.2 Zoning

The site is located within the Emerging Community Zone as illustrated in **Figure 10** below. The purpose of the Emerging Community Zone is to:

- a) *identify land that is intended for an urban purpose in the future; and*
- b) *protect land that is identified for an urban purpose in the future from incompatible uses; and*
- c) *provide for the timely conversion of non-urban land to land for urban purposes.*

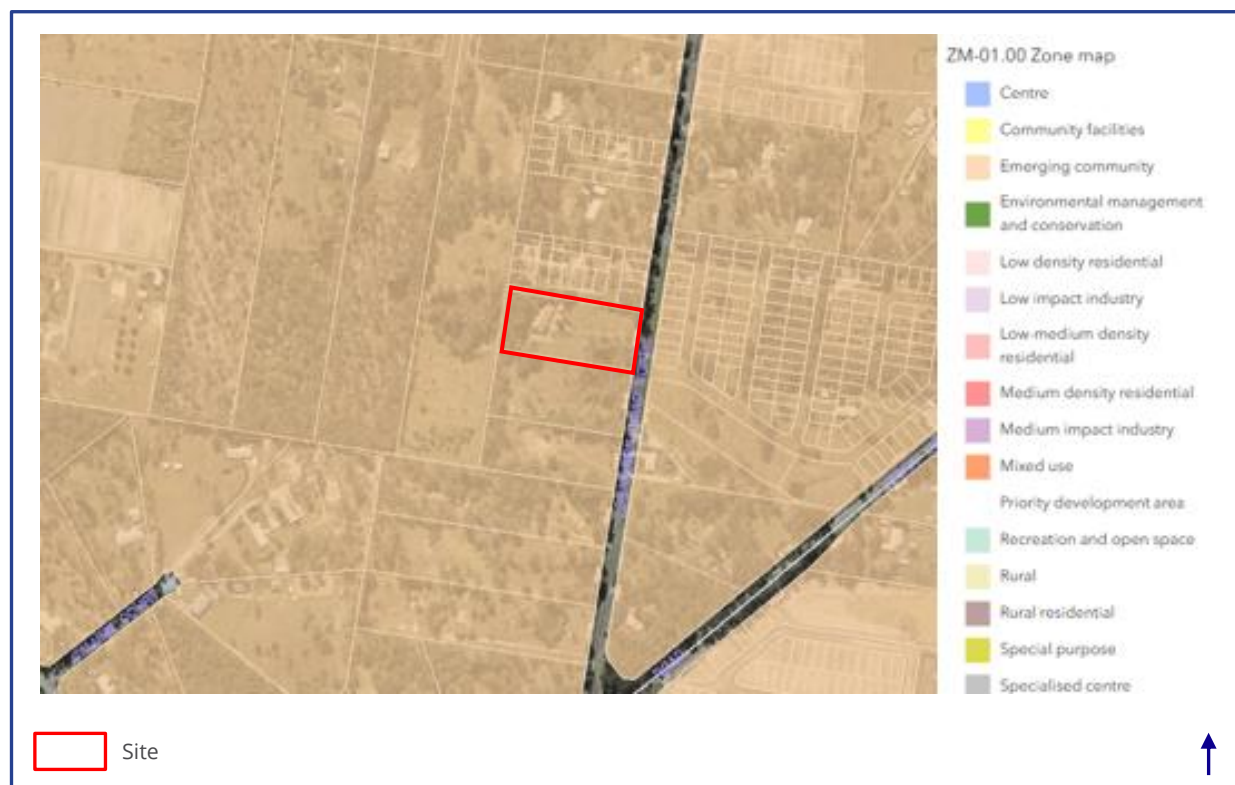


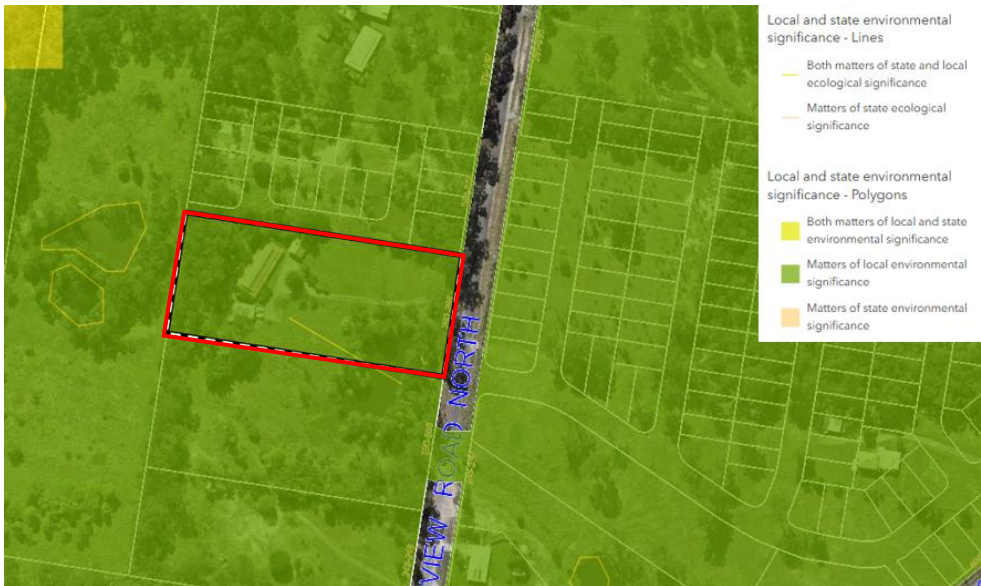
Figure 10 Zoning

Source: Logan City Council, 2026

5.3 Overlays

The site is identified as being affected by the below overlays illustrated in **Table 4**.

