



Know How

Town Planning Report

Residential Subdivision

50-56 Derby Road, Logan Reserve Qld 4133

Prepared for MWB Fund 31 Pty Ltd

Our Reference: 11928

16 July 2024



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Document Issue

Issue	Date	Prepared By	Checked By
Final	16/07/2024	LW	AM

Executive Summary

This report is written on behalf of MWB Fund 31 Pty Ltd (the 'Applicant'), who seek to develop land situated at 50-56 Derby Road, Logan Reserve Qld 4133 for the purposes of a Residential Subdivision. In particular, the proposal will seek to reconfigure the existing lots into 36 residential lots, with the creation of new road and 1 x drainage reserve lot over 2 stages. Part of the site will also be dedicated to Council for the future widening of Derby Road and the future road to be created as part of the adjoining development to the North-East.

To facilitate the intended development across the site, this application seeks approval for the following aspects of development:

- Preliminary Approval (including Variation Request) for Material Change of Use and Reconfiguring a Lot to vary the effect of the Logan Planning Scheme 2015 v9 (Planning Scheme) to adopt the planning framework of the Low Density Residential Zone; and
- Development Permit for Reconfiguring a Lot (1 into 36 residential lots plus new road and 1 x drainage reserve lot over 2 stages);

The site is located within the Logan City Council local government area, is zoned Emerging Community and is subject to a number of Council and State government overlays. The site is located within the Logan Reserve Area (Figure 3.8 - Logan Reserve land use area) with the site identified as being within the future Low Density Residential Zone (Village Precinct) under the current planning scheme. We note that the site and surrounding area are intended to be changed to the Suburban Precinct as per the draft Logan Plan 2025 (SFM-08.00 Park Ridge (East) and Logan Reserve Growth Area Plan).

The proposed development is assessable development requiring Impact Assessment. In accordance with the requirements of the *Planning Act 2016* (Planning Act) the application will be required to be publicly notified. An assessment against Schedules 9 and 10 of the *Planning Regulation 2017* (Planning Regulation) confirms that the application does not trigger referral.

Whilst the subject site is located outside of the Priority Infrastructure Area, the land is located within the Logan Reserve Area (Figure 3.8 - Logan Reserve land use area) and the Urban Footprint in accordance with the South East Queensland Regional Plan (Shaping SEQ). Furthermore, there is adequate infrastructure within the surrounding area to accommodate the proposed development, thereby ensuring that the development does not occur out of sequence.

This application is supported by a number of technical reports/plans, including:

- **Attachment A** – Property Searches and Owners Consent;
- **Attachment B** – Proposal Plans;
- **Attachment C** – Code Compliance Tables;
- **Attachment D** – Engineering Services Report;
- **Attachment E** – Site Based Stormwater Management Plan;
- **Attachment F** – Engineering Code Compliance

Having regard to the subject site and surrounds, the proposed development and the relevant planning framework, the following key considerations have been identified (and are discussed in further detail in Section 7 below):

- Lot Widths;

This Town Planning Report, and its supporting documents, have assessed the proposed development against the provisions of the Planning Scheme and other relevant legislation. The development is consistent with the Planning Scheme and is appropriate for the locality. It is therefore recommended that the development application be approved, subject to relevant and reasonable conditions.

Project Summary

Property Summary

Site Address	50-56 Derby Road, Logan Reserve Qld 4133
Real Property Description	Lot 37 on RP108311
Site Area	30,190m ²
Frontage	~87m (Derby Rd); ~100m (future road as part of the adjoining development to the north-east)
Easements / Encumbrances	Nil
CLR / EMR	N/A
Land Owners	MWB Fund 31 Pty Ltd
Local Government	Logan City Council

Planning Framework Summary

	<p><u>Biodiversity</u></p> <ul style="list-style-type: none"> ▪ MSES - Wildlife habitat (endangered or vulnerable) ▪ MSES - Regulated vegetation (category C) <p>State Interests (SPP)</p> <ul style="list-style-type: none"> ▪ MSES - Regulated vegetation (essential habitat) <p><u>Natural Hazards Risk And Resilience</u></p> <ul style="list-style-type: none"> ▪ Flood hazard area - Local Government flood mapping area; and ▪ Bushfire prone area.
Regional Plan and Land Use Category	<p>South East Queensland Regional Plan</p> <ul style="list-style-type: none"> ▪ Urban Footprint
Planning Scheme	Logan Planning Scheme 2015 v9
Zone	Emerging Community
Applicable Overlays	<ul style="list-style-type: none"> ▪ Biodiversity areas; <ul style="list-style-type: none"> ○ Primary vegetation management area; ○ Secondary vegetation management area; and ○ Matters of both state and local environmental significance; ▪ Bushfire hazard; <ul style="list-style-type: none"> ○ Medium potential; and ○ Potential impact buffer area. ▪ Landslide hazard and steep slopes area; <ul style="list-style-type: none"> ○ Landslide \geq 15% slope;

- Other** Logan Reserve general planning layout
- Low Density Residential (Village Precinct)

Application Summary

Description	Residential Subdivision (1 into 36 lots)
Type of Approval Sought	<ul style="list-style-type: none">▪ Preliminary Approval for Material Change of Use to vary the effect of the Logan Planning Scheme 2015 v9 (Planning Scheme) to adopt the planning framework of the Low Density Residential Zone – Village Precinct; and▪ Development Permit for Reconfiguring a Lot (1 into 36 residential lots new road and 1 x drainage reserve lot over 2 stages);
Assessment Manager	Logan City Council
Category of Assessment	Impact Assessable

Applicant Details

Applicant	MWB Fund 31 Pty Ltd c/- Saunders Havill Group 9 Thompson Street Bowen Hills QLD 4006
Contact	Liam Wiley Telephone: (07) 3251 9456 Email: liamwiley@saundershavill.com

Project Team

Applicant	MWB Fund 31 Pty Ltd
Town Planner	Saunders Havill Group
Urban Design	Saunders Havill Group
Civil Engineer	Arcadis

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1. Introduction

Saunders Havill Group has been engaged by MWB Fund 31 Pty Ltd (the Applicant) to prepare this development application. The development application seeks approval for the following aspects of development:

- Preliminary Approval for Material Change of Use to vary the effect of the Logan Planning Scheme 2015 v9 (Planning Scheme) to adopt the planning framework of the Low Density Residential Zone – Village Precinct; and
- Development Permit for Reconfiguring a Lot (1 into 36 residential lots new road and 1 x drainage reserve lot over 2 stages);

The application is made over land located at 50-56 Derby Road, Logan Reserve Qld 4133, formally described as Lot 37 on RP108311 (the 'subject site').

This Town Planning Report assesses the proposal against the relevant provisions of the Planning Scheme, the *Planning Act 2016* (the Planning Act) and other relevant legislation.

This report is accompanied by the following specialist reports/plans:

- **Attachment A** – Property Searches and Owners Consent;
- **Attachment B** – Proposal Plans;
- **Attachment C** – Code Compliance Tables;
- **Attachment D** – Engineering Services Report;
- **Attachment E** – Site Based Stormwater Management Plan;
- **Attachment F** – Engineering Code Compliance

2. Site Analysis

2.1. Site Location

The subject site is located at 50-56 Derby Road, Logan Reserve Qld 4133. The site is located within the Logan City Council local government area, approximately 10km south of Logan Central. The site has a total area of 3.0ha and a frontage of approximately 87m to Derby Rd. The subject site will also front a future road (approximately 100m of frontage) to be constructed as part of the adjoining development to the north-east.

