dts urban planning, surveying & development

Planning Assessment Report

393-397 Logan Reserve Road, Logan Reserve

Material Change of Use for Preliminary Approval (including a Variation Request to vary the effect of the Logan Planning Scheme)

Development Permit for Reconfiguring a Lot (Subdivision of 1 Lot into 22 Residential Lots, New Road and Drainage Lot)

On behalf of

Vista Land Qld Pty Ltd

September 2026

develop with confidence, develop with DTS

Planning Assessment Report

393-397 Logan Reserve Road, Logan Reserve

Being described as Lot 30 on RP223179

On behalf of

Vista Land Qld Pty Ltd

September 2026

Document History				
Revision No.	**Description**	**Company**	**Author/Reviewer**	**Date**
001	Draft Report & Progress QA	DTS Group QLD	Rylee Nastasijevic / Tim Smith	18.08.2026
002	Client Comment and Updates	Vista Land / DTS Group QLD	Client / Tim Smith	07.09.2026
003	Final / Lodgement	DTS Group QLD	Tim Smith	18.09.2026

Level 6, 52 Merivale Street, SOUTH BRISBANE QLD 4101

PO Box 3128, WEST END QLD 4101

Telephone: 07 3118 0600

Facsimile: 07 3118 0699

© 2026 – DTS Group QLD Pty Ltd

ABN 27 010 000 843

Limitations

This report was prepared for the use of Vista Land Qld Pty Ltd in accordance with generally accepted consulting practice. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has not been prepared for use by parties other than the client stated. It may not contain sufficient information for the purposes of other parties or for other uses. It is recommended that any works planned by others and relating specifically to the content of this report be reviewed by DTS Group QLD to verify that the intent of our recommendations is properly reflected in the final design. To the best of our knowledge, information contained in this report is accurate at the date of issue.

Table of Contents

Executive Summary i
Site Details i
Application Details i
Synopsis i

1 Introduction 1
1.1 Level of Assessment 2
1.2 Level of Assessment – Variation Request 3

2 Site Characteristics 4
2.1 Site Summary 4
2.2 Planning Scheme Zones and Overlays 4
2.3 Topography 6
2.4 Frontage and Access 7
2.5 Surrounding Developments, Approvals and Applications 7
2.6 Ecological 7
2.7 Urban Services 7
2.8 Stormwater Infrastructure 7
2.9 Pre-lodgement Engagement 8
2.9.1 Logan City Council 8
2.9.2 Department of Education 9
2.9.3 Energy Queensland 10

3 The Proposed Development 11
3.1 Development Summary 11
3.2 Material Change of Use 11
3.2.1 Preliminary Approval 11
3.2.2 Variation Request 11
3.2.3 Structure Planning 12
3.3 Reconfiguring a Lot 13
3.3.1 Subdivision Layout 14
3.3.2 Design Philosophy 14
3.3.3 Lot Diversity 16
3.3.4 Net Density 18
3.3.5 Earthworks 18
3.3.6 Stormwater Management 18
3.3.7 Flooding 18
3.3.8 Engineering Services 18
3.3.8.1 Sewer 18
3.3.8.2 Water 18
3.3.9 Road Network 19

3.3.10 Active Transport Network 19
3.3.11 Ecological Assessment 19
3.3.12 Vegetation Clearing 20
3.3.13 Bushfire Hazard Assessment 20
3.3.14 Landscape Concept 20
3.3.15 Road Traffic Noise Assessment 20
3.4 Infrastructure Agreement 20

4 Town Planning Framework 21
4.1 Planning Act 2016 21
4.2 Categories of Development and Benchmarks 21
4.2.1 Variation Request 21
4.2.2 Assessment Benchmarks 22
4.3 Public Notification 23
4.4 Referral (Concurrence) Agencies 23
4.4.1 State Development Assessment Provisions 23
4.5 Referral (Third Party) Agencies 23
4.6 South East Queensland Regional Plan 23
4.7 State Planning Policy 23

5 Categorising Instrument – Logan Planning Scheme 2015 v9.2 24
5.1 Strategic Framework 24
5.1.1 Theme – Settlement Pattern 24
5.1.1.1 Strategic Outcome – Urban footprint 24
5.1.1.2 Strategic Outcome – Future Urban Area 24
5.1.2 Theme – Residential 25
5.1.2.1 Strategic Outcome – Housing Supply and Diversity 25
5.1.2.2 Strategic Outcome – Density 25
5.2 Emerging Community Zone 25
5.2.1 Purpose 25
5.2.2 Emerging Community Zone Overall Outcomes 26
5.3 Logan Reserve Land Use Area Plan 26

6 Assessment Benchmarks – Planning Scheme Codes 28
6.1 Primary Codes 28
6.2 Prescribed Secondary Codes 28
6.3 Overlay Codes 28

7 Conclusion 29

Appendices ..... A

Tables

Table 1 Level of Assessment & Applicable Assessment Criteria 2
Table 2 Logan Planning Scheme 2015 v9.2 Interactive Mapping 4

Figures

Figure 1 Aerial Photograph of Subject Site 1
Figure 2 Locational Context 4
Figure 3 Subject Site Contours 6
Figure 4 Surrounding Land Use Context Plan 13
Figure 5 Proposed Subdivision 13
Figure 6 Permeable Block Structure Examples 14
Figure 7 Example of Lot Frontage Diversity 17
Figure 8 Logan Reserve Land Use Area Plan (extract) 27

Appendices

Appendix A Subdivision Layout Plan ..... A
Appendix B Code Compliance Response ..... A
Appendix C Ecological Assessment Report ..... A
Appendix D Bushfire Hazard Assessment ..... A
Appendix E Civil Engineering Assessment Report ..... A
Appendix F Stormwater Management Plan ..... A
Appendix G Transport Assessment ..... A
Appendix H Landscape Concept Plan ..... A
Appendix I Acoustic Report ..... A

Executive Summary

Site Details

Address:	393-397 Logan Reserve Road, Logan Reserve
Lot Descriptions:	Lot 30 on RP223179
Zoning:	Emerging Community Zone
Precinct:	N/A
Development Area:	1.37ha
Registered Landowners:	Vista Land Qld Pty Ltd

Application Details

Application Type:	Material Change of Use for a Preliminary Approval (including a Variation Request to vary the effect of the Logan *Planning Scheme*) Development Permit for Reconfiguring a Lot (subdivision of 1 Lot into 22 Residential Lots, New Road and Drainage Lot)
Assessment Level:	Impact Assessable
Assessment Manager:	Logan City Council
Referral Agencies:	Not Applicable
Applicant:	Vista Land Qld Pty Ltd C/- DTS Group Qld Pty Ltd PO Box 3128, West End QLD 4101
DTS Reference:	BNE260080

Synopsis

This Development Application seeks approval for a Material Change of Use – Preliminary Approval (including a Variation Request to vary the effect of the Logan *Planning Scheme*, to apply the provisions of the Low Density Residential zone – Suburban precinct) and a Development Permit for Reconfiguring a Lot (subdivision of 1 Lot into 22 Residential Lots, New Road and Drainage Lot).

The development application has been made over one parcel of land at 393-397 Logan Reserve Road, Logan Reserve ("the subject site") – being land which is included in the Urban Footprint (SEQ *Regional Plan*) and the Emerging Community Zone (Logan *Planning Scheme*) – in a part of the City which has been (and continues to be) the subject of an extensive transition towards a new suburban residential neighbourhood.

The subdivision component of this application is accompanied by a Subdivision Proposal Plan which was the subject of prelodgement engagement with Logan City Council (Council Ref: PLM/87/2026, dated 23 April 2026). The proposed subdivision of the development area incorporates a mix of allotment sizes and types, and adopts a permeable subdivision layout, and includes diversity in the allotment types to be consistent with the establishing residential character of the surrounding area. The proposed allotments generally comply with minimum areas, frontages and dimensions identified in the Acceptable Outcomes (AO's) of the Logan *Planning Scheme 2015 v9.2 (with TLPI No. 1/2024)*.

The proposed development will occur as a logical and sequential extension of other development in the area (Council Ref: COM/21/2022, approved 29 September 2023) which is substantially under construction.

To facilitate the intended development this application seeks a Material Change of Use for a Variation Request to vary the effect of the Logan *Planning Scheme* over the subject site. The purpose of this component of the application is to allow for future residential development over the subject site as if the site were located in another planning area under the Planning Scheme. In this respect, the proposal seeks the re-allocation of land within the development area from the current Emerging Community zone to the Low Density Residential zone (Suburban precinct) for the purposes of future residential development.

The proposed development is entirely consistent with Council's development approval over land immediately to the south of the subject site (COM/21/2022).

This report has assessed the proposal having regard to section 45(5) of the *Planning Act 2016* and Division 4, Subdivision 2 of the *Planning Regulation 2017*. This report also provides an assessment of the variation request as required by section 61 of the *Planning Act 2016* and section 32 of the *Planning Regulation 2017*.

The proposal achieves the intent of the Strategic Framework and demonstrates compliance with Performance Outcomes of the relevant codes of the Logan *Planning Scheme 2015 v9.2 (with TLPI No.1/2024)*. This Planning Assessment Report supports the development application and is recommended to Council, as the Assessment Manager, for approval subject to reasonable and relevant conditions.

1 Introduction

This Planning Assessment Report accompanies a Development Application which seeks a Preliminary Approval for a Material Change of Use (including a Variation Request to vary the effect of the Logan *Planning Scheme*) and a Development Permit for Reconfiguring a Lot (subdivision of 1 Lot into 22 Residential Lots, New Road and Drainage Lot).

The subject site is located at 393-397 Logan Reserve Road, Logan Reserve being described as Lot 30 on RP223179 (hereafter referred to as "the subject site"). The locational context of the subject site is depicted in **Figure 1**.



Figure 1 **Aerial Photograph of Subject Site**
Source: *MetroMap, 2026*

The subject site is identified as being within the Emerging Community Zone of the Logan *Planning Scheme 2015 v9.2 (with TLPI No. 1/2024)*. The development has been assessed against the desired outcomes, intents and acceptable solutions of the relevant Planning Scheme codes as well as relevant State and regional provisions. This report has been prepared to logically address the town planning considerations relevant to the application for a Material Change of Use (Variation Request) and Reconfiguring a Lot, and based on this assessment, illustrates sufficient urban planning grounds to warrant approval.