Table 4 Planning Scheme Overlays

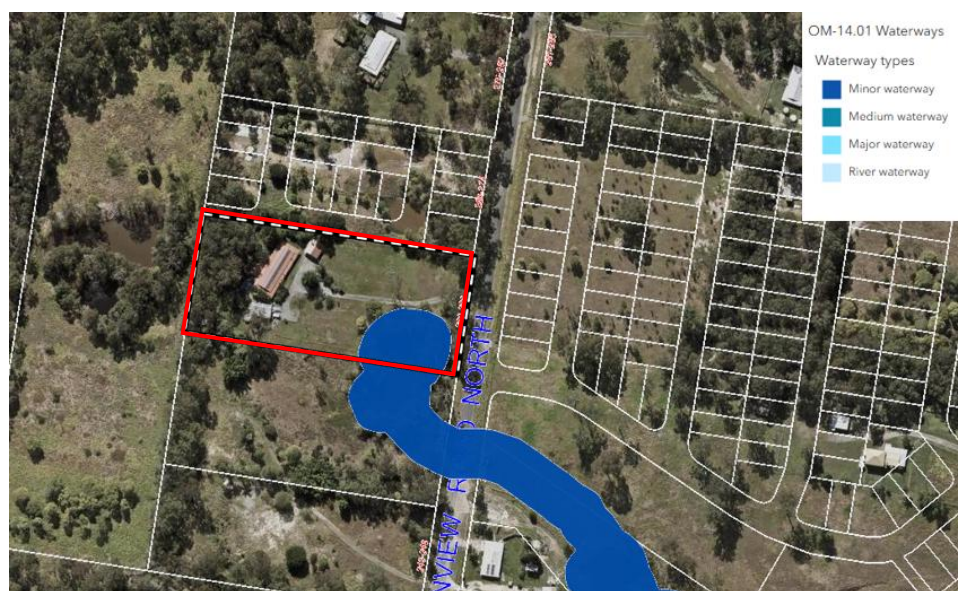
Planning Scheme Overlays	
Biodiversity Areas Overlay	 Local and state environmental significance - Lines - Both matters of state and local ecological significance - Matters of state ecological significance Local and state environmental significance - Polygons - Both matters of local and state environmental significance - Matters of local environmental significance - Matters of state environmental significance
Bushfire Hazard Overlay	 Legend Planning Scheme OM-03.01 Bushfire hazard risk area - Bushfire hazard - very high potential - Bushfire hazard - high potential - Bushfire hazard - medium potential - Bushfire hazard - potential impact buffer Baselayers Local government area - Local government area boundary Regional roads - Dual carriageway - Principal road - Secondary road - Minor road External local government areas Cadastral - February 2025 Watercourse Priority development area
Landslide Hazard and Slope Overlay	 OM-08.00 Landslide hazard and steep slope area trigger - Steep slope area Historical landslide area 12 percent slope investigation area Equal to or greater than 12 percent slope hazard area - Equal to or greater than 15 percent slope hazard area

Planning Scheme Overlays

Residential Overlay



Waterway Corridors and Wetlands Overlay



5.4 Category of Development and Assessment

The development permit application for reconfiguring a lot is subject to impact assessment under Table 5.6.1 (Categories of development and assessment – Reconfiguring a lot) of the planning scheme, the development permit application for operational works is subject to code assessment in accordance with Table 5.8.1 (Operational works) and a material change of use is Accepted development (subject to requirements) as it is mapped in a residential area on the Residential overlay map. In accordance with section 53(1) (b) of the *Planning Act 2016* (the **Planning Act**), the application is subject to impact assessment as it includes a variation request, and part of the application requires impact assessment.

6.0 Assessment of the application for the development permit component

In this section, the part of the DA that is not the variation request (being the application for a material change of use for dwelling houses) is assessed against the:

- South East Queensland Regional Plan;
- State Planning Policy;
- Logan Planning Scheme 2015; and
- Other relevant matters.

6.1 State Planning Instruments

6.1.1 South East Queensland Regional Plan 2023

Section 2.2 of the planning scheme states that the SEQRP 2009-2031, as it applies to the planning scheme area, is appropriately reflected. This is not the latest version of the SEQRP. For completeness, an assessment against the SEQRP has been undertaken, specific to the following sections:

- Chapter 3, Part A: Goals, elements and strategies;
- Chapter 3, Part B: The regional growth pattern; and
- Chapter 3, Part C: Sub-regional directions.

The proposal complies with these sections of the SEQRP.

The development site is located within the Urban Footprint of the SEQRP, which preserves land capable of meeting current and future urban development needs. The Urban Footprint is intended to identify land that can meet the region's urban development needs to 2046. Given this, the proposed development does not trigger assessment against the SEQRP state planning regulatory provisions.

6.1.2 State Planning Policy

Section 2.1 of the planning scheme states that the State Planning Policy (July 2014) (SPP) has been appropriately integrated in the planning scheme, however, this is not the latest version of the SPP.

In accordance with Section 30(2)(a)(ii) of the Planning Regulation, the assessment manager must have regard to the SPP, Part E, where the planning scheme has not appropriately integrated Part E appropriately. The SPP only applies as a matter to have regard to where the assessment manager considers these matters are relevant to the proposal and only to the extent of any inconsistency with the planning scheme.

In this regard, an assessment against the SPP has been included within **Table 5**, identifying those State Interest's Assessment Benchmarks that we believe have not been incorporated into the Planning Scheme.

