6.2.15 Specialised centre zone code

6.2.15.1 Application

1. This code applies to:
    a. accepted development (subject to requirements) and code assessable material change of use for which Specialised centre zone code is identified in the assessment benchmarks for assessable development and requirements for accepted development column in Table 5.5.15.1 - Specialised centre zone in Part 5 - Tables of assessment;
    b. material change of use made impact assessable in Table 5.5.15.1 - Specialised centre zone in Part 5 - Tables of assessment;
    c. reconfiguring a lot made impact assessable in Table 5.6.1 - Reconfiguring a lot;
    d. building work made accepted development (subject to requirements) in Table 5.7.1 - Building work in Part 5 - Tables of assessment.
2. When using this code, reference should be made to section 5.3.2 - Determining the category of development and category of assessment and, where applicable, section 5.3.3 - Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development located in Part 5 - Tables of assessment.

6.2.15.2 Purpose

1. The purpose of the Specialised centre zone is to provide for 1 or more specialised uses including, for example, conference centres, entertainment centres, education and research facilities or university campuses.
2. The local government purpose of the Specialised centre zone code is to:
    a. compliment principal centres, major centres and district centres;
    b. provide:
        i. a specific range of principal centre activities; or
        ii. a specific function.
3. The purpose of the Specialised centre zone code will be achieved through the following overall outcomes:
    a. the design of the built form:
        i. is responsive to site characteristics, including the shape, frontage, size, orientation and slope and transitions sensitively to surrounding uses;
        ii. contributes positively to the immediate streetscape character with highly articulated, attractive and functional buildings and detailing;
        iii. has a building height that is responsive to surrounding buildings, site characteristics and is consistent with the intended built form character;

iv. is able to accommodate a range of tenancy sizes that facilitate the zone functioning as a business incubator;
v. ensures it is easily and safely accessed;
vi. supports the safety of users by utilising crime prevention through environmental design principles;

b. development protects the amenity of a sensitive land use from the impacts of noise, air, light, radiation and vibration emissions;
c. development ensures that positive social and health impacts are enhanced and negative impacts mitigated or avoided;
d. in the Albert River tourism precinct:
    i. land uses comprise:
        A. Caretaker's accommodation, Childcare centre, Community use, Educational establishment, Emergency services, Entertainment activities (excluding Tourist park), Food and drink outlet, Home-based business, Indoor sport and recreation, Landing, Market, Major sport, recreation and entertainment facility, Nature based tourism, Retirement facility, Outdoor sport and recreation facility, Port service, Resort complex, Sales office, Service industry, small-scale Shop, Short-term accommodation or Tourist attraction;
    ii. a Shop does not undermine the viability of a nearby centre or the centre hierarchy;
e. in the Highway business precinct:
    i. land uses comprise:
        A. Adult store, Agricultural supplies store, Bar, Car wash, Caretaker's accommodation, Childcare centre, Club, Community care centre, Community use, Educational establishment, Emergency services, Food and drink outlet, Function facility, Funeral parlour, Garden centre, Hardware and trade supplies, Health care service (excluding Pharmacotherapy clinic), Home-based business, Hospital, Hotel, Indoor sport and recreation, Low impact industry, Multiple dwelling, Office, Outdoor sales, Parking station, Place of worship, Sales office, Service industry, Service station, small-scale Shop, Showroom, Short-term accommodation, Veterinary service or Warehouse;
    ii. a Shop does not undermine the viability of a nearby centre or the centre hierarchy;
    iii. Low impact industry, being vehicle repairs is an incidental use to Outdoor sales or Showroom;
    iv. development with a frontage to Clarkes Road creates a safe and legible movement network;
f. in the Low impact office precinct:
    i. land uses comprise:
        A. Bar, Caretaker's accommodation, Childcare centre, Club, Community care centre, Community use, Educational establishment, Emergency services, small-scale Food and drink outlet, Function facility, Health care service (excluding Pharmacotherapy clinic), Home-based business, Hotel, Multiple dwelling being an apartment developed in conjunction with an Office, Office, Parking station, Place of worship, Sales office, Service industry, small-scale Shop, Short-term accommodation or Veterinary service;
    ii. a Shop does not undermine the viability of a nearby centre or the centre hierarchy;
g. in the Loganholme tourism precinct:
    i. land uses comprise:

A. Bar, Caretaker's accommodation, Car wash, Childcare centre, Club, Community care centre, Community use, Cropping, Educational establishment, Emergency services, Environment facility, Food and Drink outlet, Function facility, Home-based business, Hotel, Indoor sport and recreation, Landing, Major sport, recreation and entertainment facility, Marine industry, Market, Nature based tourism, Outdoor sport and recreation, Parking station, Port service, Renewable energy facility, Research and technology industry, Resort complex, Retirement facility, Rural workers' accommodation, Sales office, Service industry, small-scale Shop, Short-term accommodation, Theatre, Tourist attraction, Tourist park, Veterinary service, Wholesale nursery or Winery;

ii. a Shop does not undermine the viability of a nearby centre or the centre hierarchy.

iii. development:

A. protects landscape values when viewed from the Logan River;

B. provides a connected pedestrian and cycleway path along the Logan River;

h. in the Old Chatswood Road precinct:

i. land uses comprise:

A. Bar, Caretaker's accommodation, Childcare centre, Club, Community care centre, Community use, Educational establishment, Emergency services, Food and drink outlet, Function facility, Health care service (excluding Pharmacotherapy clinic), Home-based business, Hotel, Indoor sport and recreation, Multiple dwelling being an apartment, Office, Retirement facility, Sales office, Service industry, Shop, Short-term accommodation or Showroom;

ii. Retail activities are developed in conjunction with Multiple dwellings, being an apartment or Short term accommodation.

i. in the Underwood business precinct:

i. land uses comprise:

A. Adult store, Agricultural supplies store, Bar, Car wash, Caretaker's accommodation, Childcare centre, Club, Community care centre, Community use, Educational establishment, Emergency services, Food and drink outlet, Function facility, Funeral parlour, Garden centre, Hardware and trade supplies, Health care service (excluding Pharmacotherapy clinic), Home-based business, Hospital, Hotel, Indoor sport and recreation, Low impact industry, Multiple dwelling being an apartment, Outdoor sales, Parking station, Place of worship, Retirement Facility, Sales office, Service industry, Service station, small-scale Shop, Showroom, Short-term accommodation, Veterinary service or Warehouse;

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

iii. Low impact industry, being vehicle repairs is an incidental use to Outdoor sales or Showroom.

6.2.15.3 Assessment benchmarks for assessable development and requirements for accepted development

Part A - Requirements for accepted development (subject to requirements) and assessment benchmarks for assessable development

Table 6.2.15.3.1 - Specialised centre zone code - accepted development (subject to requirements) and assessable development

Performance outcomes	Acceptable outcomes	Comments
For accepted development (subject to requirements) and assessable development		
Land use		
PO1 A use in the Specialised centre zone is for uses identified in: a. section 6.2.15.2(3)(d)(i) overall outcomes for the Albert River tourism precinct, or b. section 6.2.15.2(3)(e)(i) overall outcomes for the Highway business precinct, or c. section 6.2.15.2(3)(f)(i) overall outcomes for the Low impact office precinct, or d. section 6.2.15.2(3)(g)(i) overall outcomes for the Loganholme tourism precinct, or e. section 6.2.15.2(3)(h)(i) overall outcomes for the Old Chatswood Road precinct, or f. section 6.2.15.2(3)(i)(i) overall outcomes for the Underwood business precinct.	**AO1** A use in the Specialised centre zone is for uses identified in: a. section 6.2.15.2(3)(d)(i) overall outcomes for the Albert River tourism precinct, or b. section 6.2.15.2(3)(e)(i) overall outcomes for the Highway business precinct, or c. section 6.2.15.2(3)(f)(i) overall outcomes for the Low impact office precinct, or d. section 6.2.15.2(3)(g)(i) overall outcomes for the Loganholme tourism precinct, or e. section 6.2.15.2(3)(h)(i) overall outcomes for the Old Chatswood Road precinct, or f. section 6.2.15.2(3)(i)(i) overall outcomes for the Underwood business precinct.	**AO1 Complies.** The proposed Warehouse and Showroom uses are both expressly identified as intended land uses within the Highway Business Precinct.
Shop		
PO2 Other than in the Old Chatswood Road precinct, a Shop a. is small-scale; b. does not undermine the viability of a nearby centre. Note - Planning scheme policy 2 - Economic need and impact assessment provides guidance on how to achieve this outcome.	**AO2** Other than in the Old Chatswood Road precinct, a Shop: a. has a maximum gross floor area of 200m^2 per tenancy; b. is not within 800 metres of another Shop.	**Not Applicable.** No Shop use is proposed.