Having regard to Schedule 2 "Dictionary" of the *Planning Act 2016*, the proposal is considered to constitute:

- Preliminary Approval for a Material Change of Use (Variation Request); and
- Development Permit for Reconfiguring a Lot (Subdivision).

Accompanying this report are the following supporting documentation:

1. Subdivision Proposal Plan, prepared by DTS Group and attached under **Appendix A**;
2. Code Compliance Response, prepared by DTS Group and attached under **Appendix B**;
3. Ecological Assessment Report, prepared by Saunders Havill Group and attached under **Appendix C**;
4. Bushfire Hazard Assessment, prepared by Bushfire Prone Planning and attached under **Appendix D**;
5. Civil Engineering Assessment Report, prepared by HCE Engineers attached under **Appendix E**;
6. Stormwater Management Plan, prepared by HCE Engineers and attached under **Appendix F**;
7. Transport Assessment, prepared by Colliers and attached under **Appendix G**;
8. Landscape Concept Plan, prepared by Saunders Havill Group and attached under

Appendix H; and

9. Acoustic Report, prepared by Acousticworks and attached under **Appendix I**.

1.1 Level of Assessment

The proposed development is for Reconfiguring a Lot (1 Lot into 22 Residential Lots, New Road and Drainage Lot) and a Development Application for a Material Change of Use – Preliminary Approval (including a Variation Request to vary the effect of the Logan *Planning Scheme 2015 v9.2 with TLPI No. 1/2024*). **Table 1** provides an assessment against Part 5 of the Logan *Planning Scheme* and has determined that the applicable level of assessment for this application is **Impact Assessment**.

It is noted that the subject site is not located within any Local Plan area.

Moreover, whilst the development on the subject site is influenced by certain overlays, the level of assessment is not changed as result as identified in **Table 1** below.

Table 1 Level of Assessment & Applicable Assessment Criteria

	Level of Assessment	Assessment Criteria
Material Change of Use (Variation Request)		
Variation Request	**Impact Assessment**	The Planning Scheme State Planning Policy Regional Plan
Reconfiguring a Lot (Subdivision)		
Zoning & Precinct		
Emerging Community	**Impact Assessment** – If a proposed lot is less than 20 hectares.	The Planning Scheme
Local Plan		
Nil	Not Applicable	Not Applicable
Overlays		
Acid Sulfate Soils trigger • Potential and actual acid sulfate soils	No Change	Not Applicable
Biodiversity Areas trigger • Secondary vegetation management area	No Change	Not Applicable
Bushfire Hazard trigger • Potential impact buffer	No Change	Bushfire hazard overlay code
Flood Hazard overlay • Low flood risk area • Moderate flood risk area	No Change	Flood hazard overlay code
Regional Infrastructure Corridors and Substations trigger	No Change	Regional infrastructure corridors and substations overlay code
Transport Noise Corridors trigger • Local roads – Categories 1, 2, and 3	No Change	Not Applicable

1.2 Level of Assessment – Variation Request

The Variation Request forming part of this application is treated separately from the part of this application that is for Reconfiguring a Lot, as it must be assessed in consideration of the result of these components. The Variation Request is made Impact Assessable.

This Report also addresses the balance of section 61 of the *Planning Act 2016* which requires a Variation Request to consider:

- The resultant assessment of the Reconfiguring a Lot;
- The Planning Scheme in its entirety;
- The Regional Plan; and
- The State Planning Policy.

The above matters are addressed in detail under **section 4** of this Report.

2 Site Characteristics

2.1 Site Summary

The subject site is located at 393-397 Logan Reserve Road, Logan Reserve being described as Lot 30 on RP223179. The subject site maintains a total frontage of 60.8m to Logan Reserve Road along the eastern boundary and has a site area of 1.37ha. The subject site is currently improved by an existing Dwelling House and ancillary components which will be removed to facilitate the development (as seen in **Figure 1**).

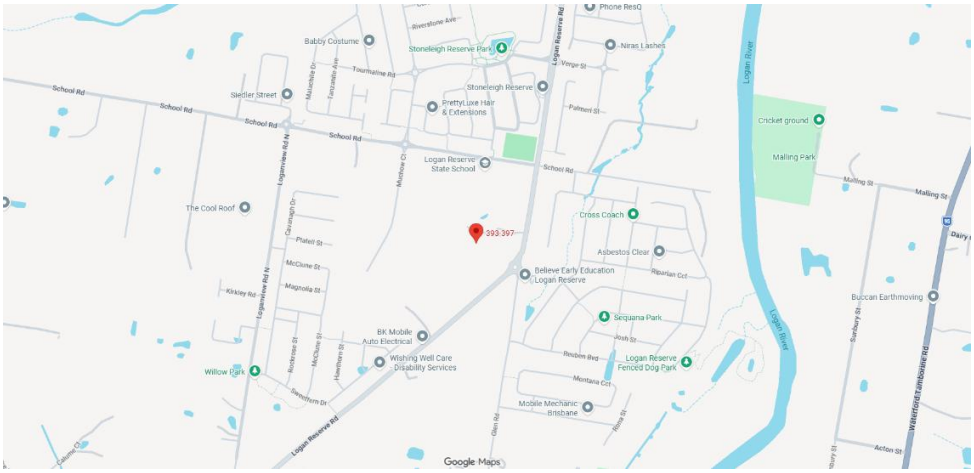


Figure 2 **Locational Context**
Source: *Google Maps, 2026*

In the locational context, and as seen in **Figure 2**, the subject site is located in an emerging residential area, west of Logan Reserve Road, south of School Road, and west of the Logan River. There are a number of existing development approvals in the surrounding locality which support the emerging residential community character.

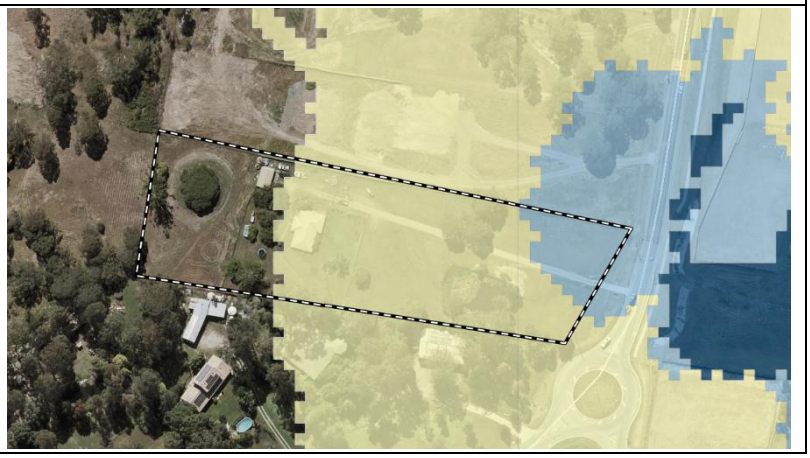
The Logan Reserve locality more broadly is experiencing considerable urban growth, as the land transitions from historic semi-rural / large lot living to low-density suburban residential housing.

2.2 Planning Scheme Zones and Overlays

Logan *Planning Scheme 2015 v9.2 (with TLPI No. 1/2024)* Interactive Mapping outlines the property flags shown in **Table 2** apply to the development area.

Table 2 **Logan Planning Scheme 2015 v9.2 Interactive Mapping**

Flag Description	Mapped Location
Zoning Centre Community facilities Emerging community Environmental management and conservation Low density residential Low impact industry Low-medium density residential Medium density residential Medium impact industry Mixed use Priority development area	

Flag Description	Mapped Location
Acid Sulfate Soils trigger *(OM-01.00)* Acid sulfate soil	
Biodiversity Areas trigger *(OM-02.00)* Biodiversity area	
Bushfire Hazard trigger *(OM-03.00)* Bushfire hazard area	
Flood Hazard trigger *(OM-05.04)* Flood risk areas High flood risk area Moderate flood risk area Low flood risk area Very Low flood risk area	

Flag Description	Mapped Location
Regional Infrastructure Corridors and Substations trigger *(OM-09.00)* Regional infrastructure and buffer area	
Transport Noise Corridors trigger *(OM-12.00)* Corridor: Transport noise corridor categories Noise: Local - Category 1 - Roads Corridor: Transport noise corridor categories Noise: Local - Category 2 - Roads Corridor: Transport noise corridor categories Noise: Local - Category 3 - Roads	

2.3 Topography

The subject site is generally flat with a slight fall towards the Logan Reserve frontage at the eastern boundary.

As shown in **Figure 3** below, the development area is characterised with a fall in topography from circa 25m AHD at the rear of the site along the western boundary – falling to a level of circa 14.5m AHD at the Logan Reserve Road frontage. The site presents a slope generally in an easterly direction.

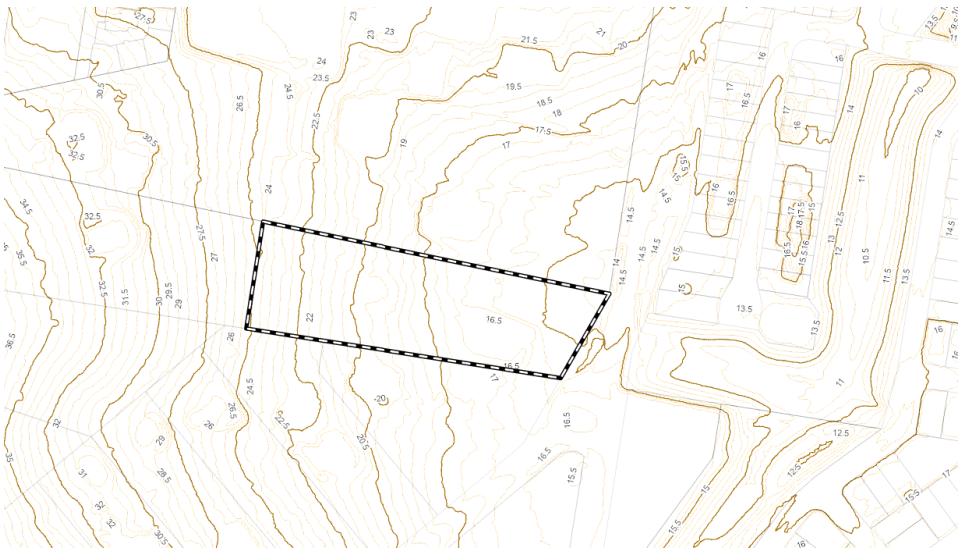


Figure 3 **Subject Site Contours**
Source: *Logan City Council Interactive Mapping, 2025*

2.4 Frontage and Access

The subject site has a 60.8m frontage to Logan Reserve Road along the eastern boundary. The subject site currently achieve access to Logan Reserve Road via an existing vehicular crossover which will be removed as part of this proposal.