Table 5 Assessment against the SPP

Applicable to development	SPP Requirement	Comment
Assessment Benchmark – Liveable communities		
	A development application in an urban area involving premises that is, or will be, accessed by common private title, for: (1) a material change of use, or reconfiguring a lot; and (2) the application involves buildings – either attached or detached – that are not covered by other legislation or planning provisions mandating fire hydrants.	Not applicable The proposal does not involve a premises that will be accessed by common private title.

Applicable to development	SPP Requirement	Comment
	All of the following requirements are assessment benchmarks for the development: (1) Development ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently. (2) Road widths, and construction within the development, are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied. (3) Fire hydrants are suitably identified so that fire services can locate them at all hours.	
Assessment benchmarks – mining and extractive resources		
	A development application for: (1) reconfiguring a lot within a KRA; or (2) a material change of use within the resource/processing area of a KRA or the separation area for the resource/processing area of a KRA; or (3) a material change of use within the transport route separation area of a KRA that will result in an increase in the number of people working or residing in the transport route separation area. All of the following requirements are assessment benchmarks: (1) Development within a resource/ processing area of a KRA will not impede the undertaking of an existing or future extractive industry development. (2) Development of sensitive land uses and other potentially incompatible land uses is avoided within the separation area for a resource/ processing area of a KRA, if it could impede the extraction of the resource. (3) Development not associated with extractive industry in the transport route separation area of a KRA does not increase the number of people working or residing in the transport route separation area unless the development mitigates the impacts of noise, dust and vibration generated by the haulage of extractive materials along the transport route. (4) Development adjacent to the transport route does not adversely affect the safe and efficient use of the transport route by vehicles transporting extractive resources.	Not applicable The proposal is not located within a Key Resource Area.
Assessment benchmarks – Water quality		
	For receiving waters, a development application for: (1) a material change of use for an urban purpose that involves premises 2500 metres² or greater in size and; (a) will result in six or more dwellings; or (b) will result in an impervious area greater than 25 per cent of the net developable area; or (2) reconfiguring a lot for an urban purpose that involves premises 2500 metres² or greater in size and will result in six or more lots; or (3) operational works for an urban purpose that involves disturbing a land area 2500 metres² or greater in size.	Complies SPP Assessment Benchmark is appropriately regulated and managed by the Planning Scheme. Stormwater generated by the development will be managed through an integrated stormwater management system designed to maintain pre-development hydrological conditions as far as practicable. The development incorporates water-sensitive urban design (WSUD) measures, including on-site detention, treatment devices, and infiltration where feasible, to manage runoff volumes and peak

Applicable to development	SPP Requirement	Comment
	The following requirements are assessment benchmarks for the development: (1) Development is located, designed, constructed and operated to avoid or minimise adverse impacts on environmental values arising from: (a) altered stormwater quality and hydrology (b) waste water (c) the creation or expansion of non-tidal artificial waterways (d) the release and mobilisation of nutrients and sediments. (2) Development achieves the applicable stormwater management design objectives outlined in tables A and B (appendix 2) (3) Development in a water supply buffer area avoids adverse impacts on drinking water supply environmental values.	flows. These measures ensure post-development stormwater discharged from the site does not adversely affect downstream waterways, environmental values, or surrounding land. Wastewater generated by the development will be managed via connection to the existing reticulated sewerage network During the construction phase, erosion and sediment control measures will be implemented in accordance with best-practice guidelines to prevent the release and mobilisation of sediments and nutrients. These measures will include site stabilisation, sediment fencing, and controlled staging of earthworks. At the operational stage, permanent stormwater treatment measures will filter sediments and nutrients prior to discharge, ensuring ongoing protection of downstream environmental values. The proposed stormwater management system has been designed to meet the specified performance targets for water quality, flow management, and hydrological outcomes. Through the incorporation of treatment devices and detention measures, the development complies with the relevant stormwater quantity and quality objectives, ensuring that runoff is appropriately managed and that post-development conditions are consistent with, or improve upon, pre-development conditions.
Assessment benchmarks – natural hazards, risk and resilience		
✓	A development application for a material change of use, reconfiguration of a lot or operational works on premises in any of the following: (1) bushfire prone areas (2) flood hazard areas (3) landslide hazard areas (4) storm tide inundation areas (5) erosion prone area. Erosion prone areas within a coastal management district: (1) Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere and is: (a) coastal-dependent development; or (b) temporary, readily relocatable or able to be abandoned development; or (c) essential community infrastructure; or (d) minor redevelopment of an existing permanent building or structure that cannot be relocated or abandoned.	Complies The site is located in a bushfire prone area. The proposal mitigates risks to people and property to an acceptable and tolerable level. 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. The site is surrounded by established and approved dwelling houses, and the proposal 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.

Applicable to development	SPP Requirement	Comment
	(2) Development permitted in (1) above, mitigates the risks to people and property to an acceptable or tolerable level. Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district: (3) Development other than that assessed against (1) above, avoids natural hazard areas, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level. All natural hazard areas: (4) Development supports and does not hinder disaster management response or recovery capacity and capabilities. (5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties. (6) Risks to public safety and the environment from the location of hazardous materials and the release of these materials as a result of a natural hazard are avoided. (7) The natural processes and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced.	