Amenity		
General emissions		
PO3 Development protects the intended amenity for the zone and precinct of an adjoining premises by having regard to: a. noise emissions; b. air emissions; c. light emission; d. radiation emissions; e. vibration emissions.	**AO3** Development complies with the following emissions standard of Planning scheme policy 3 - Environmental management: a. Table 3.2.1.1 - Noise emission standards for the protection of residential amenity where adjoining a premises in a zone specified in 3.2.1(1)(a) of Planning scheme policy 3 - Environmental management; b. Table 3.2.1.2 - Noise emission standards for the protection of general amenity where adjoining a premises in a zone specified in 3.2.1(1)(b) of Planning scheme policy 3 - Environmental management; c. Table 3.2.2.1 - Air emission standards; d. Table 3.2.3.1 - Light emission standards; e. section 3.2.4 - Radiation emission standards; f. Table 3.2.5.1 - Preferred weighted rms value for continuous and impulsive vibration acceleration m/s^2 1/80Hz.	**PO3 Complies.** An Environmental Noise Impact Assessment has been prepared to assess noise associated with vehicle movements, loading and unloading, waste collection, external activity and mechanical plant. The assessment concludes that the development can operate within the relevant noise criteria subject to the recommended acoustic barriers and operational controls. No material air, radiation or vibration emissions are anticipated from the proposed Warehouse and Showroom uses, with lighting to be appropriately designed and managed.
Reverse amenity		
PO4 Development, being a sensitive land use, maintains the operational integrity of the government supported transport infrastructure	**AO4** Development, being a sensitive land use, within 100 metres of government supported transport infrastructure complies with the noise and vibration criteria identified in section 7 -	**Not Applicable.** The proposed Warehouse and Showroom uses are not sensitive land uses.

and corridor by mitigating the adverse impacts of the infrastructure.	Development Affected by Environmental Emissions from Transport Policy prepared by Department of Transport and Main Roads.	
PO5 A sensitive land use is designed and located to mitigate any potential adverse impacts from Rural activities, Medium impact industry, High impact industry or Special industry. Note - Planning scheme policy 3 - Environmental management provides guidance on how to achieve this outcome.	**AO5** A sensitive land use is not developed within the separation distance shown in Column 1, from the use listed in Column 2 in Table 6.2.15.3.2. **Table 6.2.15.3.2**	**Not Applicable.** The proposed Warehouse and Showroom uses are not sensitive land uses.

Column 1: Separation distance	**Column 2: Use**
1,500 metres	Special industry
500 metres	High impact industry
500 metres	Intensive animal industry
300 metres	Intensive horticulture
300 metres	Wholesale nursery
250 metres	Medium impact industry

Design		
Building height in the Albert River tourism precinct		
PO6	**AO6** A building in the Albert River tourism precinct has a maximum height of:	**Not Applicable.** The site is not located within the Albert River Tourism Precinct.

A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: a. the functional requirements of the use; b. the topography of the area and site slope; c. avoids overshadowing of premises in the residential zone category; d. transitions to the residential zone category land to protect: i. visual amenity; ii. privacy.	a. 25 metres south of Distillery Road; b. 15 metres north of Distillery Road; c. 10 metres within 200 metres of the Albert River.	
Building height in the Highway business precinct		
PO7 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: a. the functional requirements of the use; b. the topography of the area and site slope; c. avoids overshadowing of premises in the residential zone category; d. transitions to the residential zone category land to protect: i. visual amenity; ii. privacy.	**AO7** A building has a maximum height of 12 metres.	**PO7 Complies.** The proposed development has a maximum building height of approximately 13.8m and therefore exceeds the 12m height identified by AO7 across portions of the building. The height variation is primarily associated with the substantial fall in natural ground level from Nujooloo Road toward the central and western portions of the site and the incorporation of lower-level parking, warehouse floor space and the open undercroft arrangement. The development presents to Nujooloo Road as a low-rise commercial built form and provides suitable setbacks, landscaping and acoustic treatments toward nearby residential interfaces. The proposed height is therefore consistent with the functional requirements of the Warehouse and Showroom uses and appropriately responds to the site topography and surrounding context. Refer to