Access to 15 of the proposed new lots (circa 70% of the development) will be via the new Urban Neighbourhood Access Road (UNAR) being delivered by the current development to the south. The proposed development will also provide two new internal roads (in the form of 'autocourts'), which will be connected to the new internal road network to the south of the site provided as part of a previous approval (Council ref.: COM/21/2022).

2.5 Surrounding Developments, Approvals and Applications

The Logan Reserve area is currently in a period of transition from large lot properties into suburban residential lots. Many of the adjoining and nearby properties have been recently developed or are subject to current development applications.

The subject site is directly adjoined to the south by an approved 81 lot residential subdivision under application COM/21/2022 (average lot size 426m²) which will provide new road connections to the subject site along the southern site boundary. The Subdivision Proposal Plan (shown in **Appendix A**) integrates the proposed new development layout with the approved road alignment.

Land further south of this proposal and west of Logan Reserve Road has also been recently approved for low density residential lots, providing 19 lots adjacent to established suburban development (Council ref.: COM/47/2022).

The land to the west of the subject site has been dedicated by Council as land for a future Park. Land directly north is State Government owned and forms part of the Logan Reserve State School.

2.6 Ecological

An assessment of ecology values has been undertaken across the subject site, with field survey from June 2026 (refer to the Ecological Assessment Report in **Appendix C**) that:

- The site has been used as a rural residential allotment with modification across the site including the construction of a single dam, a residential dwelling, clearing and associated infrastructure. Only scattered trees are present across the site;
- The site is mapped entirely as Category X (non-remnant) under the VMA, with the only ecological features on-site being local council biodiversity overlays; and
- A total of sixty-one (61) flora species were recorded across the site, of which twenty-one (21) were considered native species and forty (40) introduced / invasive species (fourteen (14) fauna species were observed within the assessment area or as fly-over species with most fauna species observed being common urban and peri-urban species).

2.7 Urban Services

The subject allotment is capable of connection to all urban services. As per the Civil Engineering Assessment Report (refer to **Appendix E**) potable water and sewer are proposed via connection to the sewer stubs within the development to the south, approved under application OW/281/2024, dated 7 May 2025.

2.8 Stormwater Infrastructure

The subject allotment provides stormwater infrastructure as part of this development and is further detailed in the Stormwater Management Plan (refer to **Appendix F**). The infrastructure will capture and discharge water flows via the use of municipal roads and a pit and pipe network to its legal point of discharge. The site will manage the stormwater quality using the bioretention

area in Lot 900 to ensure the mitigation of impacts to Logan River.

2.9 Pre-lodgement Engagement

2.9.1 Logan City Council

A formal prelodgement meeting was held between the applicant, Vista Land Qld Pty Ltd, and Logan City Council on 23 April 2026. The discussion involved multiple items including layout, frontages, servicing and access (Council ref.: PLM/87/2026).

This development application has been prepared and submitted in line with these prelodgement discussions. **Table 3** below includes a formal acknowledgement of Council's initial commentary.

Table 3 Prelodgement Advice Responses (PLM/87/2026)

Council Advice	Our Response
Verge Requirements Officers confirm a ¾ Urban Neighbourhood Access Road is currently approved along the northern boundary of 399-407 Logan Reserve Road as part of application COM/21/2022. This would need to be incorporated into any future iteration of the proposal. Based on a review of the approved Operational Works permit (OW/281/2024) in relation to COM/21/2022. It is expected an additional 1.5m of verge will be required as part of any future development over the site to deliver the southern road to the ultimate UNAR standard. This is subject to confirmation as part of a future application.	The dedication of an additional 1.5m of road reserve (verge) is included for the purposes of completing the UNAR typology in the proposed subdivision layout.
Movement Network The submitted plans include a proliferation of rear lots which does not support a permeable movement network that supports active transport. Council's preference is for an internal private road (under CTS) or new public road be delivered over the site, that provides connections to the west. Structure planning should be undertaken to identify the development potential over the adjoining site to the west to inform a logical development pattern and road network. Furthermore, consideration should also be given to the interface with the existing Logan Reserve State Primary School to the north. It is recommended an Access Lane or similar adjoining the school site is investigated to improve accessibility and interface issues. The intention of the Access Lane is to ensure a suitable buffer is provided to the school. Future dwelling houses would interface internally (to the south) of the new road/private road with access to garages/carports, provided via the Access Lane. No through road connection on Logan Reserve Road should be established. Where issues or concerns are raised on the use of the Access Lane. No through road connection on Logan Reserve Road should be established. Where issues or concerns are raised on the use of the Access Lane as a 'drop off/pick up' zone for the school, appropriate conditions and signage can be imposed (i.e. 'no stopping during school hours'). Council officers also consider that a temporary footpath should be provided along the western verge of Logan Reserve Road, along the frontage of the site and connecting north to the existing footpath in front of Logan Reserve State School, including other connectivity options in the surrounding area to increased pedestrian connectivity. This would aid in complying with PO6 and PSP 8 – Urban design. Logan Reserve Road is identified as an Urban arterial	Based on the constraints around the subject site shape (depth) and access (from the adjoining development to the south), the initial proposal plans provided during this prelodgement meeting had tried to balance the expected development outcomes by employing up to eight (8) rear access lots across four (4) shared access handles. In advancing this development application, the proposal has since been altered, with the finalised subdivision provided in this report. The submitted plan of subdivision now includes three (3) rear lots, with the significant majority of the development (19 lots) now being accessed via either the approved road directly south or one of the two new 10.0m wide access lanes being provided within this development. The two proposed 10.0 wide access lanes are intended to service areas of the site along the northern boundary (shared with Logan Reserve State School) which would not otherwise be accessible without rear access handles. It is intended during the Operational works stage to construct the new roads as access lanes which visually differentiate the development from the supplied road network to the south. Pedestrian access can be provided within the development to the north and along the western verge. Landscaping is intended to be provided within Lot 900, which acts as a drainage reserve for the development and is also positioned towards the Logan Reserve Road frontage.

Council Advice	Our Response
single carriageway. The submitted plans do not show any land dedication for landscaping and therefore it does not comply with AO11. Please note, any land dedication required or landscaping is separate to any land dedication required for road upgrades.	
Servicing On-site refuse collection is required where servicing 4 or more lots; however, no details have been provided regarding a refuse strategy. In accordance with PSP 5 – Infrastructure, refuse collection vehicles (RCVs) are required to enter and exit the site in forward motion, without undertaking more than a 3-point-turn.	On-site refuse collection is expanded upon in **Appendix E**. The proposed development is able to provide an appropriate refuse strategy, serviced by the UNAR road to the south. There will be no need for a refuse collection vehicle to enter the site.
Structure Plan A structure plan (SP) would need to be provided to demonstrate how the proposal will integrate with the existing development approved over the adjoining sites.	A Structure Plan is not included as part of this proposal – see **section 3.2.3** which discusses. As the land to the south has been established by way of the current development approvals, the land immediately to the west will be repurposed as a Local Recreation Park, and the land to the north forms part of the Logan Reserve State School. The subject site therefore is completely self-contained from a design sense (refer **Figure 4**). To the extent that the development is intended to integrate with the surrounding uses, it is noted that the use of the two road laneways so provide opportunities for improved and enhanced pedestrian access to the Logan Reserve State School and future Local Recreation Park.
Element – Key Sites and Corridors The subject site is marginally located in the Regional infrastructure and substations overlay corridor, specifically, a powerline corridor for 110kv powerlines. Advice should be sought from Energex in relation to potential impacts on infrastructure that may need to be managed. Should an application be lodged, Council would also seek third party advice from Energex. Any development application will need to consider the requirement for protecting this key infrastructure, demonstrating measures to safeguard the corridor where it impacts the subject site. Based on previous applications along Glen Road, a minimum 9-metre-wide building exclusion zone was imposed for any lots within the mapped powerline corridor.	The mapped Regional Infrastructure is the powerline infrastructure aligned in a north-south direction along Logan Reserve Road (north of the roundabout) and Glen Road (south of the roundabout). The mapped overlay does not impact any proposed residential lot, sitting only marginally with the proposed Lot 900 drainage reserve. Early engagement carried out between the Applicant and Energex acknowledges this (Energex email dated 10.06.2026) – confirming that with the proposed open space (i.e., drainage) and road dedications, that "*the proposed lots are setback from the road by a sufficient distance to accommodate any exclusion zone required*".
Stormwater A concept site-based Stormwater Management Plan will be required to be submitted which demonstrates how the development will achieve the principal of 'no worsening' in accordance with section 3.6 of Planning Scheme Policy 5 – Infrastructure and demonstrates how stormwater can be conveyed to a lawful point of discharge.	A Stormwater Management Plan has been included under **Appendix F**. The proposal will not cause any worsening to the subject site or to surrounding land.

Further detailed engagement between the Applicant and Council has occurred since the prelodgement meeting, including multiple discussions/emails regarding the proposal's configuration and design. This ongoing engagement has been beneficial in further refining the proposed layout, having regard to Council's feedback, the surrounding urban context and the outcomes of more detailed engineering investigations and design. The resulting layout reflects a more developed and coordinated response to the relevant planning, engineering and urban design considerations than that presented at the prelodgement meeting.