Assessment benchmarks – strategic airports and aviation facilities		
	A development application for: (1) a material change of use of premises that will result in a building, structure or associated activity intruding into the operational airspace of a strategic airport; or (2) a material change of use of premises where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport; or (3) a material change of use of premises where any part of the premises is within a wildlife hazard buffer zone of a strategic airport; or (4) a material change of use of premises or reconfiguration of a lot where any part of the premises is within a public safety area of a strategic airport; or (5) a material change of use of premises or reconfiguration of a lot where any part of the premises is within the 20 ANEF contour or greater for a strategic airport; or (6) a material change of use of premises that will result in a building, structure or associated activity intruding into the building restricted area of an aviation facility; or (7) building work not associated with a material change of use, that will result in a building, structure or associated activity intruding into the operational airspace of a strategic airport; or (8) building work not associated with a material change of use where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport; or (9) building work not associated with a material change of use that will result in a building, structure or associated activity intruding into the building restricted area of an aviation facility; or (10) operational work not associated with a material change of use where the work or associated activity will intrude into the operational airspace of a strategic airport; or	Not applicable The proposal does not impact strategic airports and aviation facilities.

Applicable to development	SPP Requirement	Comment
	(11) operational work not associated with a material change of use where any part of the premises is within the light restriction zone or lighting area buffer of a strategic airport; or (12) operational work not associated with a material change of use where the work or associated activity will intrude into the building restricted area of an aviation facility. All of the following requirements are assessment benchmarks: (1) Development and associated activities do not create a permanent or temporary physical or transient intrusion into a strategic airport's operational airspace, unless the intrusion is approved in accordance with the relevant federal legislation. (2) Development and associated activities do not include light sources or reflective surfaces that could distract or confuse pilots within a light restriction zone or lighting area buffer. (3) Emissions do not significantly increase air turbulence, reduce visibility or compromise the operation of aircraft engines in a strategic airport's operational airspace. (4) Development and associated activities do not attract wildlife or increase wildlife hazards within a wildlife hazard buffer zone. (5) Development and associated activities within a building restricted area do not interfere with the function of aviation facilities. (6) Development does not increase the risk to public safety within a public safety area. (7) Development within the 20 ANEF contour or greater is appropriately located and designed to prevent adverse impacts from aircraft noise.	

Source: Department of Infrastructure, Local Government and Planning, 2017

6.1.3 Schedule 12A of the Planning Regulation 2017

In accordance with Schedule 12A, Part 1, Section 1(1)(a)-(e) of the Planning Regulation, an assessment against the assessment benchmarks is required given the proposal is located in the Emerging Community Zone and involves reconfiguring a lot into 2 or more lots for residential purposes and the creation of new road. As such, an assessment against the assessment benchmarks within Schedule 12A has been provided within **Table 6** below.

Table 6 Schedule 12A – Assessment Benchmarks

Assessment Benchmarks	Response
(1) Connectivity	
The reconfiguration provides connectivity for pedestrians by— a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and b) ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration— i. connect to roads and footpaths in surrounding areas; or ii. allow for connection to future roads and footpaths in surrounding areas.	Complies The proposal features a grid based road / pedestrian network that is designed to be responsive to the site's topography and integrates with the surrounding development to the north and future development to the west and south, as shown in the structure plan (Appendix D). The proposed network facilitates connections to the adjacent parcels, ensuring sustained vehicular and pedestrian connectivity.

Assessment Benchmarks	Response
(2) Maximum length of particular blocks	
(1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of— a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or b) 250m. (2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.	Complies The proposed subdivision layout provides for convenient pedestrian movement by ensuring the length of each block boundary does not exceed 250m. The subdivision layout incorporates a new internal road that breaks the site into shorter block lengths, supporting permeability.
(3) Street trees	
The reconfiguration provides shade for comfortable walking by— a) if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.	Complies Street trees will be provided to achieve a minimum provision of one tree every 15m along both sides of the new road. This consistent spacing delivers regular shade along pedestrian routes, contributes to a cooler microclimate, and supports comfortable, walkable streetscapes for users throughout the development.
(4) Footpaths	
The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring— a) for a new road used mainly for providing direct access to a created lot—a footpath is constructed— i. if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or ii. otherwise—on at least 1 side of the new road; or b) for another new road—a footpath is constructed on both sides of the road.	Complies The internal access road network is designed with sufficient verge widths to support safe, convenient, and comfortable pedestrian movement. In addition, a footpath will be provided along Loganview Road North to facilitate pedestrian connectivity within the broader area.
(5) Parks and other areas of open space	
The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public.	Complies The subdivision sits within established service catchments for trunk parks, ensuring walkable access to public open space. Internal pedestrian links (including the mapped 'pathway' connection on the Structure Plan in Appendix D) tie the estate to the surrounding network, placing blocks within a short walk of existing public parks (e.g. Loganview Park to the south, Willow Park to the east and the future local park to the west), consistent with the 400 m intent where topography and constraints permit.

6.2 Local Planning Instrument Assessment Benchmarks

This section of the report discusses the level of compliance that the proposal achieves within the applicable overlay and development codes of the planning scheme. Where performance solutions are sought, justifications have been provided.

A comprehensive assessment against the relevant planning scheme codes has been undertaken and is provided under **Attachment F**.

6.2.1 Strategic Framework

This DA requires impact assessment and is assessable against the entire planning scheme including the strategic framework. The strategic framework contained within Part 3 of the planning scheme sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in Logan for the life of the planning scheme. The strategic framework is structured around key themes and corresponding strategic intent, specific outcomes and strategic outcomes. It is supported by strategic framework mapping that identifies settlement patterns, natural environments, public transport and road and freight.

The Strategic Intent forms the highest order of the Logan City Council Strategic Framework, articulating the long-term vision for the region to 2031:

By 2031, Logan reflects the spatial elements identified in Figure 3.1 – Strategic intent and will accommodate over 420,000 people and 130,000 jobs.