		Section 7.1 of the Town Planning Assessment Report for further detail.
Building height in the Low impact office precinct		
PO8 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: a. the functional requirements of the use; b. the topography of the area and site slope; c. avoids overshadowing of premises in the residential zone category; d. transitions to the residential zone category land to protect: i. visual amenity; ii. privacy.	**AO8** A building has a maximum height of 12 metres.	**Not Applicable.** The site is not located within the Low Impact Office Precinct.
Building height in the Loganholme tourism precinct		
PO9 A building has a height that is consistent with the intended predominant use and built form for the precinct having regard to: a. the functional requirements of a use; b. the topography of the area and site slope.	**AO9** A building has a maximum height of 40 metres.	**Not Applicable.** The site is not located within the Loganholme Tourism Precinct.
Building height in the Old Chatswood Road precinct		
PO10 A building has a height that is consistent with the intended predominant uses, built form and streetscape for the precinct having regard to: a. the functional requirements of the use; b. the topography of the area and site slope;	**AO10** A building in the Old Chatswood Road precinct, has a maximum height that complies with Figure 6.2.15.3.1 - Old Chatswood Road building heights.	**Not Applicable.** The site is not located within the Old Chatswood Road Precinct.

c. avoids overshadowing of premises in the residential zone category; d. transitions to the residential zone category land to protect: i. visual amenity; ii. privacy.		
Building height in the Underwood business precinct		
PO11 A building or structure has a height that is consistent with the intended uses, built form and streetscape for the precinct having regard to: a. the functional requirements of the use; b. the topography of the area and site slope avoids overshadowing of premises in the residential zone category; c. transitions to the residential zone category land to protect: i. visual amenity; ii. privacy; iii. solar access.	**AO11** A building or structure in the Underwood business precinct, has a maximum building height of: a. 30 metres; b. 8.5 metres if within 15 metres of a lot in the Low density residential zone.	**Not Applicable.** The site is not located within the Underwood Business Precinct.
For assessable development only		
Design		
Built form		
PO12 A building contributes to the immediate streetscape character with highly articulated buildings and detailing: a. orientating the building to the primary road frontage; b. providing a well-articulated façade;	**AO12** No acceptable outcome provided.	**PO12 Complies.** The development is oriented toward and provides a clear commercial presentation to Nujooloo Road. The frontage incorporates articulated building elements, glazing, clearly identifiable tenancy entries and landscape treatment to provide visual interest and contribute positively to the streetscape. The

c. incorporating detailed design measures for visual aesthetics; d. integrating with public open space; e. integrating with the street; f. having a human scale at the ground floor. Note - Planning scheme policy 8 - Urban design provides guidelines on how to achieve this outcome.		lower-level parking and servicing arrangement is integrated into the sloping site, allowing the primary frontage to maintain a defined commercial character.
PO13 A building is designed to minimise wind effects.	**AO13** Development provides wind mitigation for a building which is between 30 metres and 60 metres in height that utilise at least two of the following strategies: a. building orientation, plan shape, massing and facade articulation to avoid tall and wide facades that face prevailing winds; b. a podium and tower building form with tower set back at least 10m from all streets above the podium level to deflect wind downdrafts from penetrating to street level (but the podium is not suitable for communal or private open space); c. canopies and awnings to protect pedestrians; d. trellis structures and a dense network of trees at ground or podium level. Note - No acceptable outcome is prescribed for a development if more than 60 metres in height. Note - This is demonstrated by submission of a wind impacts report from a suitably qualified professional.	**Not Applicable.** The proposed building height does not exceed 30 metres.
PO14 Development ensures that glass or any other surface likely to reflect specular rays does not	**AO14** No acceptable outcome provided.	**PO14 Complies.** The proposed external materials and glazing are typical of contemporary commercial development and are not expected to result in undue glare, nuisance or hazard to the surrounding locality.

impose undue nuisance, discomfort or hazard on the surrounding locality.		
Streetscape		
PO15 Development ensures vehicle entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	**AO15** No acceptable outcome provided.	**PO15 Complies.** The majority of car parking is accommodated within the lower level, reducing the extent of parking visible from Nujooloo Road. Vehicular access and servicing are integrated into the site layout, with landscape treatment provided along the frontage. The Traffic Engineering Report confirms that the proposed driveway and internal circulation arrangements are suitable from a traffic engineering perspective.
Crime prevention through environmental design		
PO16 Development supports the safety of users and adjoining public open spaces by utilising crime prevention through environmental design principles by: a. providing casual surveillance; b. providing easy way finding for pedestrians; c. deterring unintended and illegitimate access to premises; d. limiting the opportunities for graffiti and vandalism. Note - Planning scheme policy 1 - Crime prevention through environmental design outlines the appropriate measures to be taken into account to achieve this outcome.	**AO16** No acceptable outcome provided.	**PO16 Complies.** The development incorporates clearly defined building entries, pedestrian and vehicle movement areas and opportunities for passive surveillance across the frontage and internal areas. Landscaping and lighting can be managed to maintain sightlines, support wayfinding and discourage unintended access, consistent with CPTED principles.
Service areas and storage		
PO17	**AO17** A development:	**PO17 Complies.** The majority of car parking is provided at the lower level and integrated with

Development ensures vehicles entrances, servicing and parking are designed and located to minimise disruption to building frontages, pedestrian environment and to reduce the visual impact on the streetscape.	a. locates any new parking areas underground or behind the building; b. screens, plant, equipment, services and outdoor storage of materials from public view; c. sites with more than one street frontage use the rear lanes and/or streets, with lesser pedestrian activity, for vehicular access to basements and parking areas; d. ensures vehicle entrances are minimised in height, width, and shared use of vehicular access points are utilised where possible.	the building form. Plant, services and waste storage areas are located and screened to minimise their visibility from the public realm. The two proposed vehicular crossovers have been incorporated into the overall frontage design and provide safe and functional access to the parking and servicing areas.
PO18 A loading dock does not adversely affect: a. visual amenity; b. residential amenity.	**AO18** A loading dock is not located adjoining premises that are a sensitive land use.	**PO18 Complies.** Loading and servicing activities are accommodated on site and are separated from nearby residential properties through building setbacks, landscaping and acoustic treatments. The Traffic Engineering Report includes swept path assessment demonstrating that the Articulated Vehicle design vehicle can enter, manoeuvre within and exit the site in a forward direction. The Environmental Noise Impact Assessment also identifies operational controls to maintain an acceptable level of residential amenity.
Social and health impact		
PO19 Development enhances the positive impacts and mitigates or avoids the negative impacts for the	**AO19.1** Development meets the criteria for the uses stated in Table 2.1.2.1 of Planning scheme policy	**Not Applicable.** The proposal does not involve the sale or consumption of liquor or gaming and does not trigger the social and health impact assessment requirements identified by this outcome.

uses stated in Table 2.1.2.1 of Planning scheme policy 7 - Social and health impact assessment. Note - Compliance with this performance outcome is to be demonstrated by a detailed social and health impact assessment report prepared in accordance with Part 2 of Planning scheme policy 7 - Social and health impact assessment.	7 - Social and health impact assessment where involving the sale or consumption of liquor. **AO19.2** Development does not provide for gaming.	
Albert River tourism precinct		
Design		
Landscape character		
PO20 Development has a landscape setting when viewed from the Albert River.	**AO20** No acceptable outcome provided.	**Not Applicable.** The site is not located within the Albert River Tourism Precinct.
Highway business precinct		
Land use		
Low impact industry		
PO21 A Low impact industry being the repair of vehicles in the Highway business precinct: a. is subordinate to an Outdoor sales or a Showroom; b. has a direct association and shares premises with an Outdoor sales or a Showroom.	**AO21** A Low impact industry being the repair of vehicles in the Highway business precinct is: a. limited to 49 percent of the gross floor area; b. located on the same premises as an Outdoor sales or a Showroom.	**Not Applicable.** No Low Impact Industry involving vehicle repairs is proposed.
Design		
Clarke Road		

PO22 A building on the eastern side of Clarke Road protects the residential amenity of adjoining premises in the Low density residential zone by ensuring that the rear wall of the building is located on or close to the common boundary and designed to provide: a. attractive design elements; b. horizontal and vertical articulation; c. a high level of noise attenuation; d. durable materials compatible with adjoining residential development; e. that a window is non transparent; f. a low level of maintenance.	**AO22** No acceptable outcome provided.	**Not Applicable.** The site does not have frontage to Clarke Road.
PO23 Development with a frontage to Clarke Road provides limited vehicular access to Clarke Road and has regard to: a. pedestrian, cyclist and vehicular traffic safety; b. minimising traffic conflict points; c. maximising on site and on road car parking; d. maximising frontage landscaping.	**AO23** Development with a frontage to Clarke Road has a maximum of one accessway for every 50 metres of road frontage.	**Not Applicable.** The site does not have frontage to Clarke Road.
Low impact office precinct		
Land use		
Food and drink outlet		
PO24 A Food and drink outlet; a. is small scale;	**AO24** A Food and drink outlet:	**Not Applicable.** The site is not located within the Low Impact Office Precinct and no Food and Drink Outlet is proposed.

b. serves the local workforces' daily needs.	a. has a maximum gross floor area of 200m^2 per tenancy; b. not within 800 metres of another Food and drink outlet.	
Multiple dwelling being an apartment		
PO25 A Multiple dwelling being an apartment is developed in conjunction with and incidental to an Office.	**AO25** A Multiple dwelling being an apartment does not exceed 50 percent of the gross floor area of the building.	**Not Applicable.** The site is not located within the Low Impact Office Precinct and no Multiple Dwelling is proposed.
Loganholme tourism precinct		
Design		
Landscape character		
PO26 Development has a landscape setting when viewed from the Logan River.	**AO26** No acceptable outcome provided.	**Not Applicable.** The site is not located within the Loganholme Tourism Precinct.
Old Chatswood Road precinct		
Land uses		
Retail activities		
PO27 Retail activities in the Chatswood Road precinct provides a mix of Retail activities that are: a. of an appropriate size relative to the primary trade area and expenditure; b. have a total maximum gross floor area of 8,000m^2;	**AO27** Retail activities: a. have a total maximum gross floor area of 8,000m^2; b. developed in conjunction with Multiple dwelling being an apartment or Short term accommodation.	**Not Applicable.** The site is not located within the Old Chatswood Road Precinct.

c. developed in conjunction with and is subordinate a Multiple dwelling being an apartment or Short-term accommodation. Note - Planning scheme policy 2 - Economic need and impact assessment specifies the appropriate measures to be taken into account to achieve this outcome.		
Design		
Layout		
PO28 Development is designed and located to: a. facilitate a main street through the precinct; b. provide small-scale active uses along the main street frontage at the ground floor; c. provide continuous weather protection along the main street frontage at the ground floor; d. provide landmark buildings and structures to enhance recognition and way finding.	**AO28** Development is designed to comply with Figure 6.2.15.3.2 - Old Chatswood Road precinct layout.	**Not Applicable.** The site is not located within the Old Chatswood Road Precinct.
Underwood business precinct		
Low impact industry		
PO29 A Low impact industry being the repair of vehicles in the Underwood business precinct: a. is subordinate to an Outdoor sales or a Showroom; b. has a direct association and shares premises with an Outdoor sales or a Showroom.	**AO29** A Low impact industry being the repair of vehicles in the Underwood business precinct is: a. limited to 49 percent of the Gross floor area; b. located on the same premises as an Outdoor sales or a Showroom.	**Not Applicable.** The site is not located within the Underwood Business Precinct and no Low Impact Industry involving vehicle repairs is proposed.

Figure 6.2.15.3.1 - Old Chatswood Road building heights

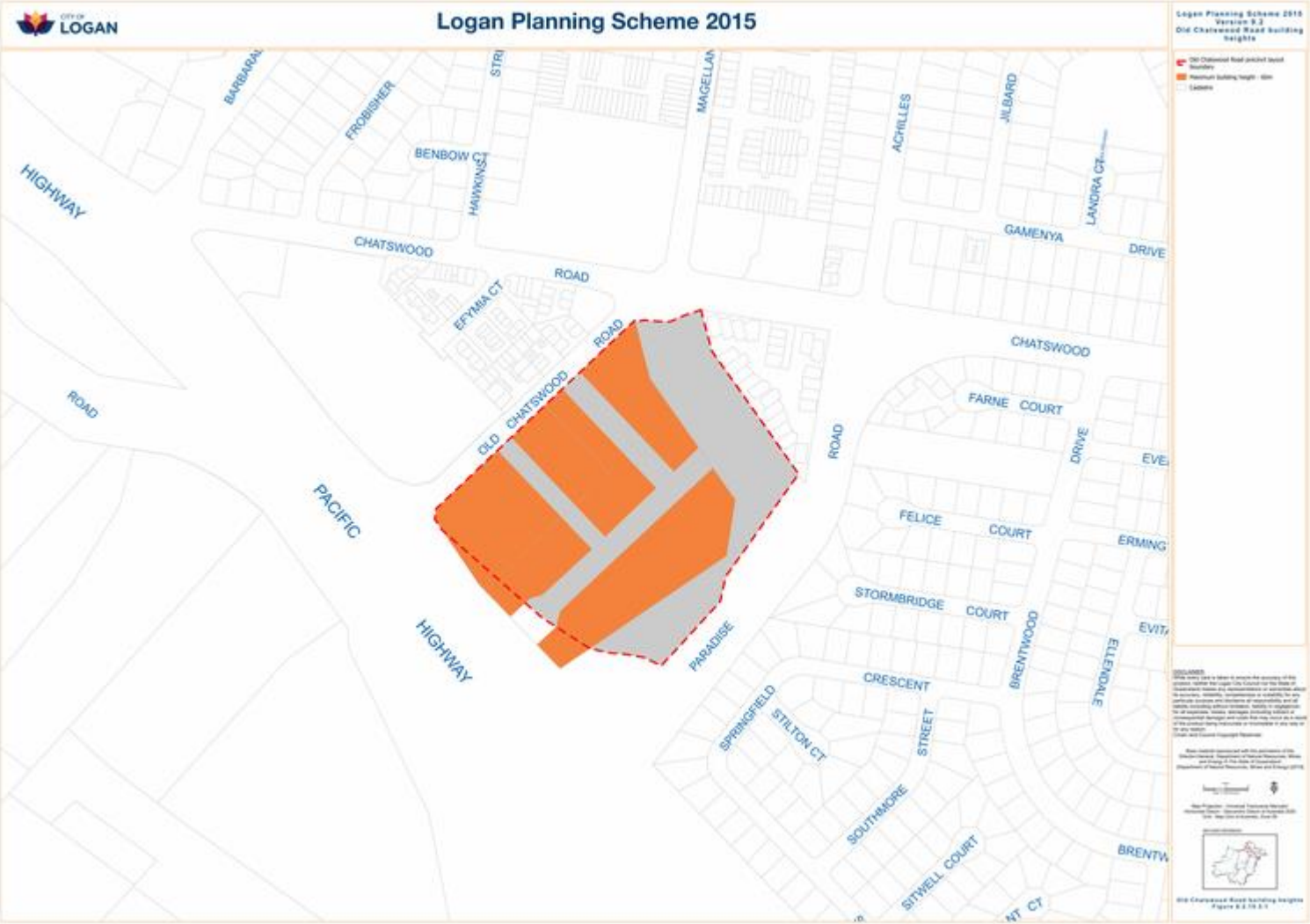
Logan Planning Scheme 2015
LOGAN
BARBARA
FROBISHER
BENBOW CT
HAWKINS
MAGELLAN
ACHILLES
JILBARD
LANDRA CT
GAMENYA
DRIVE
HIGHWAY
CHATSWOOD
ROAD
EFYMIA CT
OLD CHATSWOOD ROAD
CHATSWOOD
FARNE COURT
DRIVE
ROAD
PACIFIC
FELICE COURT
STORMBRIDGE COURT
HIGHWAY
PARADISE
CRESCENT
BRENTWOOD
ELLENDALE
SPRINGFIELD
STILTON CT
STREET
SOUTHMORE
SITWELL COURT

Figure 6.2.15.3.2 - Old Chatswood Road precinct layout

Logan Planning Scheme 2015
LOGAN
HIGHWAY
PACIFIC
ROAD
CHATSWOOD
ROAD
BENBOW CT
FROBISHER
HAWKINS
MAGELLAN
ACHILLES
JILBARD
LANDRA CT
GAMENYA
DRIVE
EFYMIA CT
CHATSWOOD
FARNE COURT
DRIVE
FELICE
COURT
STORMBRIDGE
COURT
PARADISE
HIGHWAY
CRESCENT
BRENTWOOD
ELLENDALE
SPRINGFIELD
STILTON CT
STREET
SOUTHMORE
SITWELL COURT