2.9.2 Department of Education

Following the prelodgement engagement with Logan City Council, the Applicant has also

engaged with the Department of Education, as the responsible entity for the adjoining Logan Reserve State School.

On 18 August 2026, the Department confirmed that there were no publicly available plans identifying any proposed future development of the school, and did not identify there to be any specific requirements or considerations relevant to the design of this proposed development.

2.9.3 Energy Queensland

The Applicant undertook early engagement with Energex (via the Property & Security Group at Energy Queensland).

Via return email dated 10 June 2026, Energy Queensland confirmed that the site's mapped proximity to the powerline corridor overlay (specifically the 110kv powerlines) is in response to the current Logan Reserve Road / Glen Road road reserve corridor not being sufficiently wide enough to accommodate the full safety clearance of the sag/swing from the 110kv lines.

Energy Queensland confirmed that, with the inclusion of the proposed open space (drainage) lot at the eastern end of the subject site where the corridor is mapped, the proposed residential lots are setback from the corridor by a sufficient distance to accommodate any required exclusion zone.

3 The Proposed Development

The proposal seeks approval for a residential Subdivision on the subject site within the Emerging Community zone at 393-397 Logan Reserve Road, Logan Reserve, as described in the following sections.

3.1 Development Summary

The proposed development comprises:

- Material Change of Use (Variation Request) to vary the effect of the Logan *Planning Scheme 2015 v9.2 (with TLPI No. 1/2024)* to include land in the Low Density Residential zone (Suburban precinct); and
- Development Permit for Reconfiguring a Lot (Subdivision of 1 Lot into 22 Residential Lots, New Road and Drainage Lot).

3.2 Material Change of Use

3.2.1 Preliminary Approval

The application also includes a Preliminary Approval for a Material Change of Use (including a Variation Request to vary the effect of the Logan *Planning Scheme 2015 v9.2 (with TLPI No. 1/2024*), which seeks to establish the category of development and assessment benchmarks for future accepted development.

The purpose of this component of the application is described as allocating a specific zone and precinct across the subject site which allows the subject site to be treated as if it were in another planning area under the Planning Scheme. Broadly, this process is akin to being a proposed "rezoning" of the site from future urban, to residential.

In this respect, the Preliminary Approval (Variation Request) seeks the re-allocation of land from the current Emerging Community zone to the intended Low Density Residential zone (Suburban precinct) of the current Logan *Planning Scheme 2015* – allowing the reconfigured site (once developed) to be used for low density residential purposes. The proposed Preliminary Approval is identical to that assessed under the adjoining development approval COM/21/2022. See **section 3.2.2** of this report for further discussion.

3.2.2 Variation Request

The Variation Request seeks to vary the subject site's zoning under the *Logan Planning Scheme 2015 v9.2 (with TLPI No. 1/2024)*. The subject site is currently situated in the Emerging Community zone, and whilst this zone does allow for the investigation and establishment of residential activities, it is not a zone that contemplates low density residential development being carried out without further Impact Assessable applications for residential forms of development (e.g., dwelling houses).

As such, this development application seeks to vary the Logan *Planning Scheme 2015* to allow for not only the implementation of the proposed Reconfiguration of a Lot, but with changes to the application of the categorising instrument in a way that allows for low density residential activities being carried out in accordance with the approved development plans. This will effectively change the level of assessment of future development applications for Reconfiguring a Lot and Material Change of Use (specific uses only) to be consistent with the level of assessments prescribed under the Logan *Planning Scheme 2015* for that proposed zoning, being the Low Density Residential zone. The proposed Variation Request – and allocation of land into the Low Density Residential zone – is identical to that assessment carried out as part of the adjoining development approval COM/21/2022.

The Variation Request is intended to achieve consistency between the proposed lot layout and the land use intent expressed for that lot layout under the presiding categorising instrument.

The purpose and overall outcomes sought for the Low Density Residential zone and relevant justification are provided in the following—

The purpose of the Low density residential zone is to provide for—

(a) a variety of low density dwelling types, including dwelling houses; and

(b) community uses, and small-scale services, facilities and infrastructure, to support local residents.

The proposal involves the reconfiguration of a lot to provide 22 new residential allotments capable of accommodating future low-density, single detached dwellings and therefore is consistent with the purpose of the Low Density Residential zone.

The Logan *Planning Scheme 2015*, at section 6.2.5.2 (3)(h), further expresses the overall outcomes for the Suburban precinct as being:

i. land uses comprise:
  A. Caretaker's accommodation, Dual occupancy, Dwelling house on a single lot, Home-based business, Multiple dwelling, Relocatable home park, Residential care facility, Retirement facility or Sales office; or
  B. other uses that cater for local residents being Childcare centre, Community use, small-scale Food and drink outlet (excluding a drive-through facility), small-scale Health care service (excluding Pharmacotherapy clinic) or small-scale Shop;

ii. a small-scale Shop does not undermine the viability of a nearby centre or the centre hierarchy;

iii. the built form is characterised by Dwelling houses in an urban landscape setting;

iv. a Dual occupancy has a density consistent with that intended for the use;

v. a Multiple dwelling has a maximum net density of 25 equivalent dwellings per hectare;

vi. Reconfiguring a lot:
  A. Creates lot sizes which are consistent with the intended lot size and character of the precinct;
  B. Maintains a block pattern that accommodates traditional backyards and large trees.

The proposed development meets the overall outcomes of the 'Suburban precinct'. The proposed layout has been designed to reflect the existing surrounding character and low-rise built form, with future residential development to be provided in accordance with the existing streetscape and zone requirements.

The proposed Variation Request does not seek to amend any of the assessment benchmarks or levels of assessment of the Low Density Residential zone.

3.2.3 Structure Planning

The land immediately to the south has been established by way of the current development approvals (COM/21/2022) which has established the broader road network including the UNAR which connects Muchow Court to the west with the existing roundabout on Logan Reserve Road to the east. To the south of the UNAR, the COM/21/2022 development approval has established a low density residential urban settlement pattern which is under construction and nearing completion.

The Applicant understand that the land immediately to the west (Lot 24 RP 226268) has been identified by Logan City Council as being necessary for the purposes of a future Local Recreation Park – meaning this land will be maintained as public open space.

The land to the north forms part of the Logan Reserve State School, and will not be subject to any further private development.

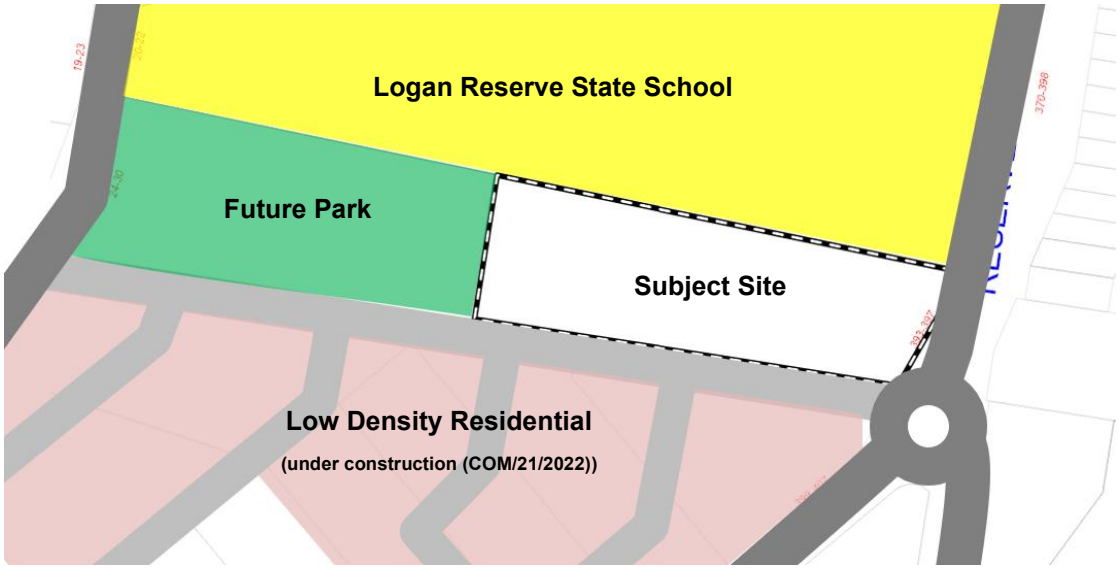


Figure 4 **Surrounding Land Use Context Plan**
Source: *DTS Group, 2025*

As seen in **Figure 4**, the subject site is self-contained from a design and development perspective, with the proposed development capable of being appropriately designed, serviced and assessed independently of surrounding land.

The subject site provides a logical continuation of the approved development directly south (Council ref.: COM/21/2022), including a logical extension of the established utilities including roads, water and sewer. Accordingly, no broader structure planning is warranted or considered necessary to support the assessment of this application.

3.3 Reconfiguring a Lot

The proposed Reconfiguring a Lot component of this development application seeks to subdivide the development area into 22 Low Density Residential Lots including New Road and a Drainage Lot. An extract of the subdivision proposal is included at **Figure 5** (reproduced in full in **Appendix A**).