The proposal supports the achievement of this vision by delivering a well-integrated residential subdivision at Logan Reserve, in a manner that strengthens the existing community structure. The following is noted about the proposal:

- Delivers a well-planned 16 lot low-density residential subdivision within the Urban Footprint and Emerging Community Zone at Logan Reserve.
- Supports Logan City Council's long-term growth strategy by contributing to an integrated and self-contained residential community.
- Provides a logical and orderly extension of existing and approved residential development, reinforcing the intended settlement pattern for Logan Reserve.
- Responds to site constraints by reflecting mapped environmental values in the subdivision layout, including retention of the mapped waterway within a dedicated stormwater management lot.
- Enhances residential amenity through a subdivision design that integrates with surrounding development, public open space, and planned infrastructure networks.
- Facilitates housing choice and diversity through a range of lot sizes capable of supporting different household needs and future housing outcomes.
- Incorporates sustainable design principles, including energy-efficient lot orientation, water sensitive urban design, and infrastructure efficiency.

A full assessment of the strategic framework policies and strategies has been undertaken and is provided at **Attachment F**.

6.2.2 Zone code

A full assessment of the proposal against the Emerging Community Zone Code has been undertaken and is provided under **Attachment G**. The proposed development complies with the Emerging Community Zone Code and delivers a well-designed residential subdivision that integrates with existing and proposed surrounding development. The proposal is consistent with the detailed land use and infrastructure planning completed for the area and supports the intended transition of the Emerging Community Zone to low density residential development. The subdivision is appropriately serviced and integrates with existing and planned infrastructure networks, reinforcing an orderly and coordinated pattern of urban growth. The subdivision establishes lot sizes and dimensions that align with the prevailing low density residential pattern, enabling appropriate setbacks from side and rear boundaries.

Boundary clearances will support conventional detached dwelling outcomes with adequate separation between buildings, maintaining privacy, access to light and ventilation, and residential amenity consistent with surrounding development. This approach reinforces the established suburban character while accommodating the intended urban residential form for the locality.

6.2.3 Development Codes and Overlay Codes

An assessment against all relevant development codes and prescribed secondary codes has been undertaken and is provided in **Attachment G. Table 7** below provides a summary of the findings of the assessment.

Table 7 *Assessment Benchmark Summary*

Code	Comment
Biodiversity Areas Overlay Code	The proposal is consistent with the Biodiversity Areas Overlay Code, as the proposal involves limited clearing of native vegetation with no significant environmental impacts.
Bushfire Hazard Overlay Code	The proposal is consistent with the Bushfire Hazard Overlay Code, as the proposal mitigates risks to people and property to an acceptable and tolerable level. The 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. The site is surrounded by established and proposed future dwelling houses, and the proposal 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.
Filling and Excavation Code	The proposal is consistent with the Filling and Excavation Code. Retaining walls will be located entirely within the site, clear of lot boundaries and movement networks, and positioned to avoid adverse impacts on adjoining premises, infrastructure and natural processes. During construction, erosion and sediment control measures will be implemented in accordance with a site-specific Erosion and Sediment Control plan, as described in the Civil Engineering Report in Attachment C .
Infrastructure Code	The proposal is consistent with the Infrastructure Code. As described in the Civil Engineering Report in Attachment C , the subdivision is capable of being service and will be provided with infrastructure in accordance with the Planning Scheme Policy 5 – Infrastructure.
Landscape Code	The proposal is consistent with the Landscape code, as the proposal will provide landscaping in accordance with the Planning Scheme Policy – Infrastructure.
Reconfiguring a Lot Code	The proposal is consistent with the Reconfiguring a Lot Code, as the proposal has been designed to deliver an orderly, functional, and well-integrated residential outcome that responds to site conditions and aligns with the intended character of the area. The proposal creates lots that are of an appropriate size consistent with the suburban precinct of the low-density residential zone. The proposal integrates with surrounding development and infrastructure, protects environmental values and establishes a high-quality residential development.
Servicing, Access and Parking Code	The proposal is consistent with the Servicing, Access and Parking Code, as the proposal provides adequate car parking and the internal road network has been designed to accommodate service vehicles and refuse collection vehicles.
Waterway Corridor and Wetlands Overlay Code	The proposal is consistent with the Waterway Corridor and Wetlands Overlay Code. The proposed 16-lot subdivision has been designed to comply with this code by responding appropriately to mapped environmental constraints. The subdivision layout avoids locating residential lots within the mapped waterway corridor, and the corridor retained within a dedicated stormwater management and open space lot.

6.2.4 Local Government Infrastructure Plan

The site is not located within the Priority Infrastructure Area. The Applicant will be responsible for the delivery of all necessary non-trunk infrastructure to service the proposed development, including internal roads, stormwater drainage, water and sewer infrastructure, water-sensitive urban design (WSUD) measures, and other associated services as required.

The Applicant will also be responsible for the provision of any trunk infrastructure upgrades required to facilitate the proposed development.

To ensure that all development and infrastructure requirements are delivered without imposing a cost burden on the community or relevant authorities, it is anticipated that the Applicant will enter into one or more infrastructure

agreements. Any such infrastructure agreement is expected to be negotiated with the relevant authorities as part of the development assessment process, clearly establishing infrastructure delivery obligations.

It is noted that a waterway corridor mapped in the LGIP occurs within the south-eastern corner of the site. The development layout has been designed to respond to this corridor through the placement of a stormwater management lot, which will facilitate stormwater flow conveyance and incorporate treatment measures to manage stormwater quality.

7.0 Consistency of the variations sought with the rest of the planning scheme

In this section, the proposed variation that forms part of the application for preliminary approval are identified and considered with respect to their consistency with the planning scheme.