The following aerial photo extract shows the location of the subject site:



Figure 1: Site aerial (Source: Qld Globe)

Property searches, including a Smart Map and Current Titles Search are included within **Attachment A**.

2.2. Ownership and Encumbrances

The subject lot is held in Fee Simple. The site does not contain any easements or encumbrances. A copy of the Current Titles Searches and Smart Map is provided in **Attachment A**.

2.3. Site History

The subject site is partially cleared and is currently used for rural residential purposes.

2.4. Development Approval History

2.4.1 Subject Site

As per Council’s Development Enquiry Tool, there are no significant development approvals over the subject site.

2.4.2 Surrounding Sites

The following table provides a summary of recent development application/approval history that is relevant to the surrounds. These applications are of a similar nature to the proposed and will provide context to the ongoing development of the emerging community zoned area.

Council Reference	Address	Description	Approval Date
COM-66-2017	32-44 Noffke Court LOGAN RESERVE 4133	Preliminary Approval for a Material Change of Use to vary the effect of the Logan Planning Scheme 2015 (Variation Request); and Development Permit for Reconfiguring a Lot (6 Lots into 128 Lots)	07/03/2022
COM-66-2017-A	562 Chambers Flat Road LOGAN RESERVE 4133	Other Change (Preliminary Approval for a Material Change of Use to vary the effect of the Logan Planning Scheme 2015 (Variation Request); and Development Permit for Reconfiguring a Lot (9 Lots into 98 Lots))	Under Assessment
MCUI-12-2023	64 Noffke Court LOGAN RESERVE 4133	Development Permit for a Material Change of Use for a Relocatable home park (389 Sites) and Sales office	Under Assessment

The above applications relate to adjoining development to the North and North-East of the subject site. The proposed plan extract in **Figure 2** below shows the current proposed subdivision layout of the adjoining development in relation to the subject site (shown in blue).

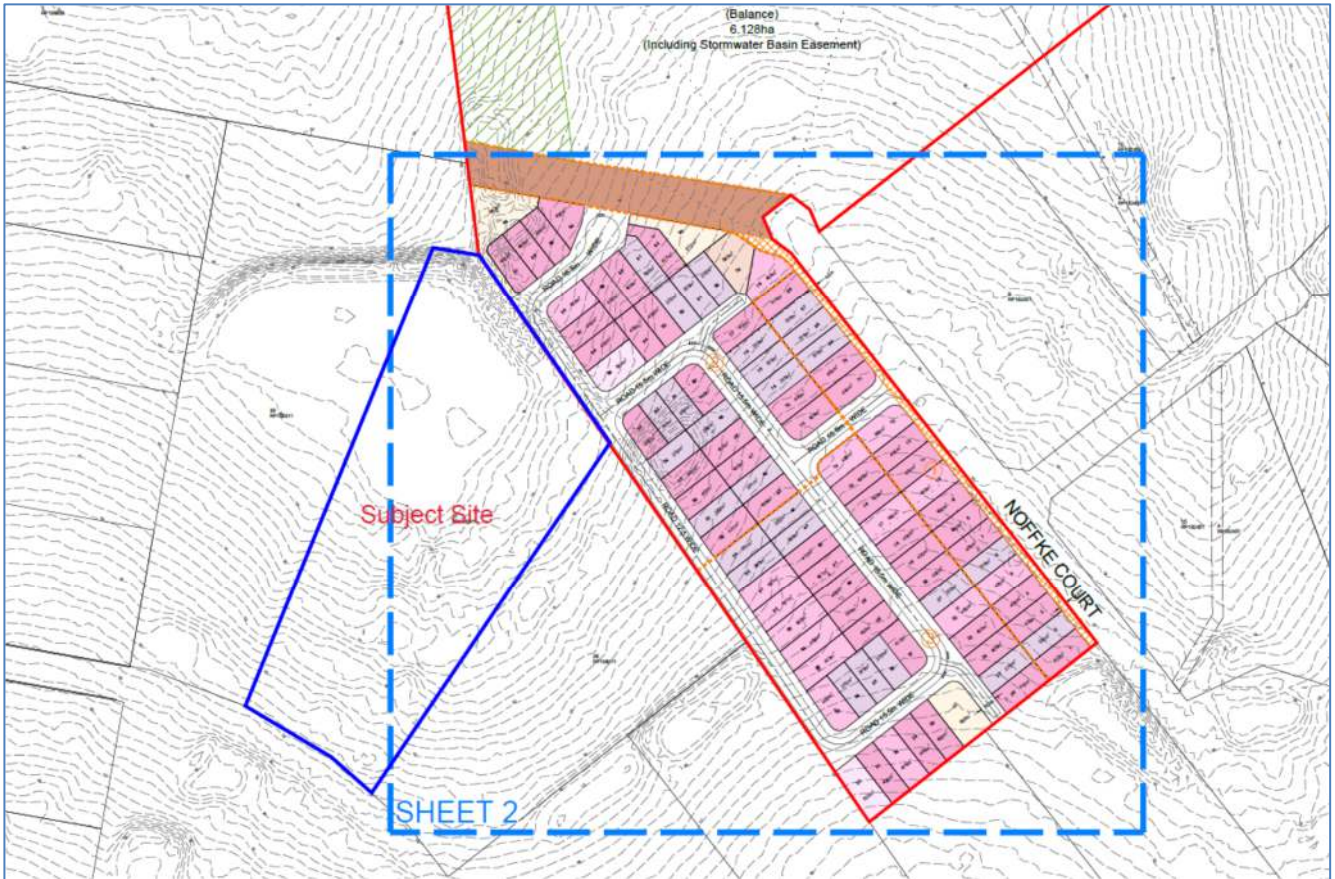


Figure 2: Proposed Subdivision Layout (COM-66-2017-A)

2.5. General Site Observations

A site inspection has been carried out and the following observations, as relevant to the proposal, are made:

Characteristic	Observation
Existing land uses	The site is used for existing rural residential purposes and an ancillary outbuilding.
Adjoining land uses	The site directly adjoins existing rural residential land uses.
Surrounding land uses	The surrounding neighbourhood is an area transitioning from historically rural/rural residential uses to more intense urban residential development.
Topography	The site is generally gently sloping and slopes gradually towards the northern portion of the lot.
Vegetation	The subject site contains scattered vegetation throughout the site and a dam over the subject site and the neighbouring property to the west.
Servicing	Refer to the Engineering Services Report (Attachment D) prepared by Arcadis for information on existing servicing.
Access	Access to the subject site is currently obtained from Derby Road.

2.6. Site Photos



Figure 2: Existing rural residential dwelling on subject site (Source: Google Maps)



Figure 3: Existing rural residential dwelling on subject site (Source: Google Maps)



Figure 4: Derby Road travelling towards Logan Reserve Road (Source: Google Maps)



Figure 5: Derby Road travelling towards Chambers Flat Road (Source: Google Maps)

3. Development Proposal

3.1. Proposal Intent

In general, the intent of the proposal is to:

- Facilitate urban development on a site identified for urban development under the Logan Planning Scheme;
- Facilitate the creation of low-density residential housing in a logical and efficient manner;
- Provide housing product which can leverage on the proximity to substantial open space areas and future district sports park;
- Provide an efficient and integrated road network; and
- Facilitate an efficient and integrated stormwater system.