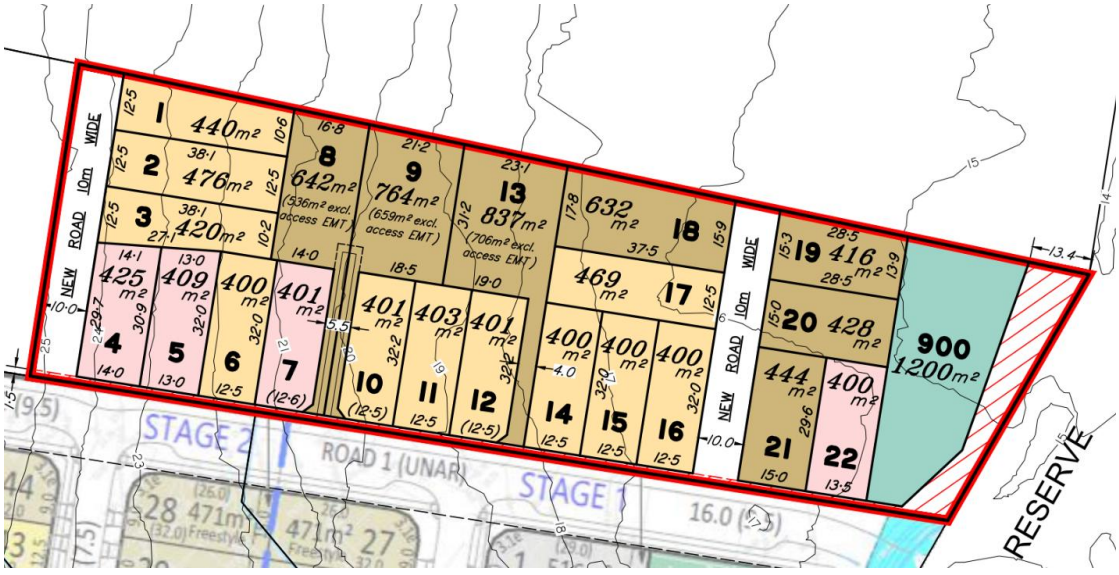


Figure 5 **Proposed Subdivision**
Source: *Extract from Subdivision Proposal Plan prepared by DTS Group (refer to **Appendix A**)*

The development responds to the opportunities and constraints of the subject site and will be of a scale that is consistent with the emerging low density residential uses in the area.

As per the general requirements of the Reconfiguring a Lot code, the proposed subdivision has been designed to accommodate future low-density residential development in the form of detached dwelling houses. The lot configuration adopts a mix of residential low density lot sizes which achieve lot areas and frontages that are generally consistent with the established and anticipated density and composition of the area.

The proposed subdivision will result in an allotment size and configuration that is consistent with the surrounding intent for the zone. All of the proposed residential lots will achieve access to the internal road network which is derived from future internal roads that connect to the approved road layout to the south.

3.3.1 Subdivision Layout

The proposal seeks to develop the subject site generally in accordance with the land use and density expectations of the Low Density Residential zone (Suburban precinct) in a subdivision layout which is generally rectilinear in its form.

The proposed residential subdivision (as shown in the Subdivision Proposal Plan in **Appendix A**), has been designed to:

a. provide a permeable block structure, in a form consistent with that illustrated in Figure 2.1.3.1 of *Planning Scheme Policy 8 – Urban Design* (refer to extract in **Figure 6**, below);
b. incorporate a movement network that is simple and legible;
c. provide pedestrian and cycle permeability that encourages active transport;
d. integrate signage and road treatment to increase the legibility of the neighbourhood; and
e. avoid the use of cul-de-sac roads.

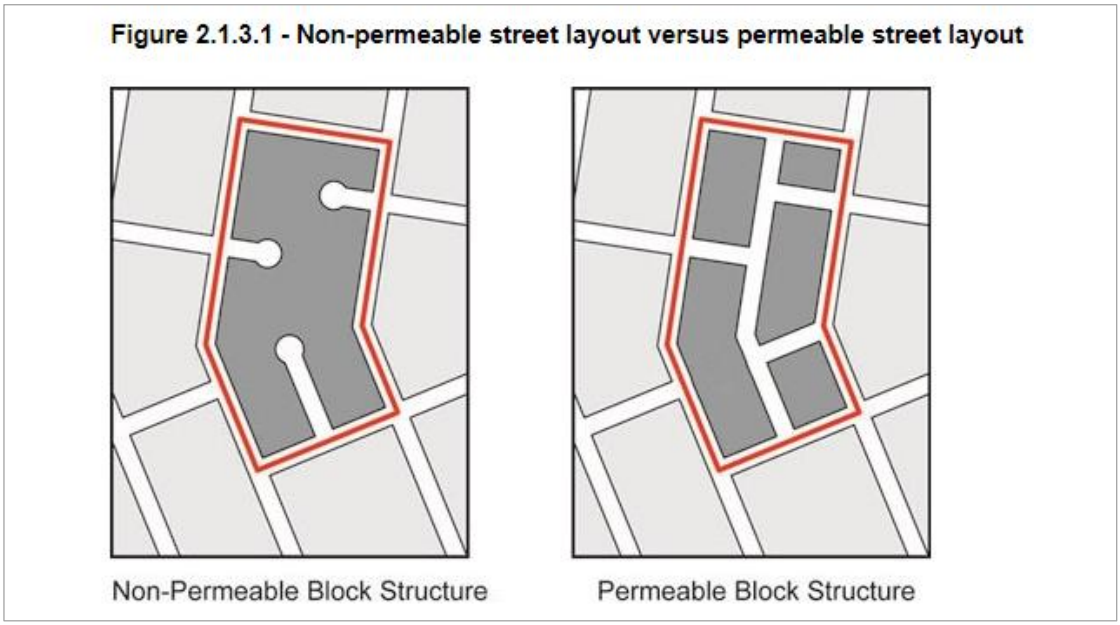


Figure 6 **Permeable Block Structure Examples**
Source: *Logan Planning Scheme 2015 v9.2 (Planning Scheme Policy 8 – Urban Design)*

3.3.2 Design Philosophy

The following section outlines the design philosophy underpinning the proposed development.

The design response has been informed by a number of external site and contextual considerations, including:

- The land to the north has been amalgamated into the Logan Reserve State School and is therefore not anticipated to be developed for private purposes;

- The Department of Education has confirmed that there are no publicly available plans identifying any future development of the school and has not identified any specific requirements or considerations relevant to the design of this new proposed subdivision;
- The Applicant understands that the land to the west is planned to accommodate an LGIP Local Recreation Park;
- A 1.5m road widening is being provided along the southern boundary of the subject site to augment the UNAR being delivered under the COM/21/2022 development approval;
- The COM/21/2022 development approval establishes a road network incorporating 'Road 2', a local access circuit street that intersects the UNAR at two defined locations. These approved intersections establish the principal points of connection to the UNAR and, in turn, impose intersection separation requirements that constrain the location of any additional road connections proposed as part of the subject development; and
- To the east, the design of the proposed development must respond to land requirements associated with the widening of Logan Reserve Road, drainage considerations, and vehicular access constraints arising from the proposed fourth leg of the Logan Reserve Road / Glen Road roundabout; and
- An east/west internal road connection would represent an illogical and inefficient urban design outcome, as it would introduce an additional road corridor and associated infrastructure that does not logically respond to the broader road hierarchy, surrounding development pattern or functional movement network.

In response to these factors and considerations, the proposed subdivision, as illustrated in **Figure 5**, has been designed to respond to the following matters:

- To the north:
    - The two proposed laneways provide direct connections between the UNAR and the Logan Reserve State School, thereby maintaining the opportunity for enhanced pedestrian permeability between the residential area and the school should this be required in the future, subject to the Department of Education's future plans and requirements. If required, the laneways could also potentially facilitate emergency vehicle access to the school by extending their construction to the school boundary;
    - While remaining within the public realm as dedicated road reserve, the laneways are intended to function as lower-order access ways rather than conventional vehicular streets. This reduces the potential for incidental through traffic and public access associated with school activity;
    - The laneways will not provide for on-street parking and will therefore not facilitate student pick-up or drop-off activity associated with the school; and
    - Address a gap in the existing pedestrian network by facilitating more convenient pedestrian access between the existing school frontage and the emerging residential community through the developer funded/delivered new concrete pedestrian pathway.
- To the west:
    - The proposed laneway provides vehicular access to Lots 1–3 while enabling the dwellings on these lots to be oriented towards the future Local Recreation Park;
    - The arrangement provides a continuous public road interface along the western, southern and eastern boundaries of the future Local Recreation Park;
    - It avoids the creation of a direct residential lot interface with the future Local Recreation Park; and
    - Bin collection and other servicing requirements for Lots 1–3 can be accommodated from the UNAR via servicing pads located adjacent to the southern side of Lot 1.

- To the south:
  - The proposed laneway arrangements avoid the creation of four-way intersections with the UNAR;
  - The approved Road 2 intersections under the COM/21/2022 development approval establish intersection separation requirements that limit the ability to introduce additional conventional road connections to the UNAR. The proposed laneways can instead be appropriately offset along the UNAR alignment without creating additional conventional four-way intersections; and
  - The laneway arrangement improves the overall connectivity and functionality of the development while reducing the number of rear access lots to three lots, serviced via two shared access handles.
- To the east:
  - The proposed layout accommodates the road widening and land dedication requirements associated with Logan Reserve Road;
  - Vehicular crossovers are located more than 30 metres from the proposed roundabout, avoiding additional vehicular access in close proximity to the intersection;
  - Land is provided for the required drainage reserve and bio basin; and
  - Landscaping is proposed alongside the Logan Reserve Road dedication.
- With respect to rear Lots:
  - The proposed layout substantially reduces the reliance on rear access lots identified through the pre-lodgement design, reducing the number from eight to three lots;
  - The three rear access lots are serviced via two shared access handles, reducing the number of access arrangements from four to two; and
  - The resulting rear access lots remain appreciably larger than the minimum lot size required for rear access lots under the Planning Scheme.
- With respect to Lot Mix and Frontages:
  - The proposed layout maintains compliant lot dimensions while providing an appropriate and diverse mix of lot sizes and frontages;
  - A mix of 12.5 metre and 15 metre frontage lots is provided along the UNAR;
  - The rear access lots remain appreciably larger than the minimum rear access lot size required by the Planning Scheme; and
  - Lots adjoining the school boundary have been provided with increased frontage widths and larger lot areas to facilitate greater building setbacks and improved separation from the school site.

The proposed subdivision layout represents a balanced response to the matters raised through Council's pre-lodgement engagement, while also responding to the development constraints surrounding the site.

The resulting layout maintains an appropriate level of connectivity and pedestrian permeability, provides a logical interface with the future Local Recreation Park and Logan Reserve State School, reduces the number of rear access lots and access handles, and provides an appropriate mix of lot sizes and frontages. Accordingly, the proposed design achieves an appropriate balance between Council's pre-lodgement feedback, sound urban design outcomes and the reasonable development yield of the site.

3.3.3 Lot Diversity

The proposed development provides for a diversity of lot types to present an attractive design towards the streetscape.