7.1 Description of the Variation Request

The variation request seeks to modify how the planning scheme zoning applies to future development on the site. Development is proposed to proceed in accordance with the Structure Plan (**Attachment D**), which identifies the site for inclusion within the Suburban Precinct of the Low Density Residential Zone.

Under the planning scheme, the site is currently located within the Emerging Community Zone. Section 6.2.3.2 of the planning scheme states the purpose of the Emerging Community zone is to:

1.
 - a. *identify land that is intended for an urban purpose in the future; and*
 - b. *protect land that is identified for an urban purpose in the future from incompatible uses; and*
 - c. *provide for a time conversion of non-urban land to land for urban purposes.*
3.
 - a. *land uses comprise [of]:*
 - i. *urban purposes after detailed land use and infrastructure planning has been completed; or*
 - ii. *an interim use that does not prevent the land being used in the future for urban purposes, being Animal husbandry, Animal keeping, Caretaker's accommodation, Cropping, Dual occupancy (auxiliary unit), Dwelling house, Home-based business, Park or Roadside stall.*

To enable the site to be developed for the purposes of a Dwelling House use, a variation to the planning scheme is sought which applies the provisions of the Suburban Precinct of the Low Density Residential Zone (excluding the stormwater management lot) and to vary the design and siting requirements of the Dual occupancy and dwelling house code. For clarification, the variation request seeks to vary the effect of the planning scheme to apply:

1. The zoning to the site as shown on the proposed Structure Plan (Drawing reference: 20-0136-PF10); and
2. The design and siting of the Dwelling Houses as shown of the proposed Plan of Development (Drawing reference: 20-0136-PD4).

The proposed inclusion of the residential portion of the site within the Low Density Residential Zone – Suburban Precinct, as identified on the Structure Plan, is intended to enable the development of dwelling houses as part of a conventional residential subdivision. Under this framework, future development on the site will be assessed against the provisions of the Low Density Residential Zone, rather than the Emerging Community Zone, reflecting the site's readiness for urban residential use.

The subdivision has been planned to deliver a variety of lot sizes and associated housing opportunities that respond to the needs of both current and future residents, thereby supporting housing choice and diversity. This outcome aligns with the intent and desired outcomes of the Low Density Residential Zone, which seeks to facilitate well-planned suburban neighbourhoods that offer a range of housing types within a cohesive and liveable residential environment.

The proposal includes a variation to the design and siting requirements, such as setbacks and site cover of the Dual occupancy and dwelling house code in accordance with the Plan of Development in **Attachment E**.

The Plan of Development (refer **Attachment E**) sets out the variations to the design and siting provisions for dwelling houses in lieu of the provisions of the Dual Occupancy and Dwelling House Code as shown in **Figure 11** and **Figure 7**.

DEVELOPMENT CONTROL PLAN TABLE:

The Development Control Table is only applicable for Assessable Development (subject to requirements) and Code Assessable Development.

Frontage / width of lots	Lot Type			
	10.0-11.99m	12.0-13.99m	14.0-15.99m	16.0m+
Front Setback (m)				
Front / Primary Frontage	3.0	4.0	4.0	4.0
Garage	5.4	5.4	5.4	5.4
Side Setback				
Side Boundary (1st Storey)	0.75	1.0	1.0	1.0
Side Boundary (2nd Storey)	1.0	1.5	1.5	1.5
Built to Boundary Wall	0.0	0.0	0.0	0.0
Corner Lots - Secondary Frontage	n/a	2.0	2.0	2.0
Rear Setbacks (m)				
Rear (1st Storey)	0.75	1.5	1.5	1.5
Rear (2nd Storey)	1.0	1.5	1.5	1.5
Other requirements				
Built to Boundary:				
a) Maximum length	9.0	9.0	9.0	9.0
b) Maximum height of Built to Boundary walls - 1st Storey Only	3.5	3.5	3.5	3.5
Site Cover:				
an additional 10% of the site cover is allowed for patios, and covered outdoor areas	60%	55%	55%	50%
Note: All setbacks are in metres				

Figure 11 Development control plan table

Source: Colliers International Engineering and Design, 2026

It is proposed that the Plan of Development will apply to future material change of use applications for Dwelling Houses that are Assessable Development (Subject to requirements) and Code Assessable development, overriding the design and siting requirements outlined within the Dual occupancy and dwelling house code.

7.2 Assessment

A full assessment against all relevant assessment benchmarks has been undertaken and is provided in **Attachment G. Table 8** below provides a summary of the relevant findings of the assessment.

Table 8 Variation Request Summary of Assessment

Assessment Benchmark	Comment
Strategic Framework	
Section 3.3 Settlement Pattern, Section 3.3.3 Element – Future Urban Footprint, Section 3.3.3.1 Specific Outcomes	
6. Logan Reserve is developed in accordance with: - the integrated and orderly pattern of land use and infrastructure networks identified on Figure 3.8 - Logan Reserve land use area to provide: - a residential community of about 23,000 people; - neighbourhood centres; - a range of infrastructure; - environmental areas and corridors; - an integrated movement network.	The proposal involves a 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). The change reflects the zoning of the site identified in the Logan Reserve Land Use Area, illustrated in Figure 3.8 of the planning scheme.