3.2. Proposal Summary

This application seeks approval for a Reconfiguring a Lot (36 residential lots, with the creation of new road and a drainage reserve lot), and Preliminary Approval (including a Variation Request) for Material Change of Use/Reconfiguring a Lot to vary the effect of the Logan Planning Scheme 2015 v9 (Planning Scheme) to adopt the planning framework of the Low-Density Residential Zone.

3.2.1 Preliminary Approval

The site is located within the Logan City Council local government area, is zoned Emerging Community and is subject to a number of Council and State government overlays.

We note that the site is located within the Logan Reserve Area (Figure 3.8 - Logan Reserve land use area) with the site identified as being within the future Low Density Residential Zone (Village Precinct) under the current planning scheme. The site and surrounding area are intended to be changed to the Suburban Precinct as per the draft Logan Plan 2025 (SFM-08.00 Park Ridge (East) and Logan Reserve Growth Area Plan).

The Variation Request (MCU component) is proposed to ensure that any future Dwelling House, Dual Occupancy or Dual Occupancy (Auxiliary Unit) is subject to the Category of development and assessment and assessment benchmarks specified in 'Table 5.5.5.1 - Low density residential zone' of the planning scheme. The Variation Request (ROL component) seeks to ensure that any future Reconfiguring a Lot application made over the site is subject to the Category of development and assessment and assessment benchmarks specified in 'Table 5.6.1 - Reconfiguring a lot'. The only variation to this would be to condition the approval to ensure that the Category of development and assessment for a future application for Reconfiguring a Lot is based on the minimum lot size for the relevant zone precinct specified in the Strategic Framework mapping at the time of the future application. The purpose of this is to future proof the Preliminary Approval, noting that it's likely that the site will be within the Suburban Precinct once the new Logan Plan 2025 is adopted.

3.2.2 Reconfiguring a Lot

This application seeks approval for a Reconfiguring a Lot, with part of the site will also be dedicated to Council for the future widening of Derby Road and the future road to be created as part of the adjoining development to the North-East. The subdivision component involves the following components:

- 36 low-density residential allotments providing a mix of lot sizes from 500m² to 804m² over two (2) stages;
- One (1) detention basin being Lot 900 (4,419m²);
- Functional internal road network, integrating with adjoining land holdings to facilitate future development on the adjoining sites; and
- Land to accommodate the future Urban Collector – Single Carriageway Road (Derby Road) with the alignment shown as per Council’s requirements. Note, given the uncertainty surrounding timeframes for the delivery of this future road, it is proposed to provide a land dedication only for this area with the road to be constructed by Council when these future works are scheduled to occur.

The subdivision proposal prepared by Saunders Havill Group is included at **Attachment B** and **Figure 6** below.

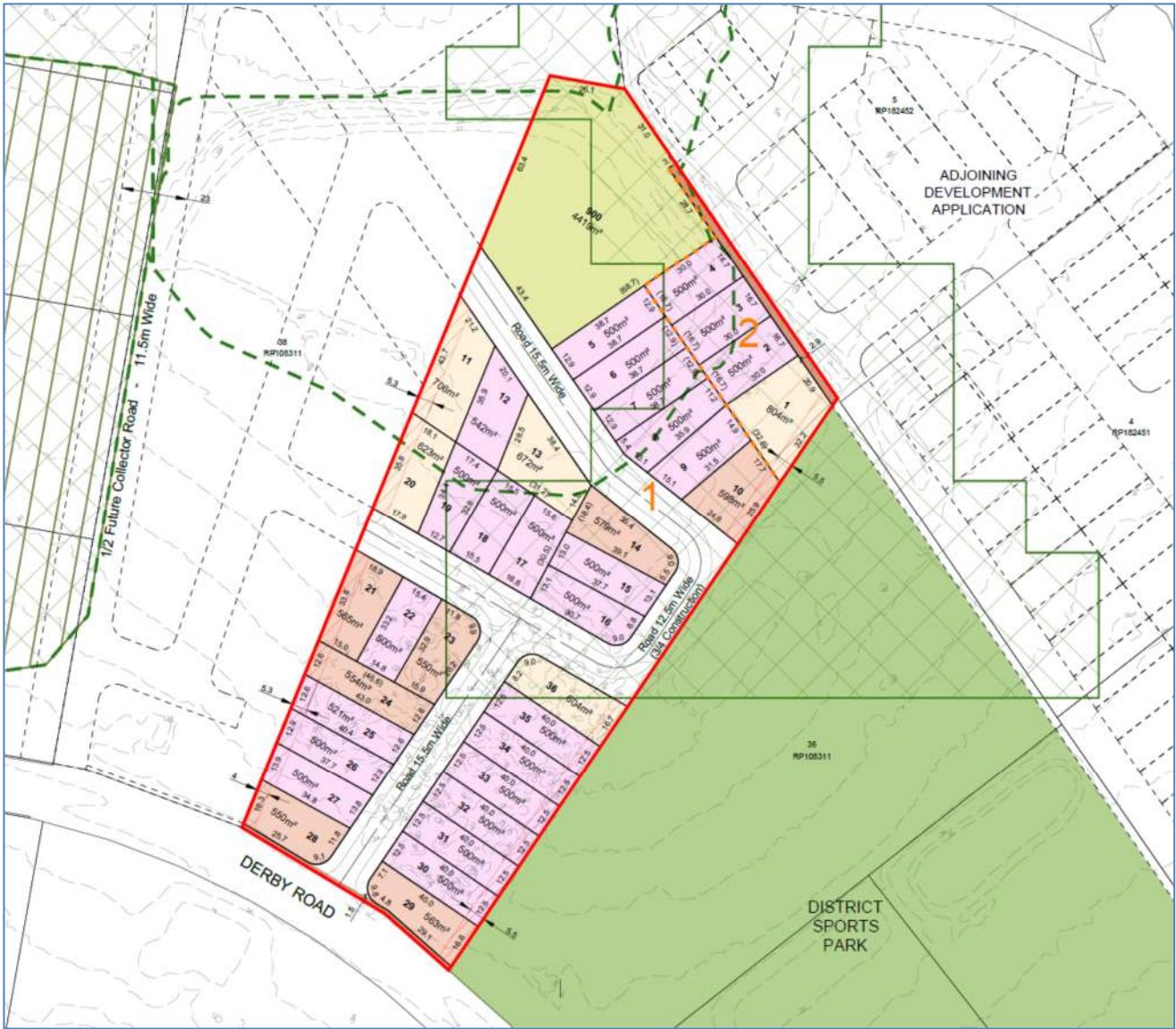


Figure 6: Proposed subdivision plan (Source: SHG)

3.3. Staging

The proposed development will be completed over 2 stages. Refer to the plan in **Figure 6** above. As the lots in Stage 2 will be accessible via the adjoining approved development, these will only be able to be created once the adjoining development has been completed.

3.4. Proposed Servicing Arrangements

The following is a summary of the proposed servicing arrangements for the proposed development. Refer to the Civil Engineering Report prepared by Arcadis in **Attachment D** for further information.

Network	Proposal
Stormwater	The proposed development will capture and convey stormwater via the use of a pit and pipe drainage network. A combined detention and bio-retention basin will

Network	Proposal
	<p>provide suitable management of stormwater prior to release from the site. A small portion of the site, catchments D2a and D2b will not be captured by the pit and pipe drainage network; therefore, it will bypass the basin without treatment. It is noted that D2c will be captured by pit and pipe network, but larger events will bypass treatment.</p> <p>Refer to the Site Based Stormwater Management Plan (SBSMP) prepared by Arcadis in Attachment E for further details.</p>
Water	<p>Connection to Logan Water water supply network will be provided via the reticulation main within Derby Road, south of the development. Lots 1 to 4 will make connection off the proposed water network from the development COM/66/2017/A via tapping bands on the new water main and cross conduits.</p> <p>Refer to the engineering drawings prepared by Arcadis included in Attachment D for further details.</p>
Sewer	<p>Connection for the proposed development to the Logan Water’s wastewater supply network will be via utilising the sewer connections built via the northern adjoining property under approval COM/66/2017/A. The connection will be made via the proposed manhole in the adjoining property shown in Figure 4-3. Should 50-56 Derby Road progress before COM/66/2017/A, a tankering arrangement could be negotiated with Logan City Council as an interim outcome.</p> <p>A new internal gravity network will be installed in order to provide each new allotment with a sewer service. Refer to engineering drawings included in Attachment D for further details of the alignment.</p>
Roads/Access	<p>Primary vehicular access to the development is proposed via a connection to Derby Road. Lots 1-4 (stage 2) will require access off the internal road network that is part of the adjoining approved development (COM/66/1027/A).</p> <p>As identified previously, a land dedication has been provided to accommodate the future 23m wide Urban Collector – Single Carriageway Road (Derby Road). As the current carriage width of Derby Road is 20.0m, a 1.5m wide land dedication is proposed on the Northern side of Derby Rd with the expectation that the balance (1.5m) will be dedicated by development on the Southern side of Derby Rd). The proposed development involves a land dedication only.</p>
Electricity / Telecommunications	<p>The proposed development will incorporate low-voltage electricity and telecommunications supply designed by a specialist electrical and telecommunications consultant in accordance with Council and Energex requirements. It is expected that connection to these services shall be provided via extension of services within Derby Road.</p>

3.5. Supporting Information

The proposal plans and this Town Planning Report are supported by the following technical reports / plans.

Report / Plan	Prepared by:	Location
Subdivision Proposal Plan	Saunders Havill Group	Attachment B
Town Planning Code Assessment	Saunders Havill Group	Attachment C
Civil Engineering Report	Arcadis	Attachment D
Site Based Stormwater Management Plan	Arcadis	Attachment E
Engineering Code Compliance	Arcadis	Attachment F

4. State Framework and Assessment

4.1. Planning Act 2016

The proposed development is assessable and subject to Impact assessment and pursuant to s45(5) of the Planning Act:

An impact assessment is an assessment that –

- (a) *Must be carried out –*
 - (i) *Against the assessment benchmarks in a categorising instrument for the development; and*
 - (ii) *Having regard to any matters prescribed by regulations for this subparagraph; and*
- (b) *May be carried out against, or having regard to, any other relevant matter, other than a person’s personal circumstances, financial or otherwise.*

4.2. Regulated Requirements Prescribed in the Planning Regulation 2017

The regulated requirements prescribed in the Planning Regulation are appropriately reflected in full in the Planning Scheme.

4.2.1 Walkable Neighbourhoods Assessment

The application requires assessment under Schedule 12A of the *Planning Regulation 2017*. The purpose of this assessment is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.

Assessment Benchmarks	Assessment
<p>Connectivity The reconfiguration provides connectivity for pedestrians by—</p> <ul style="list-style-type: none"> (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— <ul style="list-style-type: none"> (i) connect to roads and footpaths in surrounding areas; or (ii) allow for connection to future roads and footpaths in surrounding areas. 	<p>The proposed development layout provides a grid-like pattern where there is ease of access across the whole site. Two road stubs have been provided to the land to the West in order to facilitate future road connections to this land.</p>
<p>Maximum length of particular blocks</p> <ul style="list-style-type: none"> 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— 	<p>The proposed development does not involve the creation of any blocks with a length of over 250m.</p>

- (a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or
- (b) 250m.

The longest block is approximately 130m in length.

- 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.

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.

New street trees will be planted at a minimum rate of 1 tree per 15m along both sides of all new roads. If required, Council may condition this to occur as part of the approval.

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.

The proposed development will provide a 1.2m wide footpath on at least 1 side of the road for safe pedestrian movement, which may be conditioned by Council.

Parks and other areas of open space

- 1) 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.
- 2) In this section—**park** includes—
 - (a) an existing park; and
 - (b) a park, to be provided under a development approval, if development of the park has started; and
 - (c) land identified as a park in a local planning instrument; and
 - (d) land identified in an LGIP for public park infrastructure.

While no new parks are proposed as part of this application, we note that there is a future district park planned for the adjoining site, so all lots are located within 400m of a park or another area of open space that is accessible to the public.

4.3. State Planning Policy

The following State interests, as identified in the State Planning Policy (SPP), are relevant to the subject site and proposed development:

- Biodiversity
 - MSES - Wildlife habitat (endangered or vulnerable)
 - MSES - Regulated vegetation (category C)
 - MSES - Regulated vegetation (essential habitat)
- Natural Hazards Risk And Resilience
 - Flood hazard area - Local Government flood mapping area; and
 - Bushfire prone area.

Section 2.1 of the *Logan Planning Scheme 2015* confirms that these State interests have been adequately integrated in the planning scheme. Therefore, no additional assessment against the SPP is required in this instance.

4.4. Regional Plan

The subject site is identified within the Urban Footprint under the South East Queensland Regional Plan. Furthermore, the site is not identified within a SEQ Development Area. The Planning Scheme appropriately advances the South East Queensland Regional Plan 2009-2031.

4.5. Referrals

An assessment of Schedules 9 and 10 of the Planning Regulation confirms that the application does not involve referral.

5. Local Framework and Assessment

5.1. Planning Scheme

The proposed development has been lodged pursuant to and assessed against the relevant provisions of the *Logan Planning Scheme 2015 v9* (Planning Scheme) as detailed in the following sections.

5.2. Use Definition

While no land uses are proposed as part of this application, the proposed reconfiguration of a lot application and variation request will facilitate the construction of new dwelling houses on the site.

5.3. Category of Development and Assessment

The proposal is assessable development and triggers Impact assessment.

5.4. Applicable Assessment Benchmarks

As the application is subject to Impact assessment, it is assessable against the entire Planning Scheme, to the extent relevant. The following assessment benchmarks are deemed relevant to the development application and have been addressed as part of this application in the location shown in the table below:

Assessment Benchmark	Responsible Consultant	Response Location
Emerging community zone code	Saunders Havill Group	Attachment C
Low density residential zone	Saunders Havill Group	Attachment C
Reconfiguring a lot code	Saunders Havill Group	Attachment C
Filing and excavation code	Arcadis	Attachment D
Infrastructure code	Arcadis	Attachment D
Landscape code	Saunders Havill Group	Attachment C
Servicing access and parking code	Saunders Havill Group	Attachment C
Biodiversity areas overlay code	Saunders Havill Group	Attachment C
Landslide hazard and steep slope area overlay code	Saunders Havill Group	Attachment C

5.5. Strategic Framework

In this section, an assessment has been provided against the relevant elements within the Strategic Framework of the Planning Scheme. Overall, the proposed development is consistent with the intent and outcomes of the Strategic Framework.

5.5.1 Element – Settlement Pattern

Strategic Intent	Compliance
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The settlement pattern comprises the urban footprint, the Future urban area, the Priority development area, the Regional landscape and rural production area and the Rural living area identified on SFM-01.00 Strategic framework map.

As identified in SFM-01.00- Strategic framework map (refer to **Figure 8** below), the subject site is located within the Urban Footprint and the low residential area in the Logan Reserve land use area. The proposal is for a greenfield land subdivision which is consistent with the intent of the zone.

Specific Outcomes

- 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;
 - 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.

Compliance

Extensive planning has been conducted to identify the required infrastructure, including roads, water, sewer, and community services. The surrounding area has sufficient infrastructure to support the proposed development, ensuring it progresses in a timely and organized manner and integrates the proposed land use and infrastructure seamlessly.

The proposed development will achieve a total of 36 residential lots or 36 equivalent dwellings. As the site area is 3.019ha in area, the total net density is 11.9 equivalent dwellings per hectare.

5.5.2 Element – Residential

Strategic Intent

Over 70,000 new dwellings are built in Logan between 2009 and 2031. Residential development provides a range of housing sizes, types and tenures. Residential density is provided at an intensity that is compatible with the local context, public transport provision and infrastructure capacity. Specialised residential accommodation is provided to meet the needs of those with special accommodation needs. Rural residential development continues to provide a lifestyle housing choice in Logan.

Compliance

The proposed development is consistent with this Strategic Theme as it provides for increased residential areas in the form of low density residential land (within the village precinct). This land will suitably cater for future housing as sought by the Planning Scheme. Furthermore, this increased provision of housing in the low density residential suburban area is consistent with the target density requirements identified in the South East Queensland Regional Plan.

Residential development will provide diverse and integrated lot sizes that facilitate a range of housing types in accordance with the applicable Planning Scheme Policy 8 – Urban Design, section 2.3.3 Residential Neighbourhoods (Reconfiguring a lot).

Specific Outcomes

Element - Housing supply and diversity

- 1) A range of lot sizes and dwelling 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.
- 2) A variety of accommodation units including studio, one-bedroom units and two-bedroom units are provided in centres and locations of good public transport accessibility to meet the needs of small and single person households.
- 3) Affordable housing and adaptable housing are provided throughout Logan to meet community needs.

Compliance

The proposed development provides a variety of different lot sizes and dimensions to encourage a number of different house designs which cater to different demographics and promote housing affordability.

Element - Density

- 1) Residential density is in accordance with the intent of the relevant zone except that higher density development might be provided on premises, other than in a local plan area, in a lower density residential zone or Emerging community zone with sufficient infrastructure capacity:
 - a) that:
 - i. fronts a road on the transit-oriented development corridor as identified in Figure 3.12 - Transit oriented development; or
 - ii. is in a walkable catchment of a transit oriented development hub as identified in Figure 3.12 - Transit oriented development; or
 - b) where:

Compliance

As identified above, the subject site is located within the low-density residential area of the Logan Reserve Land Use Area and is expected to be developed in accordance with the intent of the Village Precinct.

The proposed development will achieve a net density of 11.9 equivalent dwellings per hectare, based on a maximum yield of 36 equivalent dwellings and a total site area of 3.019ha. Therefore, the proposed residential density is consistent with the intent of the low-density residential zone (Village precinct).

- i. environmental land or community infrastructure is secured for public benefit; or
- ii. affordable housing or adaptable housing is secured;
- c) transitions to be compatible with an adjoining lot in a Residential zone category land.

Editor's note - Securing environmental land, community infrastructure, or affordable housing for public benefit may involve transferring the asset into public ownership or into the ownership of a not for profit service provider.

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

5.5.3 Element – Employment

Strategic Intent	Compliance
<p>Over 70,000 new dwellings are built in Logan between 2009 and 2031. Residential development provides a range of housing sizes, types and tenures. Residential density is provided at an intensity that is compatible with the local context, public transport provision and infrastructure capacity. Specialised residential accommodation is provided to meet the needs of those with special accommodation needs. Rural residential development continues to provide a lifestyle housing choice in Logan.</p>	<p>The proposed development will provide additional dwellings at a residential density that is compatible with the local context, public transport provision and infrastructure capacity for the area. The construction of new dwellings on the site will generate a number of temporary employment opportunities.</p>

5.5.4 Element – Community

Strategic Intent	Compliance
<p>Logan's community is well serviced and supported by community infrastructure. Open space and recreation uses and facilities are provided throughout Logan to meet the needs of the community. Local culture, heritage, and character is protected and enhanced to reinforce local community identity. Logan is a highly</p>	<p>The subject site is well serviced and supported by existing, approved and future local parks.</p>

liveable city where development supports the wellbeing of Logan's diverse, multicultural community.

5.5.5 Element – Rural

Strategic Intent	Compliance
<p>Rural land, including Agricultural Land Classification Class A and Class B land, continues to support sustainable rural production and the diverse activities associated with an active rural economy, providing social, economic and environmental benefits to the region. A range of rural enterprises complement rural production and provide employment, economic development and ancillary tourism opportunities on rural land.</p>	<p>The planning scheme and the SEQ Regional Plan designate the subject site and surrounding area for urban development. Consequently, the site is no longer deemed suitable for rural uses.</p>

5.5.6 Element – Natural Environment

Strategic Intent	Compliance
<p>The natural environment is protected and enhanced. No net loss of biodiversity and ecological values is achieved by protecting and enhancing flora and fauna species, large viable areas of habitat and connecting corridors, vegetation, waterways, wetlands and ridgelines and a sustainable and viable population of koalas. The ecosystems of waterway corridors, wetlands, and their riparian areas are protected and enhanced.</p>	<p>The site is not located within a Biodiversity Corridor and does not contain any significant biodiversity or ecological values.</p>

5.5.7 Element – Natural hazards

Strategic Intent	Compliance
<p>People and premises are protected from and are resilient to the potential risks associated with natural hazards. Greenhouse gas emissions, and the community's reliance on greenhouse gas emitting energy sources, are reduced. Acid and metal contaminants do not adversely affect the natural and built environment, and human health and safety.</p>	<p>The proposed development is not subject to flooding or any other significant natural hazard risks.</p>

5.5.8 Element – Design, place making and amenity

Strategic Intent	Compliance
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Logan has a high quality, well designed built environment that provides places for people that are attractive, functional, safe and accessible. 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.

The proposed development will provide a high quality and well-designed built environment that is appropriate for the low-density residential area.

5.5.9 Element – Transport

Strategic Intent	Compliance
<p>Development is designed to encourage walking, cycling and the use of public transport, and reduce reliance on private vehicles. High quality pedestrian and cycle infrastructure is provided in locations of good accessibility. An efficient public transport network is provided and integrated with development. An efficient road hierarchy and network is provided and integrated with development.</p>	<p>The proposed development is consistent with the intended road hierarchy specified in Figure 3.8 Logan Reserve Land Use Area and promotes an efficient road network design. All roads will contain footpaths and high quality, landscaped verges which will encourage pedestrian activity within the site and surrounds.</p>

5.5.10 Element – Infrastructure

Strategic Intent	Compliance
<p>Efficient, cost effective, functional and sustainable infrastructure networks are provided and integrated with development. Key infrastructure sites and corridors are protected. Stormwater is managed in accordance with total water cycle management and water sensitive urban design principles. Waste is reduced to the greatest extent practicable, and managed and disposed of sustainably.</p>	<p>Servicing of the proposed development has been designed in an efficient, cost effective and functional manner. Refer to the Civil Engineering Report prepared by Arcadis in Attachment D for further information.</p>

5.6. Zone

The subject site is within the Emerging Community zone of the Planning Scheme as shown below.



Figure 9: Planning Scheme zoning (Source: Logan City Council)

5.7. Overlays

The subject site is affected by the following Planning Scheme overlays:

Overlay	Comment
<p>Biodiversity areas</p>	<p>The site is subject to the following components of the Biodiversity Areas Overlay:</p> <p><u>Primary/Secondary Vegetation Management Areas</u> The subject site is mapped with Biodiversity areas overlay under Council’s mapping system specifically primary and secondary vegetation and matters of local environmental significance.</p> <p><u>Matters of Local and State Significance</u> A small part of the site is within the OM-02.04 Matters of state and local significance (Both MSES and MLES) area while the balance is located within the OM-02.04 Matters of state and local significance (Only MLES).</p>

Overlay	Comment
	<p>We note that the site has been historically cleared and utilised for agricultural purposes (refer to the 1997 aerial photo below) and existing vegetation on the site is largely regrowth vegetation with minimal biodiversity or ecological significance. Appropriate financial offsets will be provided to compensate for the proposed clearing.</p>



Bushfire hazard	
	<p>Council and State mapping indicates that the site may be subject to bushfire hazard from vegetation on the site to the North and West. However, we note that the site to the North has now been fully cleared and will be developed shortly (refer to Figure 10 below). Furthermore, the site immediately to the West of the site is also fully cleared and utilised for horticultural activities so there is a buffer of at least 60m between the site and existing vegetation to the West and North-west. Therefore, it is expected that the subject site will have a low bushfire hazard.</p>

Overlay

Comment

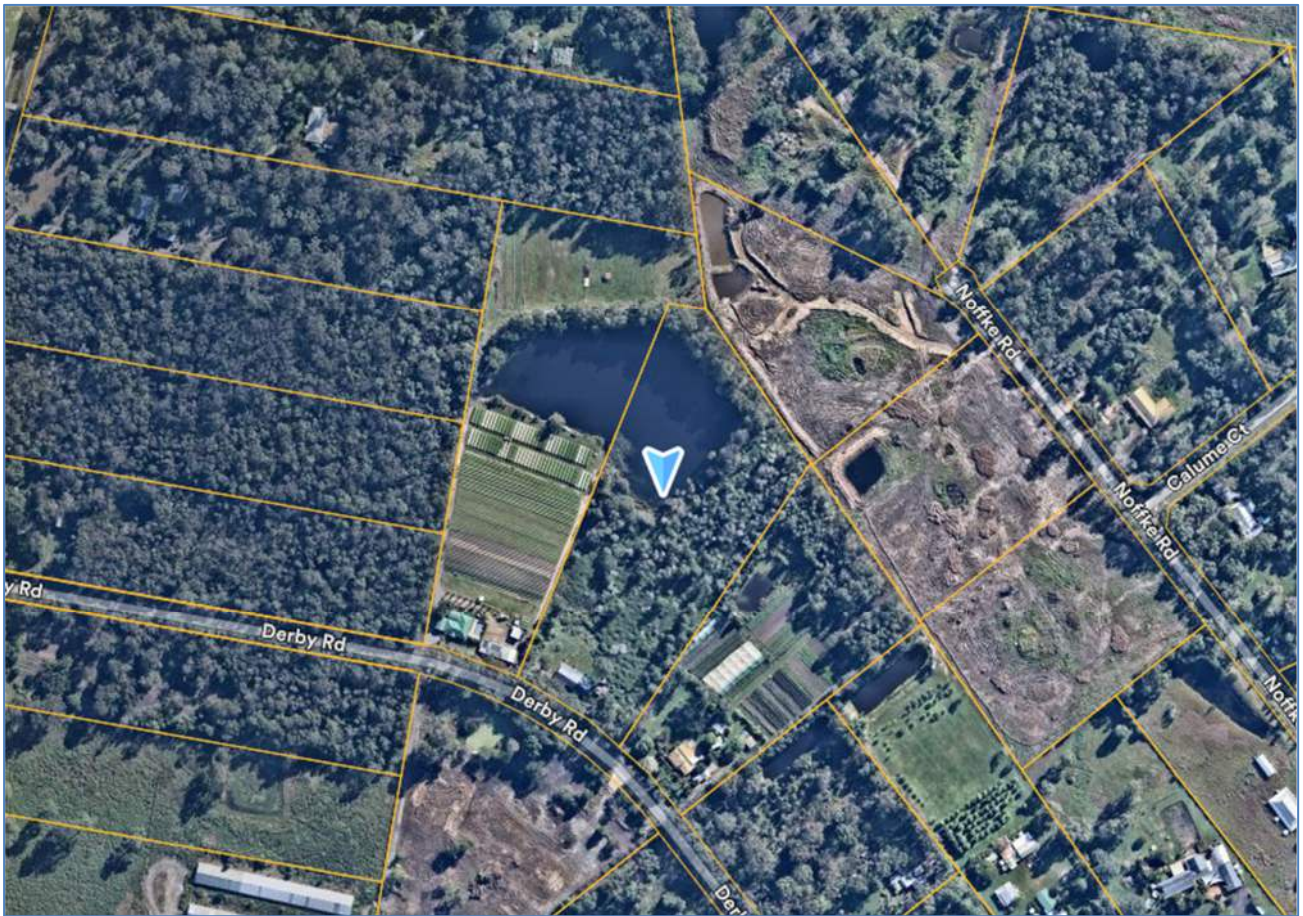


Figure 10: Aerial Photo June 3, 2024 (Source: Nearmap)


Landslide hazard and steep slopes area



Overall, the site is gently sloping with only a very small portion of the site having a slope greater than 15%. It is also noted that the areas mapped as having a slope greater than 15% roughly correlate to the location of the walls of the existing man-made dams that are on the site, which will be removed in order to accommodate the proposed development. Therefore, there is unlikely to be any risks associated with the natural physical processes of land movement and erosion and the development is not at risk from landslide.

Residential

The site is located within the residential overlay as per Council’s overlay mapping. This overlay requires that future dwelling houses are to be assessed against the

Overlay	Comment
	<p>relevant provisions of the dual occupancy and dwelling house code.</p>

5.8. Logan Reserve Land Use Area

The subject site is located within the Low-Density Residential Area as identified in the Logan Reserve Plan – Figure 3.8 Logan Reserve Land Use Area (refer to **Figure 11** below). There is also an Urban Collector Road identified on Figure 3.8 Park Ridge Land Use Area for upgrades to Derby Road, which land dedication has been included as part of the proposed development.

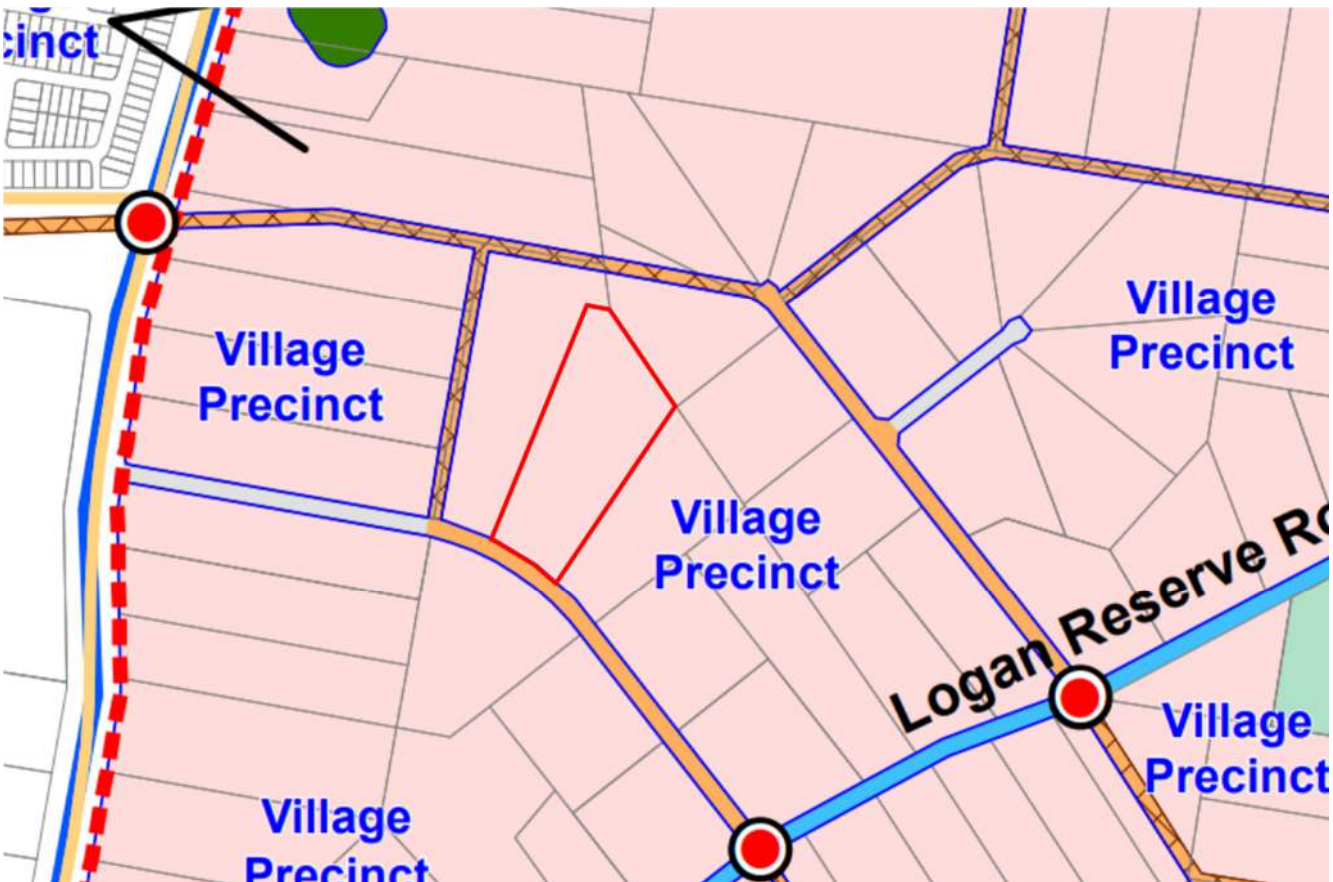


Figure 11: Logan Reserve Land Use Area (Source: Logan City Council)

5.9. Draft Logan Planning Scheme

Logan City Council are currently in the process of preparing a new planning scheme (Logan Plan 2025). The draft planning scheme was endorsed by Council in August 2023 and is currently being reviewed by the Queensland Government.

It is important to note that under the proposed changes as part the draft Logan Plan 2025, the subject site (and surrounding area) is proposed to be developed in accordance with the requirements of the suburban precinct of the low density residential zone (refer to **Figure 12** below).

Under the Reconfiguring a Lot Code of the draft Logan Plan 2025, the minimum lot size in the Suburban Precinct is 400m², with a minimum frontage of 12.5m.

While the draft Logan Plan 2025 has not yet gone through the first State Interest Check, given the housing targets and density requirements of the State Government, we don't expect that there will be objections from the State in relation to the site being brought within the Suburban Precinct. If anything, the State will want the site (and surrounding area) to be developed for higher density development than that proposed.

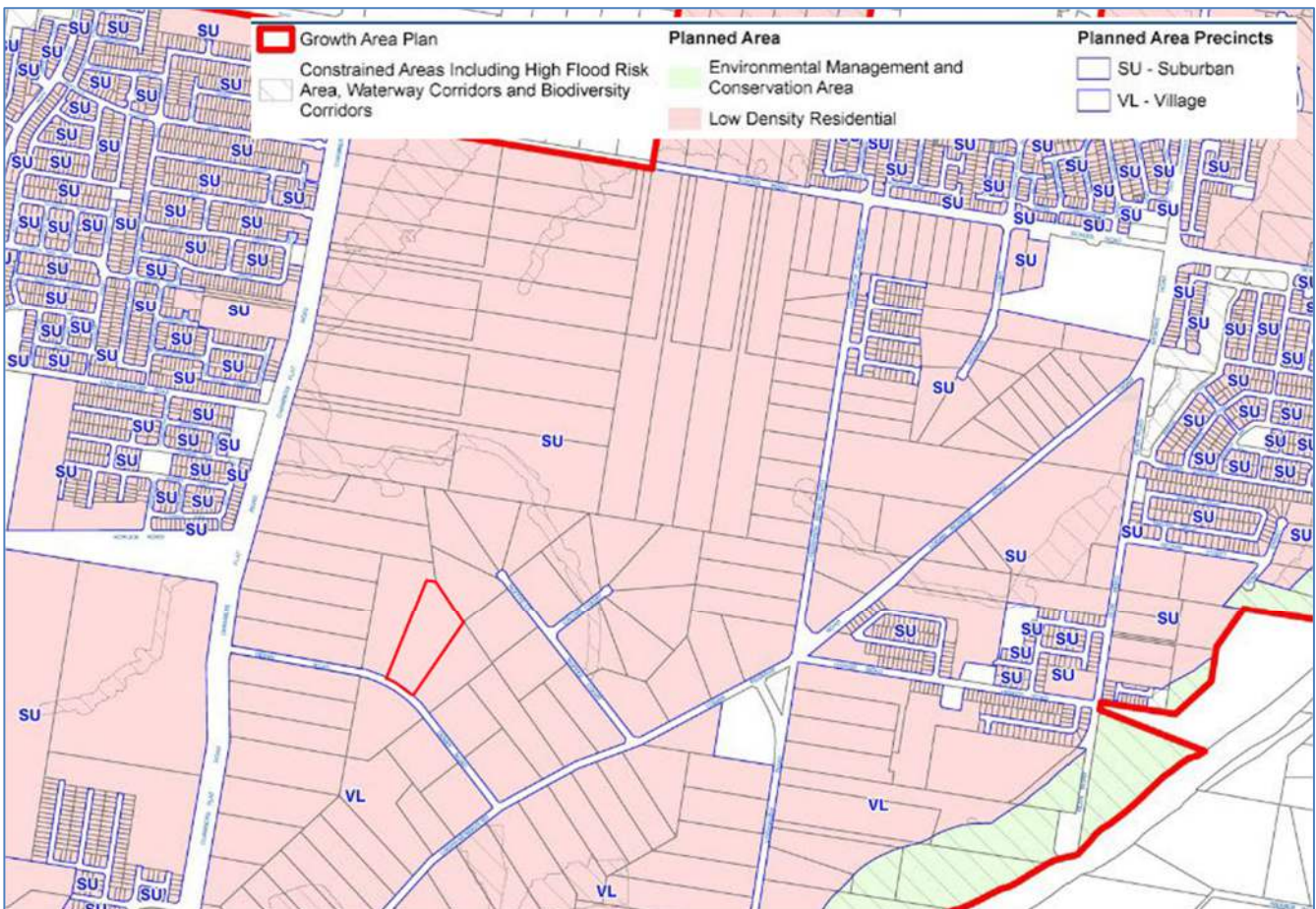


Figure 12: Logan Reserve Land Use Area (Source: Logan City Council)

6. Infrastructure Planning

6.1. Local Government Infrastructure Plan

A review of the Local Government Infrastructure Plan (LGIP) in relation to the subject site and proposed development has been undertaken. It is noted that the subject site is outside the boundaries of the Priority Infrastructure Area (PIA). Therefore, the following is considered unidentified trunk infrastructure.

6.1.1 Trunk Infrastructure

The proposed development will require the provision of necessary trunk infrastructure as detailed below:

Trunk Infrastructure	Description
Urban Collector Road (Derby Road)	Derby Road is identified as an existing local trunk road as per Council's LGIP. The proposed land dedication to facilitate future road widening along Derby Drive is therefore considered trunk infrastructure and should be subject to appropriate offsets.

7. Key Considerations

An assessment of the proposal has been carried out against the relevant assessment benchmarks. The following provides a summary of the key compliance matters relevant to the proposal:

7.1. Lot Widths

Table 9.4.6.3.2 and AO3 of the Reconfiguring a Lot Code specifies a minimum lot size of 500m² within the low-density residential zone - village precinct, with all lots required to achieve the following minimum frontage:

- Normal Lots - 15m;
- Cul-de-sac Lots – 10m; and
- Corner Lots - 18m.

All proposed lots have been designed to exceed 500m² in area. However, we note that some of the proposed lots will be less than 15m in width. We note that this is largely a consequence of the site's shape and dimension which limits the ability to provide a grid pattern that supports 15m wide allotments (a grid pattern with a depth of ~33m is normally required for the Village Precinct to create lots with a minimum area of 500m² and a minimum frontage of 15m). Lots 30 – 35, for example, are only 12.5m wide as they are provided with a depth of 40m, which is considerably deeper than a typical residential lot in the village precinct. In this instance, the proposed lot widths are considered an appropriate outcome given the circumstances. In particular:

- If the development is required to adhere to a strict conformance with minimum 15m lots, some of the lots (i.e. Lot 30 – 35) would need to be at least 600m² in area, which is far larger than the current minimum lot size expectations for the site (500m²) and significantly larger than the future minimum lot size expectations for the site (400m²);
- The existing subdivision design provides for an average lot size of approximately 540m², which is already arguably inconsistent with the future planning for the area (which envisages lots as small as 400m²). If all lots are required to achieve a minimum frontage of 15m, it is expected that the proposed yield will drop to 33 lots (which would result in an average lot size of 580m² being delivered). This will result in the creation of lots that are: a) unaffordable; and b) inconsistent with the future planning for the area.
- All lots are able to achieve a minimum frontage width of 12.5m which will be the minimum frontage width once the new Logan Plan 2025 is adopted. While we acknowledge that this draft scheme has not yet gone through the first State interest check, Council should still be giving significant weight to this draft scheme. Given the current housing affordability issues and undersupply of residential dwellings, the State are very likely to support additional density in the area. If anything, the State may mandate greater density targets than those proposed within the draft Logan Plan 2025, in order to achieve the required SEQ Regional Plan housing targets, so the draft planning scheme is very unlikely to wind-back proposed changes to increase density, particularly within this area;
- The proposed development is located directly opposite the approved development at 1-37 Derby Road (which is located within the same zone precinct as the subject site). This approved development (COM/04/2021) contains ~20% of lots with a lot size of 400m² and a frontage width of

12.5m. Furthermore, the site immediately adjoins an approved residential subdivision (COM/66/2017), which is also located within the same zone precinct as the subject site. Only 6% of lots within this approved development are 500m² or greater in area and only 6% of lots have a frontage of 15m or greater. Given the subject site directly adjoins, and shares road access with, this site, the proposed development will be consistent with the lot sizes and frontage widths of land within the surrounding area, which is evident in **Figure 13** below.

Overall, the proposed development is considered to result in lots of a size, shape, dimension and density that are consistent with their intended use and the intended character of the applicable zone, local plan and precinct, and safely accessed and serviced and are therefore consistent with PO3 of the Reconfiguring a lot code.



Figure 13: Proposed development and adjoining development (COM/66/2017/A)

8. Conclusion

This report is written on behalf of MWB Fund 31 Pty Ltd ATF MWB Fund 31 Unit Trust who seek to develop land situated at 50 - 56 Derby Road, Logan Reserve Queensland 4133 for the purposes of Residential Subdivision. In particular, the proposal will seek to reconfigure the existing lots into 36 residential lots, with the creation of new road, a drainage reserve lot, over 2 stages.

This Town Planning Report and accompanying specialist reports / plans have assessed the proposed development against the provisions of the *Logan Planning Scheme 2015* and other relevant legislation. Based on this assessment we believe that the proposal is compliant with the provision of the applicable assessment benchmarks.

In summary, the development:

- is consistent with the intent of the zone;
- is consistent with the Planning Scheme Policy 8 – Urban Design;
- has a dwelling density that is consistent with the intended character of the village precinct of the low density residential zone;
- involves the creation of lots that have a lot size and frontage width that is consistent with existing/approved development in the surrounding area as well as future planning for the site and surrounding area;
- allows for the upgrade of existing trunk roads and the construction of future trunk roads; and
- will create lots that are connected to all necessary urban infrastructure.

It is therefore recommended that the proposed development be approved, subject to relevant and reasonable conditions.

9. Appendices

Attachment A – Property Searches and Owners Consent;
Attachment B – Proposal Plans;
Attachment C – Code Compliance Tables;
Attachment D – Engineering Services Report;
Attachment E – Site Based Stormwater Management Plan; and
Attachment F – Engineering Code Compliance