As shown in the Subdivision Layout Plan (in **Appendix A**), the proposed subdivision adopts a configuration in which there are no more than three (3) adjoining lots have the same frontage, achieving compliance with the allotment dispersal requirements – promoting diversity in housing design across the development in a manner that accords with the frontage diversity examples shown in Figure 2.3.3.1 of the Planning Scheme Policy 8 (extracted below in **Figure 7**):

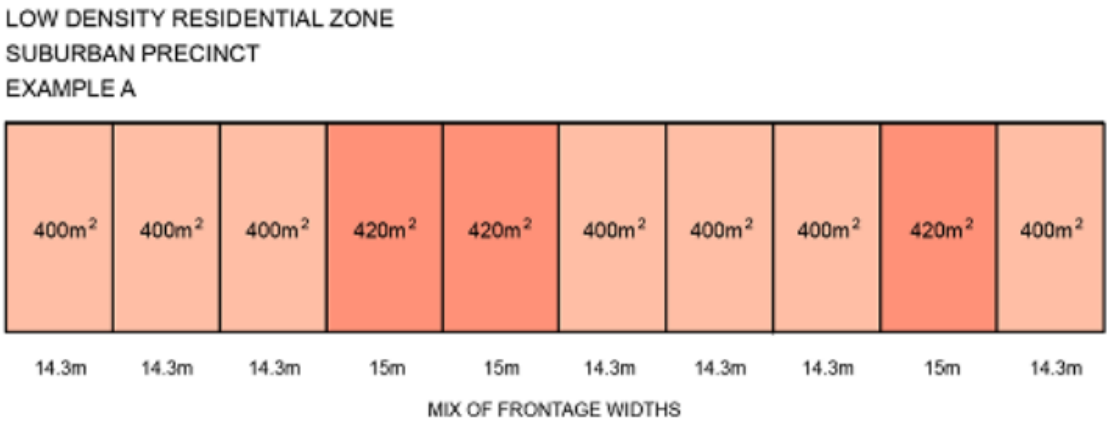


Figure 7 **Example of Lot Frontage Diversity**
Source: *Logan Planning Scheme 2015 v9.2 (Planning Scheme Policy 8 – Urban Design)*

The development fully achieves the preferred minimum lot frontages (12.5m) and minimum lot areas (400m^2) expressed as Acceptable Solutions within the Reconfiguring a Lot Code.

The proposal is able to provide a diversity of lot types to present an attractive design to the streetscape. The proposed subdivision adopts a configuration in which there are no more than three (3) adjoining lots which have the same frontage, achieving compliance with the allotment dispersal requirements. The Lot Frontage Assessment included in Table 9.4.6.3.5 requires a maximum 70% of total lots created provide a frontage 15m or less, and 30% of total lots provide a frontage of 15m or greater to assist in the delivery of lot diversity. The proposed 22 Lots achieves full compliance with this table; therefore, it can be considered that the development has demonstrated a diversity of lots compliant with the Logan *Planning Scheme 2015*.See a summary of compliance in **Table 4** below.

Table 4 **Lot Frontage Assessment (Reconfiguring a Lot Code – Table 9.4.6.3.5 – Frontage Requirements)**

Lot Frontage Dimension	Table 9.4.6.3.5 Requirement		Development Proposal	
12.5-14.99m	Maximum 70% of total lots created	15 lots	70% of total lots created	15 lots
15.0m & greater	Minimum 30% of total lots required	7 lots	30% of total lots created	7 lots

The proposed design provides for generous allotment frontages which will deliver significant diversity in housing form and building & landscape design outcomes.

The dispersal of these lot types across the proposed development is identifiable by the shading which can be seen on the amended Subdivision Layout Plan. Based on the frontage dimensions being achieved across these three (3) allotment types, a mix of lots with varying dimensions along the streetscape in a configuration with is consistent with the intent of the Suburban precinct.

In terms of allotment dimensions, frontages and areas, the proposed development layout remains fully compliant with Council's preferred allotment design criteria expressed as

Acceptable Solutions of the Reconfiguring a Lot code included in the Logan *Planning Scheme 2015 v9.2*.

3.3.4 Net Density

The development proposal achieves a density of 16.05 dwellings per hectare (based on the development area of the proposal – a residential density which is entirely consistent with the intended use and the intended character of the Low Density Residential zone (Suburban precinct), as evidenced by the subdivision pattern of the recent new developments within close proximity to the subject site.

3.3.5 Earthworks

To ensure compliance with all relevant standards pertaining to the construction of roads, surface drainage and allotments, cut and fill earthworks are required across the development – preliminary earthworks plans have been prepared and are included in the Civil Engineering Assessment Report at **Appendix E**.

As outlined in the Report, the proposed development is predominately in fill due to the requirements to match existing external levels (particularly from the new development to the south) as well as for stormwater drainage from lots to kerb and channel to ultimately discharge to the proposed basin.

3.3.6 Stormwater Management

Stormwater runoff from the site is currently conveyed as sheet before it is captured and conveyed under Logan Reserve Road towards the Logan River. There is currently an existing upstream catchment of approximately 6000m^2 which traverses the site, west to east. It is proposed to manage the external catchment flows through proposed stormwater gullies within the western access road. A 450mm diameter pipe is proposed to direct stormwater to the southern boundary where it will then be piped to the proposed basin – refer to the Stormwater Management Plan at **Appendix F**.

3.3.7 Flooding

All proposed lots will have appropriate freeboard to the 1% AEP Flood event. The Civil Engineering Assessment Report (refer **Appendix E**) concludes that the risk of flooding is very low and further assessment against the Flood Hazard Overlay Code is not required.

3.3.8 Engineering Services

3.3.8.1 Sewer

There is currently an existing sewerage maintenance structure southeast of the subject site, located in Bertha Park. Application OW/281/2024 proposed to make a sewerage extension from this structure. The future development have additionally provided a DN150 sewerage connection within the southeastern boundary of the subject site. The development proposes to extend from the provided connection to service each lot individually – refer to the Civil Engineering Assessment Report (refer **Appendix E**).

3.3.8.2 Water

There is currently an existing 225mm diameter PVC-M water trunk main southeast of the development, located on the adjacent side of Logan Reserve Road. Approved application OW/281/2024 is extending from this main to service their development.

The development proposes to extend from the future 150mm PVC-M main proposed within the adjacent verge of the future road, with water main and service connections from the future main to service proposed lots individually. Refer to the Civil Engineering Assessment Report (refer **Appendix E**).

3.3.9 Road Network

As outlined in **section 2.4**, access to circa 70% of the development will be via the new Urban Neighbourhood Access Road (UNAR) road being delivered by the current development to the south (Council ref.: COM/21/2022). In line with Council's advice (email dated 23rd April 2026) a 1.5m land dedication has been provided along the northern frontage of the subject site, thereby achieving a 4.0m verge width along the site boundary / frontage to the UNAR.

The proposed development will also provide two new internal roads (in the form of 'autocourts'), which will be connected to the new internal road network to the south of the site provided as part of a previous approval.

The Transport Assessment (**Appendix G**) assesses the proposed access arrangements, and finds that access to the proposed lots can be achieved in compliance with the Planning Scheme Policy 5 - Infrastructure.

3.3.10 Active Transport Network

The development proposes to dedicate additional land for the purposes of the northern verge to the UNAR, which will also be constructed with a concrete pedestrian footpath for its full site frontage (refer to the Concept Civil Services drawings in the Civil Engineering Assessment Report at **Appendix E**).

Additionally, the development proposes to deliver an improvement to pedestrian connectivity within the local area through the construction of a concrete pedestrian pathway along the full length of the subject site's frontage to Logan Reserve Road. The proposed pathway will also extend along the adjoining frontage of Logan Reserve State School, providing a continuous pedestrian connection between the existing pathway adjoining the school and the new residential area to the south.

The proposed works will address a gap in the existing pedestrian network and provide improved connectivity along this section of Logan Reserve Road. The pathway will facilitate more convenient pedestrian access between the existing school frontage and the emerging residential community, supporting movement within and between these areas.

Accordingly, the proposed pathway represents a broader community benefit associated with the development, extending beyond the immediate needs of future residents of the development. By contributing to the establishment of a more continuous pedestrian network along Logan Reserve Road at developer cost, the works will enhance accessibility and connectivity for the surrounding community and provide supporting infrastructure consistent with the ongoing growth and development of the locality.

3.3.11 Ecological Assessment

The subject site is mapped within the Biodiversity Areas Overlay as a Biodiversity Areas Trigger and Vegetation Management Area; however, as evident from aerial imagery, the land has been subject to significant historical modification and retains sparse vegetation located mostly to the rear of the lot. A review of historic aerial imagery indicates that that vegetation clearing on most of the subject site occurred prior to 1967 (the earliest accessible aerial imagery of the site).

As documented in the Ecological Assessment Report included at **Appendix C**, the subject site does maintain some current regrowth native vegetation but is otherwise dominated by exotic forbs and grasses, garden beds and lawns. The site assessment included in the Ecological Assessment Report further determined that the neighbouring lots were either bare, consisting entirely of maintained lawn, urban infrastructure or rural residential lots with segregated patches of native regrowth – find that the subject site provides limited ecological values and connectivity to local flora and fauna.

3.3.12 Vegetation Clearing

Impacts are predicted to the LCC Biodiversity MLES and Secondary Vegetation Management overlays mapped across site. Therefore, an environmental offset in accordance with SC3.1 – Environmental Offset Standards in Planning Scheme Policy 3 – Environmental Management, may be required where impacts to native vegetation are not deemed to be compensated for via restoration and rehabilitation onsite. The offset will be calculated to the cost of $149.99 per native tree greater than 100mm DSH or $299.98 per native habitat tree greater than 700mm DSH or/and with hollows, being impacted. A total of 25 native trees (>100 mm DSH) including 3 LCC native habitat trees are proposed to be removed resulting a financial contribution of $4,349.71. Refer to the Ecological Assessment Report included at **Appendix C**.