Assessment Benchmark	Comment
Section 3.4 Residential, Section 3.4.2 Element – Housing Supply and Diversity, Section 3.4.2.1 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.	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.
Section 3.4 Residential, Section 3.4.2 Element – Density, Section 3.4.3.1 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. 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 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.
Section 3.11 Design, place making and amenity, Section 3.11.2 Element – Design and Place Making, Section 3.11.2.1 Specific Outcomes	
1. Development creates a high quality, attractive and functional built environment that: a. provides highly desirable, attractive places that people want to be in; b. is responsive and sympathetic to the local topography and is consistent with and reinforces the intended character; c. is of an appropriate height, bulk, scale and mass and has an appropriate relationship with the road and surrounding area; d. defines and addresses roads through the height, bulk, scale, frontages and entrances of buildings;	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.
Section 3.11 Design, place making and amenity, Section 3.11.3 Element – Amenity, Section 3.11.3.1 Specific Outcomes	
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;	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 separation distances, the proposal continues to protect residential privacy and minimise

Assessment Benchmark	Comment
d. provide adequate private and shared outdoor amenity space for residents.	unacceptable overlooking between dwellings and adjoining properties. 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.
Zone Code	
Emerging Community Zone Code	The proposal is consistent with the intent of the Emerging Community Zone, which identifies land intended for future urban use and facilitates the orderly and timely transition of non-urban land to urban purposes. The requested variation to change the zoning for the majority of the site to the Low Density Residential Zone (refer Appendix D) appropriately reflects this transition, recognising that the land is now suitable for urban development and capable of accommodating residential uses.

Source: Logan City Council, 2025

7.3 Effect of the Variation Request

The application seeks a preliminary approval for a Material Change of Use for Dwelling Houses, that includes a variation request to vary the effect of the planning scheme, and a Development Permit for Reconfiguring a Lot for one (1) lot into 16 residential lots, plus one (1) stormwater treatment lot and new road and Operational Works (Earthworks).

When considering the proposal, together with all the supporting information, we believe that a comprehensive understanding of the DA, including any future applications as a result of the variations sought, can be readily understood based on the following:

- The proposed Structure Plan provides a simple, effective zone plan that clearly identifies the intended zone envisaged for the site, for which it is the Suburban Precinct of the Low Density Residential Zone;
- The variations have been clearly described within this report establishing a clear development intent for the site;
- The DA includes a reconfiguring a lot component which represents development in accordance with the planning scheme, and definitively describes the development intent, type and density being 16 residential lots, 1 stormwater treatment lot and new road;
- The proposed Subdivision Plan provides a clear land use intent that identifies the type, density and form of development proposed for the site including the identification of the road network; and
- Reports and plans have also been prepared, providing detailed site and project information (e.g. Civil Engineering Report) relating to the proposed residential subdivision.

In consideration of the above, we do not believe that the proposed variations will have any impact upon submission rights for later development applications.

8.0 Key Matters

The following section details the key planning matters considered in this application.

8.1 Design and Infrastructure Integration

The proposal has been designed to integrate appropriately with the existing and planned development in the surrounding area. The internal road layout provides a logical extension of the established street network, with connections that support safe vehicular, pedestrian, and service access while allowing for future connectivity to adjoining

land. Road design and widths are consistent with Council standards, ensuring adequate access for emergency and servicing vehicles and reinforcing a legible and permeable neighbourhood structure.

Stormwater management has been addressed through an integrated design response that aligns with downstream catchments and lawful points of discharge. This integrated stormwater management strategy will be delivered in conjunction with Development Application COM/13/202. The integrated stormwater management strategy ensures post-development flows achieve non-worsening outcomes. Water quality objectives are met through the incorporation of water-sensitive urban design measures, and the system is designed to integrate with existing and planned trunk infrastructure while protecting downstream environmental values.

8.2 Residential Design and Amenity

The proposal addresses design and amenity considerations through a subdivision layout and development framework that supports high-quality residential outcomes consistent with the surrounding suburban context. Lot sizes, configurations, and frontages are designed to enable conventional low-density housing forms while supporting architectural variety and appropriate building siting. The proposed variation to design and siting requirements reflects contemporary housing design practices and provides flexibility to achieve efficient, liveable dwelling layouts without compromising amenity.

Residential amenity is maintained through appropriate setbacks, building separation, and orientation, ensuring adequate privacy, access to sunlight and daylight, and minimisation of overshadowing. The development framework enables the provision of functional private open space for each dwelling and contributes to an attractive streetscape supported by landscaping and passive surveillance, delivering a comfortable and cohesive residential environment.

8.3 Environmental Integration

The proposal appropriately responds to the mapped waterway corridor by retaining it within a dedicated stormwater management lot, ensuring its ecological, hydrological, and landscape functions are protected. Residential lots are excluded from the corridor area, avoiding development encroachment and minimising potential environmental impacts. The interface between the waterway corridor and residential development is managed through setbacks, landscape treatment, and stormwater quality controls.

The integration of the corridor into the overall subdivision design enhances environmental outcomes while contributing positively to amenity and drainage performance. By aligning stormwater management infrastructure with the waterway corridor, the proposal achieves a coordinated and efficient outcome that supports both environmental protection and the long-term functionality of the development.

9.0 Other Relevant Matters

9.1 Preliminary

Section 45(5)(b) of the Act establishes that an assessment manager must have regard to other relevant matters when undertaking an impact assessment. Examples of other relevant matters given under section 45(5)(b) are:

- A planning need.
- The current relevance of the assessment benchmarks in the light of changed circumstances.
- Whether assessment benchmarks or other prescribed matters were based on material errors.

The Act therefore requires an assessment manager to reach a balanced decision in the public interest based on an assessment of the merits of the application, which is subject to the limits implied by the scope and purpose of the Act.

As outlined in the preceding section, the proposal is aligned with and supports the future policy directions established by Logan City Council.

9.2 Logan Plan (Draft)

The Logan Plan (Draft) is Logan City Council's proposed new planning scheme. Public consultation on the draft planning scheme closed on 31 October 2025. The site is within Growth Precinct in the strategic framework of the Logan Plan (Draft), specifically, the site is identified as a Planned Area in the Park Ridge (East) and Logan Reserve Growth Area Plan (Strategic Framework Map (SFM-08.00)). As shown within in **Figure 12**, the site is in the Low Density Residential Planned Area and Suburban Planned Area Precinct.

This is consistent with the request to change the zoning framework to the Suburban Precinct of the Low Density Residential Zone. Within the Suburban Planned Area, the corresponding code is the Low Density Residential Zone code as applicable to the Suburban Precinct. The proposed subdivision will provide a low density residential development with a minimum lot size of 400m² which is consistent with the desired outcomes for the Suburban Precinct of the Low Density Residential Zone in draft planning scheme.

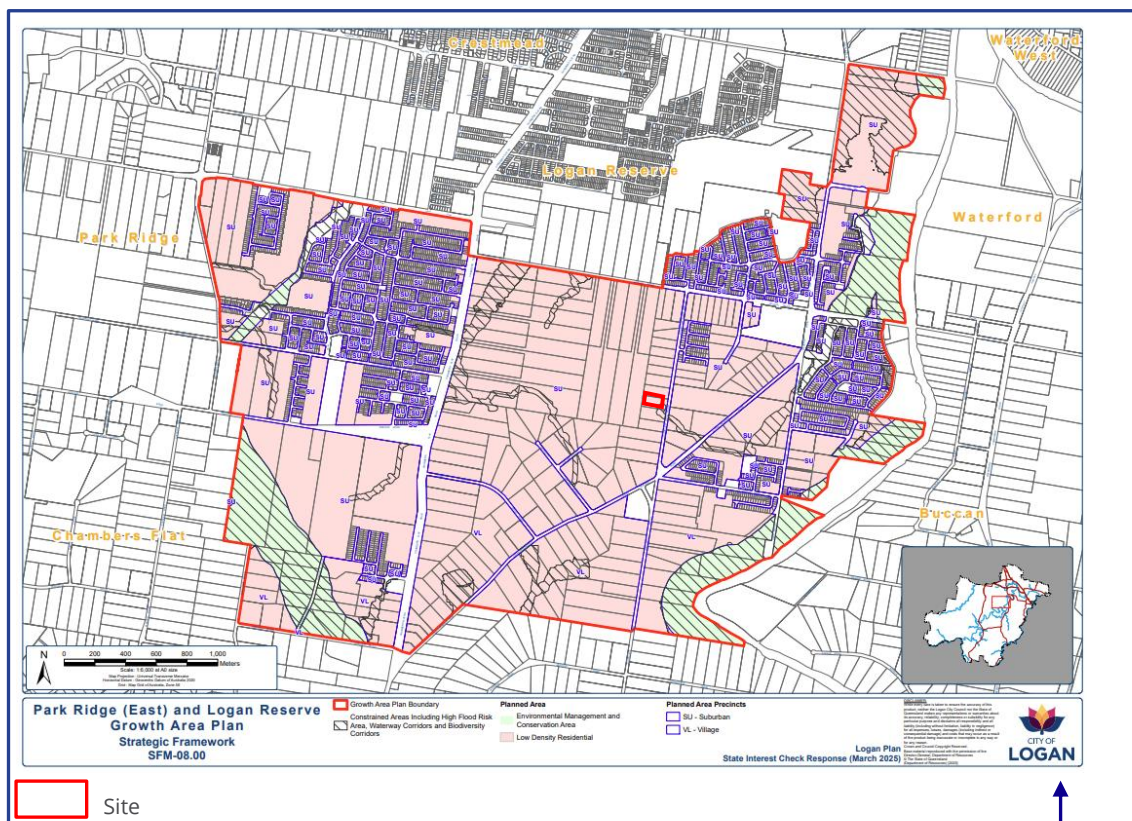


Figure 12 Park Ridge (East) and Logan Reserve Growth Area Plan

Source: Logan City Council, 2026

10.0 Conclusion

This report has been prepared by Colliers Urban Planning in support of an impact assessable DA seeking a

- Development Permit for: reconfiguring a lot for one (1) lot into 16 lots, plus one (1) stormwater management lot and new road operational work (Earthworks); and
- Preliminary approval that includes a variation request – Material change of use for dwelling house

The application is lodged over land at 260-266 Loganview Road North, Logan Reserve (Lot 42 on RP229101).

The proposal has been assessed against the relevant assessment benchmarks of the planning scheme. As demonstrated in this report, the proposal is consistent with the outcomes sought by the relevant state and local planning instruments and concludes that the:

- Proposal represents the intended transition of land within the Emerging Community Zone to low density residential uses;
- Proposal aligns with the Logan Reserve Land Use Area as identified in the strategic framework;
- Internal road layout integrates with surrounding and future residential development;
- Road widening and footpath provision along Loganview Road North improves connectivity within the wider movement network;
- The stormwater management strategy incorporates a bioretention basin integrated with the proposed development and located to the south of the site. The system has been modelled to demonstrate compliance with the applicable water quality objectives and is designed to ensure that post-development stormwater discharges do not result in an actionable nuisance or adverse impacts to downstream properties;
- Subdivision layout supports high quality built form consistent with a low-density suburban character;
- Proposed variation to design and siting requirements reflects contemporary housing design while maintaining residential amenity; and
- Mapped waterway corridor is retained within a dedicated stormwater and open space lot.

Approval of the proposal is therefore recommended, subject to reasonable and relevant conditions. We look forward to a favourable response from Council.



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