3.3.13 Bushfire Hazard Assessment

As the site is affected by the Bushfire Hazards Overlay, a Bushfire Hazard Assessment Report has been prepared (included under **Appendix D**) which finds that there are no bushfire hazards within 100m of the proposed development. It was determined that all future buildings on the proposed lots can achieve a BAL LOW rating.

3.3.14 Landscape Concept

A Landscape Concept Plan has been prepared for the development proposal (see **Appendix H**) identifying opportunities for the incorporation of landscape treatments within the stormwater drainage Lot 900, and within the new areas of public realm (road reserve) being provided within the development.

The landscape concept plan will be used to inform the detailed subsequent application for Operational Works (Landscaping).

3.3.15 Road Traffic Noise Assessment

The subject site sits alongside Logan Reserve Road, where the land may be affected by road traffic noise. Modelling of the acoustic environment has occurred (refer to the Acoustic Report in **Appendix I**) which recommends that the development incorporate the following amelioration measures:

- As a consideration of future dwelling houses – the application of glazing treatments to future dwelling houses (as outlined in section 8.1.1 of the Acoustic Report);
- As a consideration of future dwelling houses – the use of alternative ventilation, wall and roof construction forms (as outlined in section 8.1.2 to 8.1.4 of the Acoustic Report); and
- As a requirement of this proposed subdivision development – the construction of an acoustic barrier (height between 1.8m and 2.4m) at the eastern end of the development (as outlined in section 8.1.5 of the Acoustic Report).

3.4 Infrastructure Agreement

As the subject site is located outside the Priority Infrastructure Area (PIA), the delivery and funding of infrastructure associated with the development will be addressed through an Infrastructure Agreement (IA) with Council.

The Applicant for this proposed development intends that the IA also recognise the developer-funded delivery of external pedestrian infrastructure associated with the proposal, including the construction of the proposed footpath along the Logan Reserve State School frontage (length of circa 180 metres within the Logan Reserve Road western verge). This approach will provide an appropriate mechanism for documenting the delivery of these works and recognising the broader contribution they will make to improving pedestrian connectivity along Logan Reserve Road.

4 Town Planning Framework

4.1 Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the *Planning Act 2016* and under related legislation including the *Planning Regulation 2017* and the Development Assessment Rules.

4.2 Categories of Development and Benchmarks

The development proposed by this application includes a Reconfiguration of a Lot that is made Impact Assessable under the Logan *Planning Scheme 2015 v9.2 (with TLPI 01/2024)*, in accordance with section 45(2) of the *Planning Act 2016.* In this regard, the benchmarks for a categorising instrument as set out in section 45(5)(a) of the Act have been considered by this report.

> *"(5) 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 regulation 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."*

4.2.1 Variation Request

To facilitate the development of the subject site for residential purposes, a variation request is required under the *Planning Act 2016*. A variation request is defined as:

> *"The part of a development application for a preliminary approval for premises that seeks to vary the effect of any local planning instrument in effect for the premises".*

The development is also for a variation request that must be assessed and decided under section 61 of the *Planning Act 2016*:

> *"(2) When assessing the variation request, the assessment manager must consider—*
>
> *(a) the result of the assessment of that part of the development application that is not the variation request; and*
>
> *(b) the consistency of the variations sought with the rest of the local planning instrument that is sought to be varied; and*
>
> *(c) the effect the variations would have on submission rights for later development applications, particularly considering the amount and detail of information included in, attached to, or given with the application and available to submitters; and*
>
> *(d) any other matter prescribed by regulation."*

With regards to the above requirements, the current application creates an acceptable/code assessable framework for future development over the subject site. In particular, and in responding to section 61(2) of the *Planning Act 2016*:

(a) The assessment that has been carried out and summarised above sets out the relevant matters which supports future residential development be assessed against another planning area under the planning scheme;

(b) The variation request seeks to allow future development that is consistent in terms of defined land uses, categories of assessment, and applicable assessment benchmarks of the Logan *Planning Scheme 2015 v9.2*;

(c) As identified above, and by aligning the categories of assessment with those already contained within the planning scheme, the proposal will not affect or alter the submission rights for the development applications made under or in accordance with this preliminary approval and variation request. As this development application is subject to Impact Assessment, a period of public notification will be carried out pursuant to the *Planning Act 2016*, allowing submissions to be made;

(d) Other matters prescribed by regulation are detailed and addressed below.

4.2.2 Assessment Benchmarks

The relevant assessment benchmarks are described in section 30 of the *Planning Regulation 2017*, and state:

> *"(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.*
>
> *(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—*
>
> *(a) the assessment benchmarks stated in—*
>
> *(i) the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
>
> *(ii) the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
>
> *(iii) a temporary State planning policy applying to the premises;*
>
> *(b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;*
>
> *(c) if the local government is an infrastructure provider—the local government's LGIP.*
>
> *(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development."*

The category of development and the relevant assessment benchmarks are identified in **section 1.1** and **1.2** of this report.

This application also demonstrates that the proposed variation request satisfies the obligations of section 61 of the *Planning Act 2016*. The matters prescribed by the *Planning Regulation 2017* are identified under section 32:

(a) the common material;

(b) the regional plan for a region;

(c) the State Planning Policy, to the extent the State Planning Policy is not identified in the planning scheme as being appropriately integrated in the planning scheme;

(d) any temporary State planning policy."

The category of development and the relevant assessment benchmarks are identified in **sections 1.1** and **1.2** of this report. Furthermore, the application is made Impact Assessable and the relevant benchmarks, as stipulated in section 30 (3) of the Regulation, are addressed in section 6 of this report.

The proposal is not made assessable under Schedule 10 of the *Planning Regulation 2017*. Specifically, this application considers the above through the following:

(a) The application provides an assessment of the applicable assessment benchmarks for the development stated in schedules 9 and 10 of the *Planning Regulation 2017* has been undertaken in **section 4.4** of this report;

(b) An assessment against the South East Queensland Regional Plan is provided below in response to State Planning Instruments (refer **section 4.5** of this report);

(c) An assessment against the State Planning Policy is provided below in response to State Planning Instrument (refer **section 4.6** of this report); and

(d) No Temporary State Planning Policies exist at the time of the lodgement of this application.

4.3 Public Notification

Section 53 of the *Planning Act 2016* identifies the circumstances when the notification stage of the development assessment process applies as follows:

> *"(a) any part of the application requires impact assessment; or*
>
> *(b) the application includes a variation request."*

As identified in **section 1.2** of this report, the application is Impact Assessable, and therefore public notification is required to be carried out in accordance with the *Planning Act 2016*.

4.4 Referral (Concurrence) Agencies

The Referral Agencies triggered by this proposal and their jurisdictions have been established with reference to section 55(2) of the *Planning Act 2016* and Schedules 9 and 10 of the *Planning Regulation 2017*.

No referral triggers are applicable.

4.4.1 State Development Assessment Provisions

The proposed development does not trigger referral to the Department of Infrastructure, Local Government and Planning and consequently does not require assessment against the State Development Assessment Provisions.

4.5 Referral (Third Party) Agencies

The *Planning Act 2016* and the *Planning Regulation 2017* provide Council with the ability, where appropriate, to seek advice or assistance from a third party agency in the assessment of development applications.

Accordingly, Council may exercise this discretion to engage with relevant infrastructure entities, including Energex, in relation to the proximity of the subject site to the existing 110kV electricity transmission infrastructure. Any such third-party referral or engagement is undertaken by Council as part of its assessment process.

4.6 South East Queensland Regional Plan

The SEQ Regional Plan defines a spatial framework for the region and allocates land into one of five regional land use categories. Under the SEQ Regional Plan the subject site is contained within the 'Urban Footprint'. As the proposal is for a variation request and residential subdivision within an emerging residential area, it is clearly appropriate for the development of "urban activities".

4.7 State Planning Policy

The State Planning Policy has been reviewed relative to the subject site, in particular the development assessment requirements within Part E. The applicant considers that the SPP is not applicable due to the location of the subject site and the nature of the works being proposed. Furthermore, the subject site is situated within the Logan City Council administrative area, and the application is made assessable under the Logan *Planning Scheme 2015 v9.2*. Part 2, section 2.1 of the planning scheme identifies that the SPP was integrated into the Planning Scheme, and no further conflict has been identified.

5 Categorising Instrument – Logan Planning Scheme 2015 v9.2

5.1 Strategic Framework

The whole of the Planning Scheme is identified as the assessment benchmark for Impact Assessable development. This specifically includes assessment of Impact Assessable development against this strategic framework. The strategic framework sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the Planning Scheme area. As demonstrated in the following sections, the proposal complies with the zone code and precinct overall outcomes, and therefore the broader Planning Scheme's Strategic Framework.

The following provides an assessment against the following strategic framework themes (considered relevant) to provide justification for the intended development:

- Settlement pattern
- Residential

5.1.1 Theme – Settlement Pattern

This Strategic Outcome seeks to provide high quality places for people to live, work, learn and play and is designed to accommodate predominantly urban development.

Specifically, the Strategic Outcomes of this Theme most relevant to this proposal are addressed below.

5.1.1.1 Strategic Outcome – Urban footprint

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

2) Premises in the urban footprint that is identified in a non-urban type zone retains a non-urban character

The proposed development is for urban residential development which is consistent with the intent of the emerging urban area. The subject site is located in the urban footprint in accordance with the strategic framework mapping.

5.1.1.2 Strategic Outcome – Future Urban Area

6) Logan Reserve is developed in accordance with:

a) the integrated and orderly pattern of land use and infrastructure networks identified on Figure 3.8 - Logan Reserve land use area to provide:

C. a residential community of about 23,000 people;

D. neighbourhood centres; a range of infrastructure;

E. environmental areas and corridors;

F. 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.

The proposal has been designed to transition future urban land for low density residential purposes, to provide opportunities for further domestic housing in this greenfield area, aiding in the aspirations of the Council to see Logan Reserve accommodate circa 23,000 new and additional residents. The subject site is located alongside other recent urban residential developments, on land that is well serviced (and located in proximity to) neighbourhood centres, a range of community infrastructure, and an accessible integrated movement network.

5.1.2 Theme – Residential

This Strategic Outcome seeks to provide a range of housing sizes, housing types and housing tenures to meet the community's projected housing needs and create socially diverse neighbourhoods. Residential density is of an intensity compatible with the local context, public transport provision and infrastructure capacity where low density residential development is provided in locations of limited public transport accessibility or infrastructure capacity; or where consistent with the intended subdivision pattern, built form, and character of the area.

Specifically, the Strategic Outcomes of this Theme most relevant to this proposal are addressed below.

5.1.2.1 Strategic Outcome – Housing Supply and Diversity

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.

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 is provided throughout Logan to meet community needs.

The proposed residential subdivision provides diversity in the area and dimensions of the allotments being provided – giving rise to traditional housing and small lot housing being interspersed within the residential estate.

5.1.2.2 Strategic Outcome – 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:*
  - *i. environmental land or community infrastructure is secured for public benefit; or*
  - *ii. affordable housing or adaptable housing is secured;*
  - *iii. transitions to be compatible with an adjoining lot in a Residential zone category land.*

2) Residential development:

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

The proposed development is for future residential development at a residential density which is entirely consistent with not only the intent of the emerging urban area, but with adjoining and nearby development approvals.

5.2 Emerging Community Zone

5.2.1 Purpose

The Logan *Planning Scheme 2015 v9.2*, section 6.2.3.2 states the following for the Emerging Community zone:

The purpose of the Emerging community zone is to provide for—

(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.

The proposal involves the timely conversion of the subject site from a large homestead lot to a low density suburban residential development that will provide 22 new allotments capable of accommodating future low-density dwellings. As demonstrated through the assessment contained within this report and the supporting material, the proposed development is consistent with the purpose of the Emerging Community zone.

5.2.2 Emerging Community Zone Overall Outcomes

The purpose of the Emerging community zone code will be achieved through the following overall outcomes:

a. land uses comprise:
- *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;*

b. the design of the built form:
- *i. is responsive to site characteristics, including the shape, frontage, size, orientation and slope;*
- *ii. for urban purposes is consistent with the detailed land use and infrastructure planning;*
- *iii. for an interim use:*
  - *A. is compatible with the existing character;*
  - *B. the existing landscape character predominates over the built form;*

c. development protects amenity consistent with its location in the Emerging community zone and the surrounding area.

d. development ensures that positive social and health impacts are enhanced and negative impacts are mitigated or avoided.

The proposed Reconfiguration of a Lot creating 22 residential lots meets the overall outcomes of the Emerging Community zone and the surrounding urbanising area. The proposed development has been designed having regard to the expressed intent for the emerging community area and does not result in a settlement pattern or subdivision layout which is inconsistent with the local character in terms of lot shape, frontage and size orientation. The development provides for future residential development which will be appropriately connected to the required infrastructure and services.

5.3 Logan Reserve Land Use Area Plan

The subject site is identified in the Logan Reserve Land Use Area Plan (refer map extract in **Figure 8**), which has been drafted as a Planning Scheme mechanism to guide future development and primarily residential growth in this emerging urban area.

The Logan Reserve Land Use Area Plan sets out the desired land uses and road layout for the Logan Reserve and surrounding area (including localities like Chambers Flat) and is incorporated into the Logan *Planning Scheme 2015 v9.2* as a relevant assessment benchmark.

The Logan Reserve Land Use Area Plan nominates the future zoning as being Low Density Residential zone – Suburban precinct.

No major network roads, centres or parks are identified under the Logan Reserve Land Use Area Plan (or the General Planning Layout) which has been relevant or applicable to development applications being made over the subject site.

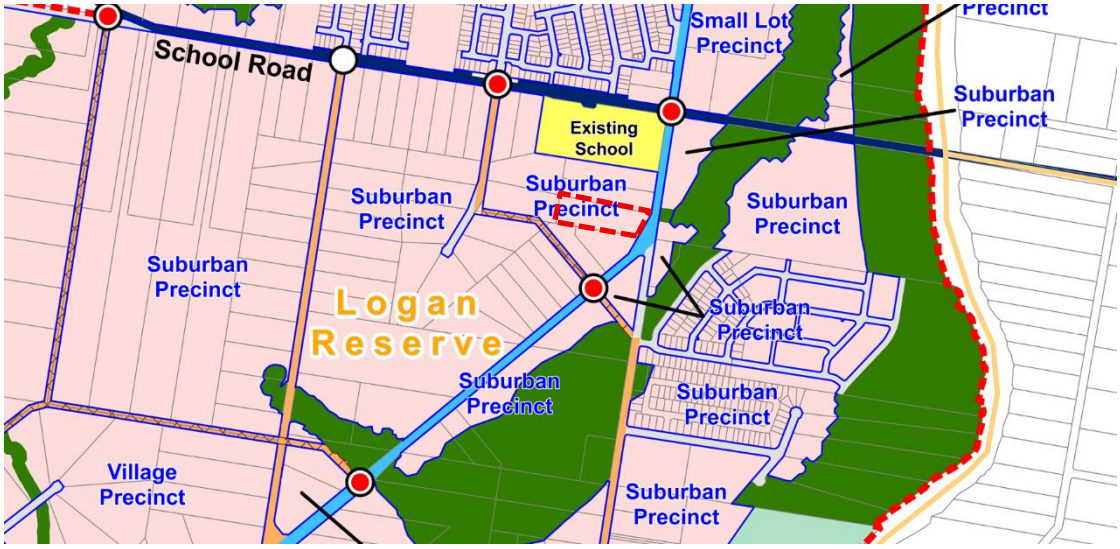


Figure 8 **Logan Reserve Land Use Area Plan (extract)**
Source: *Logan Planning Scheme 2015 v9.2*

6 Assessment Benchmarks – Planning Scheme Codes

The proposal triggers assessment against the applicable development codes contained within the *Logan Planning Scheme 2015 v9.2 (with TLPI 01/2024)*. An assessment of the proposal has been undertaken against the following codes:

6.1 Primary Codes

- Reconfiguring a Lot code – addressed by DTS Group (refer **Appendix B**).

6.2 Prescribed Secondary Codes

- Filling and Excavation code - addressed by HCE Engineers (refer **Appendix E**);
- Infrastructure code – addressed by HCE Engineers (refer **Appendix E**);
- Landscape code – addressed by DTS Group (refer **Appendix B**); and
- Servicing, Access and Parking code – addressed by DTS Group (refer **Appendix B**).

6.3 Overlay Codes

The following overlay codes trigger assessment:

- Bushfire Overlay code – addressed by Bushfire Prone Planning (refer **Appendix D**);
- Biodiversity Areas Overlay code – addressed by Saunders Havill Group (refer **Appendix C**);
- Flood Overlay code – refer **section 3.3.7** of this Report; and
- Regional Infrastructure Corridors and Substations Overlay code – addressed by DTS Group (refer **Appendix B**).

7 Conclusion

This assessment report has identified and analysed the relevant planning issues of this proposed development, which seeks a Preliminary Approval for a Material Change of Use (including a Variation Request to vary the effect of the *Logan Planning Scheme 2015 v9.2 (with TLPI 01/2024*) and a Development Permit for Reconfiguring a Lot (subdivision of 1 Lot into 22 Residential Lots, New Road and Drainage Lot).

The conclusions, which can be drawn from this assessment report, are as follows:

- The development application has been made in accordance with the requirements for development under the *Planning Act 2016.*
- The application seeks approval to develop the subject site with Low Density Residential (Suburban) lots – reflecting the land use intent clearly expressed for the development area which is included in the Emerging Community zone of the Logan *Planning Scheme 2015 v9.2*.
- The proposed new lots generally meet Council's preferred minimum frontage dimensions, which are expressed as Acceptable Solutions of the Reconfiguring a Lot Code included in the Logan *Planning Scheme 2015 v9.2*. Any non-compliance has been justified in this report and in the Code Compliance Response.
- The proposed new lots meet (or exceed) Council's preferred minimum allotment areas and frontages which are expressed as Acceptable Solutions of the Reconfiguring a Lot Code included in the Logan *Planning Scheme 2015 v9.2*.
- The proposed subdivision design meets (or exceeds) Council's preferred diversity outcomes, which are expressed as Acceptable Solutions of the Reconfiguring a Lot Code included in the *Logan Planning Scheme 2015 v9.2*.
- The proposed subdivision incorporates a mix of allotment sizes and types and adopts a permeable subdivision layout consistent with the establishing residential character of the surrounding area.
- With maximum compliance against the Acceptable Outcomes of the Reconfiguring a Lot code (and therefore, the Performance Outcomes), the proposal clearly meets the purpose of the Low Density Residential zone as well as the Overall Outcomes sought for the Suburban precinct.
- The proposed Preliminary Approval and Variation Request components of this proposal are identical to the Preliminary Approval and Variation Request components of the development approval that adjoins the subject site to the south – being COM/21/2022, dated 29 September 2023.
- The proposed development is consistent with other proposed, approved and constructed residential subdivisions within the Logan Reserve area – with the proposed development fully using the approved road layout adopted under COM/21/2022 for access. The proposal presents a configuration that utilises the land within an emerging residential area for an appropriate residential development yield which considers the surrounding land uses.
- The proposed development addresses a gap in the existing pedestrian network by facilitating more convenient pedestrian access between the existing school frontage and the emerging residential community through the developer funded/delivered new concrete pedestrian pathway.

This Assessment Report supports the development application and is recommended to Council, as the Assessment Manager, for approval subject to reasonable and relevant conditions.

Appendices

Appendix A
Subdivision Layout Plan

Appendix B
Code Compliance Response

Appendix C
Ecological Assessment Report

Appendix D
Bushfire Hazard Assessment

Appendix A
Civil Engineering Assessment Report

Appendix B
Stormwater Management Plan

Appendix C
Transport Assessment

Appendix D
Landscape Concept Plan

Appendix I
Acoustic Report

dts urban planning, surveying & development

Brisbane
Level 6, SW1, 52 Merivale Street
South Brisbane Qld 4101
PO Box 3128
West End Qld 4101
Ph: **07 3118 0600** | Fax: 07 3118 0699
brisbane@dtsqld.com.au
ABN 27 101 000 842
dtsqld.com.au

Members of:

Accredited Consultants:

Certifications: